Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement

A Design-Build Project
Fairfax County, Virginia

From: 0.168 miles west of Pleasant Valley Road (Route 609)
To: 0.076 miles east of Pleasant Valley Road (Route 609)

Proposal Submittal
Letter of Submittal and Attachments

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

Proposal Submitted By:

WAGMAN & AMT

April 24, 2014
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>
</tr>
</thead>
<tbody>
<tr>
<td>Letter of Submittal Checklist and Contents</td>
<td>Attachment 4.0.1.1</td>
<td>Section 4.0.1.1</td>
<td>Behind Cover</td>
</tr>
<tr>
<td>Acknowledgement of RFP, Revisions, and/or Addenda</td>
<td>Attachment 3.4 (Form C-78-RFP)</td>
<td>Sections 3.4; 4.0.1.1</td>
<td>Before Letter Submittal</td>
</tr>
<tr>
<td>Letter of Submittal</td>
<td>NA</td>
<td>Sections 4.1</td>
<td>Tab 4.1</td>
</tr>
<tr>
<td>Letter of Submittal on Offeror's letterhead</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>Page 1 of 2</td>
</tr>
<tr>
<td>Offeror's full legal name and address</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>Page 1 of 2</td>
</tr>
<tr>
<td>Authorized representative's original signature</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>Page 1 of 2</td>
</tr>
<tr>
<td>Declaration of intent</td>
<td>NA</td>
<td>Section 4.1.2</td>
<td>Page 1 of 2</td>
</tr>
<tr>
<td>120 day declaration</td>
<td>NA</td>
<td>Section 4.1.3</td>
<td>Page 1 of 2</td>
</tr>
<tr>
<td>Point of Contact information</td>
<td>NA</td>
<td>Section 4.1.4</td>
<td>Page 1 of 2</td>
</tr>
<tr>
<td>Principal Officer information</td>
<td>NA</td>
<td>Section 4.1.5</td>
<td>Page 2 of 2</td>
</tr>
<tr>
<td>Offeror's Corporate Structure</td>
<td>NA</td>
<td>Section 4.1.6</td>
<td>Page 2 of 2</td>
</tr>
<tr>
<td>Full Legal Name of Lead Contractor and Lead Designer</td>
<td>NA</td>
<td>Section 4.1.7</td>
<td>Page 2 of 2</td>
</tr>
<tr>
<td>Offeror's VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.1.8</td>
<td>Page 2 of 2</td>
</tr>
<tr>
<td>DBE statement confirming Offeror is committed to achieving the required DBE goal</td>
<td>NA</td>
<td>Section 4.1.9</td>
<td>Page 2 of 2</td>
</tr>
<tr>
<td>Final Completion Date</td>
<td>NA</td>
<td>Section 4.1.10</td>
<td>Page 2 of 2</td>
</tr>
<tr>
<td>Letter of Submittal Component</td>
<td>Form (if any)</td>
<td>RFP Part 1 Cross Reference</td>
<td>Page Reference</td>
</tr>
<tr>
<td>-------------------------------------------------------------</td>
<td>---------------</td>
<td>----------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Attachments to the Letter of Submittal</td>
<td>NA</td>
<td>Section 4.2</td>
<td>Tab 4.2</td>
</tr>
<tr>
<td>Affiliated and/or Subsidiary Companies</td>
<td>Attachment 4.2.1</td>
<td>Section 4.2.1</td>
<td>Tab 4.2.1</td>
</tr>
<tr>
<td>Certification Regarding Debarment Forms</td>
<td>Attachment 4.2.2(a)</td>
<td>Section 4.2.2</td>
<td>Tab 4.2.2</td>
</tr>
<tr>
<td></td>
<td>Attachment 4.2.2(b)</td>
<td>Section 4.2.2</td>
<td>Tab 4.2.2</td>
</tr>
<tr>
<td>Offeror's VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>Tab 4.2.3</td>
</tr>
<tr>
<td>Evidence of obtaining bonding</td>
<td>NA</td>
<td>Section 4.2.4</td>
<td>Tab 4.2.4</td>
</tr>
<tr>
<td>Full size copies of DPOR licenses and SCC registrations</td>
<td>NA</td>
<td>Section 4.2.5</td>
<td>Tab 4.2.5</td>
</tr>
<tr>
<td>SCC registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.1</td>
<td>Tab 4.2.5</td>
</tr>
<tr>
<td>DPOR registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.2</td>
<td>Tab 4.2.5</td>
</tr>
<tr>
<td>Lead Contractor Work History Form</td>
<td>Attachment 4.2.6(a)</td>
<td>Section 4.2.6</td>
<td>Tab 4.2.6</td>
</tr>
<tr>
<td>Lead Designer Work History Form</td>
<td>Attachment 4.2.6(b)</td>
<td>Section 4.2.6</td>
<td>Tab 4.2.6</td>
</tr>
<tr>
<td>Conceptual Roadway Plans</td>
<td>NA</td>
<td>Section 4.2.7</td>
<td>Tab 4.2.7</td>
</tr>
</tbody>
</table>
ATTACHMENT 3.4

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

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

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

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

1. Cover letter of February 25, 2014 – RFP (Date)
2. Cover letter of Addendum #1- April 8, 2014 (Date)
3. Cover letter of Addendum #2- RFP Information Package- April 15, 2014 (Date)
4. Cover letter of Addendum #3- April 17, 2014 (Date)

4-23-14

SIGNATURE DATE
April 23, 2014

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

RE: Letter of Submittal
Braddock Road (Rt. 620) and Pleasant Valley Road (Rt 609) Intersection Improvement
Fairfax County, Virginia
State Project No.: (NFO) 0620-029-017, P101, R201, C501
Federal Project No.: STP-5A01 (382)
Contract ID Number: C00103318DB71

Dear Mr. Stevenson:

G.A. & F.C. Wagman, Inc. (Wagman) is pleased to submit one (1) original paper version of our Letter of Submittal, with full supporting documentation, which bear original signatures; and one (1) CD-ROM containing the entire Letter of Submittal along with attachments in a single cohesive Adobe PDF file to the Virginia Department of Transportation (VDOT) to provide Design-Build (D-B) services for the Route 35 Bridge Replacement Project in Southampton County, Virginia. We have carefully reviewed the Request for Proposals (RFP), RFP Addendum Numbers 1, 2 & 3, and RFP Questions and Answers; attended the Pre-Proposal and Utility Meeting; and visited the project site multiple times.

PROJECT TEAM

G.A. & F.C. Wagman, Inc. has assembled a strong and efficient team of highly-qualified professionals with the necessary expertise to successfully meet the goals and objectives of this project. Wagman has selected A. Morton Thomas and Associates, Inc. (AMT) as our lead design firm to provide all engineering services for this project. Wagman and AMT have excellent reputations in the design and construction of similar projects, with proven prior experience in delivering quality D-B projects. Other members of our team include Accompong Engineering Group, LLC, DMY Engineering Consultants, Inc., Traffic Signals Plus, LLC, and Quinn Consulting Services, Inc.

Section 4.1.1 Offeror’s Full Legal Name
The Offeror’s full legal name and address is as stated herein and shall be the legal entity who will execute the Contract with VDOT.

G.A. & F.C. Wagman, Inc.
3290 N. Susquehanna Trail
York, PA 17406-9754

Section 4.1.2 Declaration of Offeror’s Intent
It is the Offeror’s intent, if selected, to enter into a contract with VDOT for the Project referenced herein in accordance with the terms of the RFP.

Section 4.1.3 Effective Duration of Proposal
Pursuant to Part 1, Section 8.2, the offer represented by the Price Proposal will remain in full force and effect for one hundred twenty (120) days after the date the Proposal is submitted to VDOT (“Letter of Submittal & Price Proposal Due Date”).

Section 4.1.4 Point Of Contact
Wagman’s official representative and designated Point Of Contact for all project-related communications is Wagman’s Vice President Business Development and Estimating, Mr. Anthony Bednarik. Mr. Bednarik can be reached as follows:

G.A. & F.C. WAGMAN, INC.
3290 N. Susquehanna Trail | Phone: 717-764-8521
York, PA 17406-9574 | Fax: 717-767-5457
WWW.WAGMAN.COM
Section 4.1.5 Principal Officer

The Principal Officer of G.A. & F.C. Wagman, Inc. with whom a D-B contract would be written is Wagman’s principal officer and Senior Vice President Operations, Mr. Todd E. Becker. Mr. Becker can be reached as follows:

<table>
<thead>
<tr>
<th>Address</th>
<th>Phone</th>
<th>Mobile</th>
<th>Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>3290 N. Susquehanna Trail, York, PA 17406-9754</td>
<td>717-764-8521</td>
<td>717-324-3979</td>
<td>717-767-5457</td>
<td><a href="mailto:avbednarik@wagman.com">avbednarik@wagman.com</a></td>
</tr>
</tbody>
</table>

Section 4.1.6 Structure of Offeror

G.A. & F.C. Wagman, Inc. is an active, registered Corporation in the Commonwealth of Virginia and will take financial responsibility for this project. A single 100% performance bond and a single 100% payment bond will be provided for the total contract value and time period. Currently, there are no liability limitations on behalf of G.A. & F.C. Wagman, Inc.

Section 4.1.7 Full Legal Name of Both Lead Contractor and Lead Designer

Lead Contractor’s full legal name is: G.A. & F.C. Wagman, Inc.
Lead Designer’s full legal name is: A. Morton Thomas and Associates, Inc.

Section 4.1.8 Offeror’s Prequalification

G.A. & F.C. Wagman’s VDOT prequalification number is W002 and has a status of active. G.A. & F.C. Wagman is in good standing and prequalified to bid on the Project.

Section 4.1.9 Commitment to DBE Participation Goal

G.A. & F.C. Wagman, Inc. formally commits to achieving VDOT’s twenty percent (20%) Disadvantaged Business Enterprise (DBE) participation goal for the entire value of the contract on the Braddock Road and Pleasant Valley Road Intersection Improvement D-B Project.

Section 4.1.10 Milestone Dates

G.A. & F.C. Wagman, Inc. is committed to achieving the following proposed milestone dates:

Final Completion Date: May 4th, 2016

Wagman and AMT each have long and successful histories of serving VDOT on numerous projects. As a single, integrated D-B Team, we will design and construct the Braddock Road and Pleasant Valley Road Intersection Improvement Design-Build Project in a manner to ensure the greatest opportunity for success. We will create a transparent working relationship with VDOT and 3rd party stakeholders to promote trust, confidence, and collaboration.

Respectfully Submitted,
G.A. & F.C. Wagman, Inc.

Todd E. Becker
Senior Vice President of Operations

G.A. & F.C. WAGMAN, INC.
3290 N. Susquehanna Trail | Phone: 717-764-8521
York, PA 17406-9574 | Fax: 717-767-5457
WWW.WAGMAN.COM
EQUAL OPPORTUNITY EMPLOYER
Section 4.2
Attachments to Letter of Submittal
Section 4.2.1
Affiliated/Subsidiary Companies List
### 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.

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

<table>
<thead>
<tr>
<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affiliates</td>
<td>Wagman Construction, Inc.</td>
<td>231 North George Street, York, PA 17401</td>
</tr>
<tr>
<td>Affiliate (Parent)</td>
<td>Wagman Companies, Inc.</td>
<td>3290 North Susquehanna trail, York, PA 17406</td>
</tr>
</tbody>
</table>

---

1 of 1
Section 4.2.2
Certification Regarding Debarment Forms
Attachment 4.2.2 (a)
Attachment 4.2.2 (b)
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: [Signature]
Date: 4-23-14
Title: Senior V.P. of Operations

G.A. & F.C. Wagman, 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 April 21, 2014
Principal ___________________________ Title ___________________________

A. Morton Thomas and Associates, 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 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: ___________________________ Date: 4/24/2014
Vice President

Title

______________________________
DMY Engineering Consultants Inc.

Name of Firm
ATTACHMENT 4.2.2(h)
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] 4/17/2014 [CFO]
Signature Date Title

[Name of Firm]
Bowman Consulting Group Ltd.
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

______________________________  04/17/2014
Signature                      Date

Managing Member
Title

Traffic Signals Plus, PLLC
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.

__________________________  April 22, 2014  President
Signature  Date  Title

Quinn Consulting Services, Inc.

Name of Firm
Section 4.2.3
VDOT Prequalification Certificate
W002
G. A. & F. C. WAGMAN, INC.
PREQ. EXP : 10/31/2014

--PREQ ADDRESS -------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
3290 NORTH SUSQUEHANNA TRAIL 003 - MAJOR STRUCTURES
YORK, PA 17406-9754 007 - MINOR STRUCTURES
PHONE : 717-764-8521 011 - CLEARING AND GRUBBING
FAX : 717-764-2799 080 - DEMOLITION OF STRUCTURES

BUSINESS CONTACT: BECKER, TODD EUGENE
EMAIL: INFO@WAGMAN.COM

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

DBE TYPE : N/A
DBE CONTACT: N/A
Virginia Department of Transportation
VDOT Central Office
1221 East Broad Street
Richmond, VA 23219

Re: Surety Letter
Request for Prequalification
Federal Project No: STP-5A01 (382)
Contract ID Number: C00103318DB71
Fairfax County, Virginia
A Design-Build Project

To Whom It May Concern:

As surety for G.A. & F.C. Wagman, Inc., Western Surety Company with an A.M. Best Financial strength rating of "A" and financial size category of XII, is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction ($2,500,000.00) 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 enters into a contract for this project.

Signed, sealed and dated this 9th Day of April, 2014

Very truly yours,
Western Surety Company

By: Eugene M. Fritz
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

James R Gould, Joseph G Buyakowski, Alson O Wolcott Jr, Eugene M Fritz, Patricia C Robinson, Kathy R Reisinger, Donald R Wert, Deborah L Cottom, Individually

of Mechanicsburg, PA, 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 12th day of November, 2012.

WES TEN SURETY COMPANY

[Signature]

Paul T. Bruflat, Vice President

[Signature]

Paul T. Bruflat, Vice President

State of South Dakota
County of Minnehaha

On this 12th day of November, 2012, 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

[Signature]

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-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 9th day of April, 2014.

[Signature]

J. L. Nelson, Assistant Secretary

[Form P4280-7-2012]
Section 4.2.5
License & Registration Information
**ATTACHMENT 4.2.5**

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

**SCC and DPOR Information**

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>SCC Address</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Morton Thomas and Associates, Inc.</td>
<td>F049431-2</td>
<td>S-Corp</td>
<td>Active - Good Standing</td>
<td>14900 Conference Center Drive, Suite 180, Chantilly, Virginia 20151</td>
<td>ENGLS</td>
<td></td>
<td>0411 000586</td>
<td>02/29/2016</td>
</tr>
<tr>
<td>A. Morton Thomas and Associates, Inc.</td>
<td>F049431-2</td>
<td>S-Corp</td>
<td>Active - Good Standing</td>
<td>100 Gateway Centre Parkway, Suite 200, Richmond, Virginia 23235</td>
<td>ENGLS</td>
<td></td>
<td>0411 000587</td>
<td>02/29/2016</td>
</tr>
<tr>
<td>A. Morton Thomas and Associates, Inc.</td>
<td>F049431-2</td>
<td>S-Corp</td>
<td>Active - Good Standing</td>
<td>800 King Farm Boulevard, 4th Floor, Rockville, Maryland 20850</td>
<td>ENGLS</td>
<td></td>
<td>0407 003077</td>
<td>12/31/2015</td>
</tr>
<tr>
<td>G.A. &amp; F.C. Wagman, Inc.</td>
<td>F0198988</td>
<td>Foreign</td>
<td>Active - Good Standing</td>
<td>3209 North Susquehanna Trail, York, PA 17406</td>
<td>Class A Contractor</td>
<td></td>
<td>2701015887</td>
<td>1/31/2015</td>
</tr>
<tr>
<td>Accompong Engineering Group, LLC</td>
<td>S283521-5</td>
<td>LLC</td>
<td>Active - Good Standing</td>
<td>9510 Iron Bridge Road Suite 200 Chesterfield, VA 23832</td>
<td>ENGLS</td>
<td></td>
<td>0407005442</td>
<td>12/31/2015</td>
</tr>
<tr>
<td>DMY Engineering Consultants, Inc.</td>
<td>0768895-5</td>
<td>S-Corporation</td>
<td>Active - Good Standing</td>
<td>45662 Terminal Drive, Suite 110, Dules, VA 20166</td>
<td>ENGLS</td>
<td></td>
<td>0407005631</td>
<td>12/31/2015</td>
</tr>
<tr>
<td>Bowman Consulting, Inc.</td>
<td>0448198-2</td>
<td>Active - Good Standing</td>
<td>14020 Thunderbolt Place, Suite 300, Chantilly, VA 20151</td>
<td>ENG</td>
<td></td>
<td>0407003896</td>
<td>12/31/2015</td>
<td></td>
</tr>
<tr>
<td>Traffic Signals Plus, PLLC</td>
<td>S299757-7</td>
<td>PLLC</td>
<td>Active - Good Standing</td>
<td>621 French's Store Rd, Cumberland, VA 23040</td>
<td>ENG</td>
<td></td>
<td>041300317</td>
<td>12/31/2015</td>
</tr>
<tr>
<td>Quinn Consulting Services, Inc.</td>
<td>0492551-7</td>
<td>S-Corporation</td>
<td>Active - Good Standing</td>
<td>14160 Newbrook Dr., Chantilly, VA 20151</td>
<td>ENG</td>
<td></td>
<td>0407003733</td>
<td>12/31/2015</td>
</tr>
</tbody>
</table>
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That G. A. & F. C. WAGMAN, INC., a corporation incorporated under the law of Pennsylvania, 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 September 20, 1967; 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:
April 23, 2014

Joel H. Peck, Clerk of the Commission
G. A. & F. C. WAGMAN, INC.

General

SCC ID: F0108988
Entity Type: Foreign Corporation
Jurisdiction of Formation: PA
Date of Formation/Registration: 9/20/1967
Status: Active
Shares Authorized: 4000000

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
YORK PA 17406

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
BANK OF AMERICA CENTER
16TH FLOOR, 1111 EAST MAIN STREET
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 9/11/2012

Select an action

- File a registered agent change
- File a registered office address change
- Designate registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

Screen ID: e1000
Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That A. MORTON THOMAS & 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 November 26, 1997; 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:

September 26, 2013

Joel H. Peck, Clerk of the Commission
Please note: The SCC website will be unavailable Thursday, April 24, from 6 p.m. to 1 a.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

**Corporate Data Inquiry**

<table>
<thead>
<tr>
<th>CORP ID:</th>
<th>F049431</th>
<th>STATUS: 00</th>
<th>ACTIVE</th>
<th>STATUS DATE: 12/15/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>CORP NAME:</td>
<td>THOMAS &amp; ASSOCIATES, INC., A. MORTON</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DATE OF CERTIFICATE:</td>
<td>11/26/1997</td>
<td>PERIOD OF DURATION:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STATE OF INCORPORATION:</td>
<td>MD MARYLAND</td>
<td>STOCK INDICATOR:</td>
<td>S STOCK</td>
<td></td>
</tr>
<tr>
<td>MERGER IND:</td>
<td></td>
<td>CONVERSION/DOMESTICATION IND:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GOOD STANDING IND:</td>
<td>Y</td>
<td>MONITOR INDICATOR:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHARTER FEE:</td>
<td></td>
<td>MON NO:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R/A NAME:</td>
<td>CT CORPORATION SYSTEM</td>
<td>MON STATUS:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STREET:</td>
<td>4701 COX ROAD, SUITE 285</td>
<td>MONITOR DTE:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY:</td>
<td>GLEN ALLEN</td>
<td>AR RTN MAIL:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STATE : VA ZIP:</td>
<td>23060</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R/A STATUS:</td>
<td>5 B.E. AUTH IN VI</td>
<td>EFF. DATE:</td>
<td>10/04/13</td>
<td>LOC : 143</td>
</tr>
<tr>
<td>ACCEPTED AR#:</td>
<td>213 15 2685</td>
<td>DATE: 10/16/13</td>
<td>HENRICO COUNTY</td>
<td></td>
</tr>
<tr>
<td>CURRENT AR#:</td>
<td>213 15 2685</td>
<td>DATE: 10/16/13</td>
<td>STATUS: A</td>
<td>ASSESSMENT INDICATOR: 0</td>
</tr>
<tr>
<td>YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES</td>
<td>13 400.00</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, February 17, 2009

This is to certify that the certificate of organization of

Accompong Engineering Group, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: February 17, 2009

State Corporation Commission
Attest:

[Signature]
Clerk of the Commission
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, September 6, 2013

This is to certify that the certificate of entity conversion of

DMY ENGINEERING CONSULTANTS INC.

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

State Corporation Commission
Attest:

Clerk of the Commission
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, June 7, 1995

This is to Certify that the certificate of incorporation of

Bowman Consulting Group, P.C.

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

June 7, 1995

State Corporation Commission

[Signature]

William J. Brodie
Clerk of the Commission
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, August 3, 2009

This is to certify that the certificate of organization of

Traffic Signals Plus, PLLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: August 3, 2009

State Corporation Commission
Attest:

Clerk of the Commission
DDM3220  LLC DATA INQUIRY

LLC ID: 6229757 - 7  STATUS: 00  ACTIVE  STATUS DATE: 09/12/13
LLC NAME: Traffic Signals Plus, PLLC

DATE OF FILING: 08/03/2009  PERIOD OF DURATION: 90  INDUSTRY CODE: 70
STATE OF FILING: VA VIRGINIA  MERGER INDICATOR:
CONVERSION/DOMESTICATION INDICATOR:
PRINCIPAL OFFICE ADDRESS
STREET: 621 FRENCHS STORE RD
CITY: CUMBERLAND  STATE: VA  ZIP: 23040-0000

REGISTERED AGENT INFORMATION
R/A NAME: VIRGINIA PROFESSIONAL SERVICES LLC
STREET: 3850 Gaskins Rd., Suite 120  RTN MAIL:
CITY: Richmond  STATE: VA  ZIP: 23233-0000
R/A STATUS: 5  ENTITY AUTHORIZ  EFF DATE: 05/04/11  LOC: 143  HENRICO COUNTY
YEARS  FEES  PENALTY  INTEREST  BALANCE
13  50.00  25.00

(Screen Id:/LLC_Data_Inquiry)
Commonwealth of Virginia
State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 24, 1997;

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:
October 22, 2013

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1310226098
CISM0180  CORPORATE DATA INQUIRY

02/14/14  10:59:04

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE  STATUS DATE: 12/01/08
CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION:
STATE OF INCORPORATION: VA VIRGINIA  INDUSTRY CODE: 00
STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR  CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00  MON NO:
R/A NAME: JOHN H QUINN JR
MON STATUS:  MONITOR DTE:

STREET: 2208 S KNOLL ST  AR RTN MAIL:

CITY: ARLINGTON  STATE: VA ZIP: 22202 2134
R/A STATUS: 4 ATTORNEY  EFF. DATE: 10/24/97  LOC: 106
ACCEPTED AR#: 213 12 8953  DATE: 08/21/13
CURRENT AR#: 213 12 8953  DATE: 08/21/13  STATUS: A
YEARS FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
13 100.00

(Screen Id:/Corp_Data_Inquiry)
BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
*CLASSIFICATIONS* H/H

GA & FC WAGMAN INC
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406-9754

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 R. Dixon, Director
Details of license number 2701015887

Name: GA & FC WAGMAN INC
License Number: 2701015887
License Description: Contractor Class A
Business Type: Corporation
Address: 3290 NORTH SUSQUEHANNA TRAIL
          YORK, PA 17406
Specialties/Classifications:
Classification Definitions (http://lis.virginia.gov/cgi-bin/lepg604.exe?000+reg+18VAC50-22-20 )
Initial Certification Date: 1976-10-29
Expiration Date: 2015-01-31

No Open Complaints

"Open Complaints" reflect only those complaints against regulators for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulators closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (http://www.dpor.virginia.gov/recordsanddocuments/) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (mailto:publicrecords@dpor.virginia.gov).

Recovery Fund Claims Include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.

The information on this page was last updated on 2014-04-22.
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9980 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8600

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

PROFESSIONS: ENG, LS

A MORTON THOMAS AND ASSOCIATES INC
100 GATEWAY CENTRE PKWY
SUITE 200
RICHMOND, VA 23235

Nick A. Christner, Interim Director

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

(POCKET CARD)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0407003077

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

PROFESSIONS: ENG, LA

A MORTON THOMAS AND ASSOCIATES INC
800 KING FARM BLVD
4TH FLOOR
ROCKVILLE, MD 20850

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

(commonwealth of virginia)

BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003077 EXPIRES: 12-31-2015
PROFESSIONS: ENG, LA
A MORTON THOMAS AND ASSOCIATES INC
800 KING FARM BLVD
4TH FLOOR
ROCKVILLE, MD 20850

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

NUMBER
0407005631

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

PROFESSIONS: ENG

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

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

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

PROFESSIONS: ENG, LS, LA

BOWMAN CONSULTING GROUP LTD
14020 THUNDERBOLT PLACE
SUITE 300
CHANTILLY, VA 20151

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.

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

PROFESSIONS: ENG

TRAFFIC SIGNALS PLUS PLLC
621 FRENCH'S STORE RD
CUMBERLAND, VA 23040

Gordon N. Dixon, Director

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
Section 4.2.6
Work History Forms
Attachment 4.2.6 (a)
Attachment 4.2.6 (b)
### 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>Intercounty Connector</td>
<td>Parsons Transportation Group</td>
<td>Contact: Melinda Peters, 410.545.0400 Email: <a href="mailto:mpeters@sha.md.us">mpeters@sha.md.us</a></td>
<td>8/2010</td>
<td>12/2010</td>
<td>$464,000</td>
<td>$102,107</td>
</tr>
</tbody>
</table>

#### Contact Information
- **Name:** Intercounty Connector
- **Location:** Montgomery County, MD

#### Work History
- **Contract A of the Intercounty Connector** was a large design-build project in Montgomery County Maryland. ($464 million dollar design-build best value). Wagman was an equity member of a fully integrated construction joint venture, so we were joint and severable with each partner and financially responsible for the project. The project was 8.5 miles long with 18 structures, 350,000 sf of noise walls, utility relocations, ROW acquisition, environmental permitting and monitoring, drainage, over 3 million cubic yard of excavation, and construction of 4 interchanges. On the western end of the project we had 1.5 miles of existing I-370 to widen and reconstruct. I-370 was widened to the median to create an additional lane and 8 existing structures were widened to the median. After the bridges were widened we placed a latex concrete overlay. Wagman performed this work, since we are the largest latex modified concrete supplier in the mid-Atlantic region. The interface of I-370 and the new ICC required us to widen to the median and to the outside and reconstruct 4 additional structures to accommodate new ramps for the new interchange. Major traffic control and traffic switches were required on the western end to minimize impacts to the travelling public. The project included extensive ITS and signalization within the project limits and beyond the project limits to inform the motorists and maintain traffic flow. Many innovative ideas were utilized to reduce cost and minimize impacts to the environment, such as open-bottom culverts, underground storm-water management structures to reduce thermal impact to adjacent streams, redesign of the interchange with existing I-370 and the MAR access road to eliminate structures and reduce the quantity of retaining walls. KCI was involved in structure design, roadway design and environmental clearance.

#### Lessons Learned
- **Environmental Compliance**
- **Maintenance & Protection of Traffic**

#### Verifiable Evidence of Performance
- **2012 National Design-Build Award**
- **2012 Exemplary Ecosystem Initiatives Award**
- **2012 America’s Transportation Awards Top 10 Finalist**
- **2012 ARTBA Globe Award for Environmental Excellence**
- **2011 Northeast’s Region Best Overall Project**
- **2011 President’s Award for highways**

#### Similar Scope Elements to Braddock Road project

<table>
<thead>
<tr>
<th>Environmental Compliance</th>
<th>Geotechnical Challenges</th>
<th>Work within environmentally sensitive areas</th>
<th>Maintenance of Traffic</th>
<th>Design-Build</th>
<th>Major Existing Utilities</th>
<th>Earthwork, Drainage &amp; Paving</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>
### LEAD CONTRACTOR - WORK HISTORY FORM

**ATTACHMENT 4.2.6(a)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
</table>
| Salisbury Bypass Phase II – Wicomico River Bridge | Salisbury MD | Whitney Baily Cox and Magnami | Name: Maryland SHA  
Phone: 410.677.4000  
Project Manager: Donnie Drewer  
Phone: 410.677.4006  
Email: ddrawer@sha.md.us | 10/14/02  
10/14/02 | $6,681  
$6,665 | $6,665 |

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.

Wagman constructed the bridge structures on the Salisbury Bypass Phase 2. The main structure was a dual bridge across the Wicomico river in Salisbury MD. Due to environmental impacts the new bridges were to be constructed from a trestle bridge. All pile driving, substructure concrete, beam erection and deck placement was completed from the temporary bridge. Wagman was responsible for the design and construction of the temporary structure. During planning for bridge construction we identified that the original design created a large environmental impact to the wetlands and Wicomico floodplain. Through a partnership with Maryland SHA and the local district we proposed the re-design the bridge structure to lengthen the bridge and get the bridge abutments outside of the floodplains. Maryland SHA responded favorably to our proposition and we worked together to re-design the bridge and eliminate or minimize impacts to the flood plain and wetlands. The Army Corps of Engineers awarded the project an environmental award for the effort. This project also received the Maryland Quality Initiative award for best Large Project. The Wicomico River is a slow moving with a deep channel but wide floodplains, because the river overflows its banks with any major storm event.

<table>
<thead>
<tr>
<th>Similar Scope Elements to Braddock Road project</th>
<th>Lessons Learned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Compliance</td>
<td>- Driving 24-inch pile</td>
</tr>
<tr>
<td>Work within environmentally sensitive areas</td>
<td>- Environmental permit modifications to minimize impacts</td>
</tr>
<tr>
<td>Geotechnical Challenges</td>
<td>- Limited access for construction</td>
</tr>
<tr>
<td>DB Coordination on bridge re-design</td>
<td>- High water fluctuation due to storm events</td>
</tr>
<tr>
<td>Permit modification to minimize environmental impacts</td>
<td></td>
</tr>
</tbody>
</table>
a. Project Name & Location
b. Name of the prime design consulting firm responsible for the overall project design.
c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.
d. Contract Completion Date (Original)
e. Contract Completion Date (Actual or Estimated)
f. Contract Value (in thousands)
g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)

| Name: Route 604 Improvements | Name: Virginia DOT | Name of Client/Owner: Virginia DOT | Phone: 800-367-7623 | Project Manager: Chris Winstead, P.E. | Phone: 804-674-2800 | Email: christopher.winstead@vdot | Nov. 2003 | Nov. 2003 | 8,100 | 8,100 | 8,100 |

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

The route 604 Improvement Project was awarded to Key Construction Co., Inc. (Acquired by G.A. & F.C. Wagman, Inc.) by VDOT. The Contractor's responsibilities included grading, drainage, curb and gutter, utilities, paving, guardrail, striping, signals, landscaping and a new bridge across Route 288. Included within the project was the reconstruction of two major signalized intersections with extended connection construction. These reconstructed intersections included the intersection of Genito/Warbro Road and Genito/Old Hundred Road. D.W. Lyle Corporation was subcontracted to provide bridge construction and worked diligently to successfully meet the schedule for the project.

In addition to high volume traffic, complicating factors encountered during construction included numerous utility conflicts and a temporary project shutdown due to a VDOT funding crises. Despite these factors, the project was finished ahead of schedule and earned an early completion incentive bonus.

Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by G.A. & F.C. Wagman, Inc. in 2013. The acquisitions were part of a strategic venture to supplement our construction abilities in Virginia and other Southern States. G.A. & F.C. Wagman have retained the key personnel from these acquisitions and utilize their experience to strengthen G.A. & F.C. Wagman's overall capabilities. G.A. & F.C. Wagman is justified in utilizing a Key Construction Co. past project to satisfy the relevant project experience on this project due to the retention of the acquired firms' personnel and resources. The past experience of the acquired firms with VDOT combined with G.A. & F.C. Wagman's past experience with VDOT along with the combined resources will promote a successful completion of this project.

Before Construction

After Construction

<table>
<thead>
<tr>
<th>Utility Relocations</th>
<th>X</th>
<th>Geotechnical Challenges</th>
<th>X</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Traffic Volume</td>
<td>X</td>
<td>Earthwork</td>
<td>X</td>
</tr>
<tr>
<td>Asphalt Paving</td>
<td>X</td>
<td>Intersection Work &amp; Related MOT</td>
<td>X</td>
</tr>
<tr>
<td>Curbs/Concrete Flatwork</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Mowatt Lane Roundabout
College Park, Maryland

Design of Roadway Improvements and Roundabout

Owner: University of Maryland, College Park
1301 Service Building
College Park, MD 20742
Bill Olen: (301) 405-7336

Contractor: OPUS East, LLC
2099 Gaither Road
Rockville, MD 20850
David Coleman:
(973) 753-3500 (now with Skanska USA)

2004   2004   $2,200   $2,180   $175

AMT provided comprehensive planning and design for the widening and construction of Mowatt Lane from Campus Drive to Knox Road, including the construction of an intersection roundabout located on the campus of the University of Maryland, College Park. Services provided include background and data collection, engineering alignment development, client coordination, surveying, preliminary and final design, storm drain design, utility relocation coordination, permitting, landscaping, lighting, Maintenance of Traffic (MOT), signing and striping, and erosion and sediment (E/S) control. Specific project components included:

Alignment Development – Developed roadway options including horizontal alignment, vertical alignment to minimize pavement excavation, and typical section segments including landscape strip, lane widths, and closed section. AMT minimized impacts to the natural environment and surrounding buildings by developing an alignment that would fit within an existing right of way and coordinated with the University of Maryland and City of College Park to design an alignment to meet their desired needs and Master Plan.

Roundabout Design – A traffic analysis was conducted to determine the appropriate traffic control, and a roundabout design was recommended and constructed. Design of the roundabout followed the FHWA Roundabouts Informational Guide for a single lane roundabout and adhered to AASHTO and SHA design criteria.

Drainage Design and Stormwater Management – Prepared drainage area map; determined adequacy of existing facilities, location/size of proposed inlets and culverts for a closed system; and designed required outfall protection. Met significant SWM quantity and quality control requirements through bioretention and CPV design.

Lighting – Aesthetically pleasing lighting was provided to accommodate vehicular/pedestrian traffic.

Maintenance of Traffic – Extensive MOT and phasing was required to accommodate pedestrian safety, and maintain a minimum one lane of traffic in each direction.

Utility Relocations – Required relocation of utility poles through PEPCO. Early coordination was provided with the utility company to provide time in the schedule for the design of the relocation and the construction.

Signing and Striping – Signing was critical to ensure pedestrian safety. Pavement markings at the pedestrian crosswalks were developed to provide high visibility for student crossings.

Surveying – Conducted in-house topographic survey to establish base mapping for subsequent design. Recovered buried utility data identified by Miss Utility and identified all topographic elements. Conducted property research to identify ROW lines.

Permitting – Expedited permitting was utilized for MDE/USACE joint permitting for wetlands adjacent to the project. E/S control approval was coordinated through Prince George’s County. Prepared Forest Conservation Plan, coordinating with MDNR until the permit was granted.

Project Features
- Roundabout design and associated traffic analyses
- 3,000 feet of roadway improvements
- Extensive utility relocations

Lead Contractor: OPUS East, LLC

Scope and Complexity Similarities
- Roundabout design and roadway improvements
- Combination of state and federal funding
- High sensitivity to maintenance of traffic and safety during construction

Evidence of Good Performance
The project was completed on time, within budget, safely and without any unusual traffic situations.

Challenges & Solutions
- Providing adequate pedestrian access with limited right-of-way and off-roadway obstructions –narrow road through lanes to accommodate adequate sidewalk width
- Providing adequate geometrics for roundabout with limited right of way – AMT used the design standards for an urban single lane roundabout that uses a 120 ft diameter inscribed circle to have the appropriate turning radius and safety features.
- Maintain traffic during construction – AMT prepared MOT plans that used 4 phases of construction to allow for 2 directions of travel at all times through the intersection in order to construct the roundabout and not create traffic delays. Provided for construction time frames that would limit traffic during peak periods.
### Project Features
- Traffic analysis and improvement design for six intersections
- 1.1 miles of roadway and safety improvements

### Scope and Complexity Similarities
- Intersection analyses and design improvements
- Similarly sized project - $3.7 million
- VDOT standards and approval
- Sensitivity to maintenance of traffic and safety during construction

### Evidence of Good Performance
The project was completed on time, within budget, safely and without any unusual traffic situations.

### Challenges & Solutions
- Providing additional lanes with limited right-of-way and off-roadway obstructions – AMT proposed widening into the existing bifurcated median and shifting through traffic into the newly developed median lanes to provide the required right turn lane additions.
- Providing stormwater management for all proposed improvements without acquiring right-of-way – AMT provided the design for a series of low-impact design bio-filtration basins in the median. The grades of the bifurcated median limited available space for the proposed basins requiring a more complex series of basins that were smaller in size. Basins were then integrated into the median landscaping for more aesthetic appeal.
- Avoiding utility conflicts in the median – AMT took a non-standard approach to the typical shoulder design and proposed a closed drainage system where needed, pulling culverts and ditch lines away from the center of the median where the existing utilities were concentrated.

### AMT provided transportation design, traffic engineering, surveying and construction phase services for the Route 7 Improvements project involving roadway widening and improvements to six intersections. More specifically, AMT provided the following services:

#### Geometrics
- Widening of the existing facilities to include the expansion and addition of both right and left turn lanes as well as expanding intersections to allow for multi left turn lanes at several intersections. Work includes modifying median noses for turning radii.

#### Drainage
- Modifications to accommodate the widened roadway involved ditch, inlet, storm drain, and culvert design as well as watershed modeling. Designed bioretention basins to manage the increases in runoff for stormwater management. Prepared E&S Control plans.

#### Landscaping
- Prepared landscaping plans for community gateways as well as the proposed bioretention basins.

#### Traffic Data Collection
- Collected traffic data including peak-hour turning movement counts at all major intersections along the Route 7 corridor during the AM, mid-day, and PM peak-hours. Field observations included the identification of peak hour queues and bottlenecks, their location, and approximate reason for their occurrence.

#### Traffic Analysis
- Studied existing and future traffic conditions based on existing signal timing/phasing to identify operational deficiencies. Synchro/SimTraffic modeling simulations were developed for existing and future conditions to determine the levels of services, delays, travel times, and queues at each signalized intersection.

#### Signal Design and Optimization
- New traffic signal poles and related infrastructure were designed where widening impacted the existing poles. Other signals were modified to accommodate the new turn lane configurations. The existing signal-system was optimized and re-timed as necessary to obtain the most efficient cycle lengths during the AM, mid-day, and PM peak periods, as well as examine the splits, phasing, offsets, and clearance intervals throughout the coordinated corridor based on ITE guidelines.

#### Traffic Control Plans
- Prepared traffic control plans in accordance with VDOT and MUTCD requirements including phased sequence, barrier service, temporary signs and drums.

#### Survey, Utility Designation, and ROW
- Providing topographic survey, utility designation and test pits for improvement areas throughout the corridor. Also preparing ROW plats.

#### ATTACHMENT 3.4.1(b)

### LEAD DESIGNER – WORK HISTORY FORM

### LIMIT 1 PAGE PER PROJECT

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Narrative describing nature of Firm’s Responsibilities</th>
<th>c. Client/Owner/Project Manager who can verify Firm’s responsibilities. Include address and current phone number</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (Original)</th>
<th>f. Contract Value (Actual or Estimated)</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>Route 7 Improvements</td>
<td>Design of Roadway &amp; Intersection Improvements and Safety Measures</td>
<td>Owner: Loudoun County / VDOT 1 Harrison Street, SE Leesburg, Virginia 20177 Ron Mallory: (703) 737-8398 James Zeller, PE: (703) 737-2014</td>
<td>Contractor: General Excavation, Inc. 9757 Rider Road Warrenton, VA 20187 Dwayne Miller: (540) 439-2202</td>
<td>2013</td>
<td>2013</td>
<td>$3,700</td>
<td>$3,700</td>
</tr>
</tbody>
</table>

AMT took a non-standard approach to the typical shoulder design and proposed a closed drainage system where needed, pulling culverts and ditch lines away from the center of the median where the existing utilities were concentrated.

James Zeller, PE: (703) 737-8398
Ron Mallory: (703) 737-2014
Dwayne Miller: (540) 439-2202

Leesburg, Virginia
9757 Rider Road Warrenton, VA 20187
9757 Rider Road Warrenton, VA 20187
9757 Rider Road Warrenton, VA 20187
**ATTACHMENT 3.4.1(b)**
**LEAD DESIGNER – WORK HISTORY FORM**
**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Narrative describing nature of Firm’s Responsibilities</th>
<th>c. Client/Owner/Project Manager who can verify Firm’s responsibilities. Include address and current phone number</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. 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>Route 80 Buchanan and Dickenson Counties, Virginia</td>
<td>Roadway Design and Traffic Engineering</td>
<td>Owner: Virginia Department of Transportation 870 Bonham Road Bristol, VA 24201 Amanda Cox, PMP: (276) 669-6151</td>
<td>2013</td>
<td>2013</td>
<td>$4,200</td>
<td>$620</td>
</tr>
</tbody>
</table>

**AMT provided all highway design, hydraulic design, utility relocation plans, right-of-way plans, stormwater management plans, transportation management plan (TMP), and erosion and sedimentation control plans for a two lane collector roadway as well as the associated connections and improvements to three local roadways. Included within the scope of the project is 0.56 miles of roadway tying into existing Route 80, relocation of existing Route 693, relocation of existing Route 768, relocation of existing Route 609, a new connection of proposed Route 768 with proposed Route 609, and a 300 foot long bulb-T girder bridge crossing Hunt’s Creek and Route 768.**

The stormwater management for the project is being controlled primarily through the implementation of one primary basin controlling the majority of the project runoff. The erosion and siltation control is being handled by smaller basins throughout the project site as well as sediment traps and other control measures.

A major challenge with the project was the development of a functional maintenance of traffic plan as a subset of the overall Transportation Management Plan. The relocation of Route 693, Route 768, and Route 609 in conjunction with the construction of a new bridge including overhead work above Route 768 presented numerous challenges with regard to maintenance of traffic. The tie-ins to the existing routes required the development of two and three phase plans in order to route the traffic through and around the work zone. In one case, a temporary detour road was designed within the project environmental footprint to bypass traffic around the work zone.

AMT was also responsible for developing the project QA/QC Plan, including both the design and construction portions of the document. AMT has provided detailed design schedule information for inclusion into the Baseline Schedule and is participating in regular project meetings with VDOT officials. AMT provided construction inspection services and project documentation.

**Project Features**
- Roadway design
- Hydraulics and stormwater management plans
- Maintenance of Traffic

**Lead Contractor:** Bizzack Construction, LLC

**Project Features**
- Roadway design
- Hydraulics and stormwater management plans
- Maintenance of Traffic

**Lead Contractor:** Bizzack Construction, LLC

**Scope and Complexity Similarities**
- Roadway design
- VDOT project
- Similarly sized project - $4.2 million
- Combination of state and federal funding
- High sensitivity to maintenance of traffic and safety during construction

**Evidence of Good Performance**
The project was completed on time, within budget, safely and without any unusual traffic situations.

**Challenges & Solutions**
- **Development of a functional maintenance of traffic plan** – AMT developed a temporary detour road, designed within the project environmental footprint, to bypass traffic around the work zone.
- **Utility accommodations** – AMT minimized utility conflicts by adjusting geometrics and working closely with the utility companies to partner in the accommodations.
- **Environmental impact optimization** – AMT adjusted geometric features to minimize impacts to environmental features and optimize permit issuance.
Section 4.2.7
Conceptual Roadway Plans
ROUTE 609 PROFILE

BEGIN CONSTRUCTION POT STA 205+00
ROUTE 609 CONSTR B

EXISTING GRADE

PROPOSED GRADE

SPLINE GRADE

MILL & OVERLAY EXIST. PAVEMENT

EXISTING GRADE
RTE. 620 PROFILE

EXISTING GRADE

PROPOSED GRADE

END PROJECT 0620-029-017, P-101
STA 113+39.36 ROUTE 620 CONSTR. B
END CONSTRUCTION
PCC STA 113+39.36 ROUTE 620 CONSTR. B
Section 4.2.8
Compliance Statement
April 23, 2014

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

RE: Letter of Submittal – 4.2.8 Written Statement
Braddock Road (Rt. 620) and Pleasant Valley Road
(Rt 609) Intersection Improvement
Fairfax County, Virginia
State Project No.: (NFO) 0620-029-017, P101,
R201, C501
Federal Project No.: STP-5A01 (382)
Contract ID Number: C00103318DB71

Dear Mr. Stevenson:

G.A. & F.C. Wagman's Technical Proposal is fully compliant with the Design Criteria Table included in the RFP Technical Requirements (Part 2) as Attachment 2.2 and all other requirements of this RFP. We also certify that Wagman's proposed limits of construction to include any stormwater management facilities are located within the right-of-way limits shown on the RFP Conceptual Plans with the exception of permanent and temporary easements and that G.A. & F.C. Wagman's design concept does not require Design Exceptions and/or Design Waivers unless they are identified or included in the RFP or Addendum.

Respectfully Submitted,
G.A. & F.C. Wagman, Inc.

Todd E. Becker
Senior Vice President of Operations
Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement

A Design-Build Project
Fairfax County, Virginia

From: 0.168 miles west of Pleasant Valley Road (Route 609)
To: 0.076 miles east of Pleasant Valley Road (Route 609)

Price Proposal

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

Proposal Submitted By:

WAGMAN & AMT

April 24, 2014
ATTACHMENT 4.0.1.2

DESIGN-BUILD PRICE PROPOSAL
CHECKLIST

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

> Contents of Price Proposal:

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

☐ Schedule of Items itemized in accordance with Part 1, Section 4.4.6,
including material quantities and costs of each proposed work
package

☐ 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

✓ 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
Section 4.3.1
Attachment 4.3.1
Price Proposal Form
## ATTACHMENT 4.3.1

### PRICE PROPOSAL FORM

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

**Price Proposal Cost Breakdown Summary:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Services, LS</td>
<td>$574,304.00</td>
</tr>
<tr>
<td>Mobilization (Construction), LS</td>
<td>$350,200.00</td>
</tr>
<tr>
<td>Quality Assurance (QA) (Construction), LS</td>
<td>$241,520.00</td>
</tr>
<tr>
<td>Quality Control (QC) (Construction), LS</td>
<td>$180,081.00</td>
</tr>
<tr>
<td>Earthwork, LS</td>
<td>$398,540.00</td>
</tr>
<tr>
<td>Roadway Incidentals, LS</td>
<td>$176,460.00</td>
</tr>
<tr>
<td>Drainage (Structures), LS</td>
<td>$524,490.00</td>
</tr>
<tr>
<td>Utilities, LS</td>
<td>$820,520.00</td>
</tr>
<tr>
<td>Pavement, LS</td>
<td>$698,751.00</td>
</tr>
<tr>
<td>Permanent Traffic Control/Signage, LS</td>
<td>$41,240.00</td>
</tr>
<tr>
<td>Maintenance of Traffic, LS</td>
<td>$198,540.00</td>
</tr>
<tr>
<td>All Others Costs, LS</td>
<td>$161,460.00</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 three hundred sixty six thousand one hundred six and no/100

($4,366,106.00)

**Signature:** 

**Date:** 4-23-14

**Design-Builder:** G.A. & F.C. Wagman, Inc.

**Vendor No.:** W002
EXHIBIT 6.3(a)
ADJUSTMENT FOR ASPHALT

SPECIAL PROVISION FOR
ASPHALT MATERIAL PRICE ADJUSTMENT
DESIGN-BUILD PROJECTS

August 9, 2013

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

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

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

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

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

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

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

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

Example Calculation for Positive Price Adjustment (Paid to the Design-Builder):
10,000 Tons of BM-25.0A put in place during the month (Q), Job Mix is 5.2% Asphalt Cement for BM-25.0A
(\( \%AC \)), Base Index for the Contract is $515/Ton, Current Index is $560/Ton, Difference of + $45.00/Ton (IC)

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

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

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

Any apparent attempt to unbalance bids in favor of items subject to price adjustment or failure to submit required cost and price data as noted hereinbefore may result in rejection of items for asphalt adjustment.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNITS</th>
<th>SPECIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>10062</td>
<td>Asphalt-Stab. Open-Graded Material</td>
<td>Ton</td>
<td>313</td>
</tr>
<tr>
<td>10416</td>
<td>Liquid Asphalt</td>
<td>Gal</td>
<td>311 312</td>
</tr>
<tr>
<td>10420</td>
<td>Blotted Seal Coat Ty. B</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10422</td>
<td>Blotted Seal Coat Ty. C</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10423</td>
<td>Blotted Seal Coat Ty. C-1</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10424</td>
<td>Blotted Seal Coat Ty. D</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10598</td>
<td>Ns Asphalt Concrete</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10606</td>
<td>Asphalt Concrete Ty. SM-9.5</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10607</td>
<td>Asphalt Concrete Ty. SM-12.5A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10608</td>
<td>Asphalt Concrete Ty. SM-12.5D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10609</td>
<td>Asphalt Concrete Ty. SM-12.5E (76-22)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10610</td>
<td>Asphalt Concrete Ty. IM-19.0A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10611</td>
<td>Asphalt Concrete Ty. IM-19.0D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10612</td>
<td>Asphalt Conc. Base Cr. Ty. BM-25.0</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10613</td>
<td>Asphalt Concrete Ty. BM-37.5</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10635</td>
<td>Asphalt Concrete Ty. SM-9.5A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10636</td>
<td>Asphalt Concrete Ty. SM-9.5D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10637</td>
<td>Asphalt Concrete Ty. SM-9.5E (76-22)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10639</td>
<td>Asphalt Concrete Ty. SM-19.0</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10642</td>
<td>Asphalt Concrete Ty. BM-25.0A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10643</td>
<td>Asphalt Concrete Ty. BM-25.0D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10650</td>
<td>Stone Matrix Asphalt SMA-9.5(70-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10651</td>
<td>Stone Matrix Asphalt SMA-9.5(76-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10652</td>
<td>Stone Matrix Asphalt SMA-12.5(70-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10653</td>
<td>Stone Matrix Asphalt SMA-12.5(76-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10654</td>
<td>Stone Matrix Asphalt SMA-19.0(70-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10655</td>
<td>Stone Matrix Asphalt SMA-19.0(76-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10701</td>
<td>Liquid Asphalt Coating</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>12505</td>
<td>Asphalt Concrete Curb Backup Material</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>13240</td>
<td>Asphalt Concrete Sidewalk</td>
<td>Ton</td>
<td>504</td>
</tr>
<tr>
<td>16110</td>
<td>Emul. Asph. Slurry Seal Type A</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16120</td>
<td>Emul. Asph. Slurry Seal Type B</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16130</td>
<td>Emul. Asph. Slurry Seal Type C</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16144</td>
<td>Latex Mod. Emul. Treat. Type B</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16145</td>
<td>Latex Mod. Emul. Treat. Type C</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16146</td>
<td>Latex Mod. Emul. Treat. Ruttfilling</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16161</td>
<td>Modified Single Seal</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16162</td>
<td>Modified Double Seal</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16249</td>
<td>Nontracking Tack Coat</td>
<td>Gal.</td>
<td>ATTD</td>
</tr>
<tr>
<td>16250</td>
<td>Liquid Asphalt Matl. CMS-2 (Mod)</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16251</td>
<td>Liquid Asphalt Matl. CMS-2</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16252</td>
<td>Liquid Asphalt Matl. CRS-2</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16253</td>
<td>Liquid Asphalt Matl. CRS-2H</td>
<td>Gal.</td>
<td>ATTD.</td>
</tr>
<tr>
<td>16254</td>
<td>Liquid Asphalt Matl. RC-250</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16256</td>
<td>Liquid Asphalt Matl. RC-800</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16257</td>
<td>Ns Liquid Asphalt Matl.</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16260</td>
<td>Liquid Asphalt Matl. CRS-2L</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16325</td>
<td>NS Asphalt Concrete</td>
<td>Ton</td>
<td>N/A</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Unit</td>
<td>Quantity</td>
</tr>
<tr>
<td>--------</td>
<td>--------------------------------------------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>16330</td>
<td>Asphalt Concrete Ty. SM-9.0A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16335</td>
<td>Asphalt Concrete Ty. SM-9.5A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16337</td>
<td>Asph. Conc. Ty. SM-9.5ASL (Spot Level)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16340</td>
<td>Asphalt Concrete Ty. SM-9.5D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16342</td>
<td>Asph. Conc. Ty. SM-9.5DSL (Spot Level)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16345</td>
<td>Asphalt Concrete Ty. SM-9.5E (76-22)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16350</td>
<td>Asphalt Concrete Ty. SM-12.5A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16352</td>
<td>Asph. Con. Ty. SM-12.5ASL (Spot Level)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16355</td>
<td>Asphalt Concrete Ty. SM-12.5D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16357</td>
<td>Asph. Con. Ty. SM-12.5DSL (Spot Level)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16360</td>
<td>Asphalt Concrete Ty. SM-12.5E (76-22)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16365</td>
<td>Asphalt Concrete Ty. IM-19.0A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16370</td>
<td>Asphalt Concrete Ty. IM-19.0D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16373</td>
<td>Asphalt Concrete Ty. IM-19.0A (T)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16374</td>
<td>Asphalt Concrete Ty. IM-19.0D (T)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16377</td>
<td>Asphalt Concrete Ty. BM-37.5</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16379</td>
<td>Asphalt Concrete Ty. IM-19.0T</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16390</td>
<td>Asphalt Concrete Ty. BM-25.0A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16392</td>
<td>Asphalt Concrete Ty. BM-25.0D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16395</td>
<td>Asphalt Concrete Ty. BM-25.0A (T)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16397</td>
<td>Asphalt Concrete Ty. BM-25.0D (T)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>16400</td>
<td>Stone Matrix Asphalt SMA-9.5(70-22)</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16401</td>
<td>Stone Matrix Asphalt SMA-9.5(76-22)</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16402</td>
<td>Stone Matrix Asphalt SMA-12.5(70-22)</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16403</td>
<td>Stone Matrix Asphalt SMA-12.5(76-22)</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16404</td>
<td>Stone Matrix Asphalt SMA-19.0(70-22)</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16405</td>
<td>Stone Matrix Asphalt SMA-19.0(76-22)</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16490</td>
<td>Hot Mix Asphalt Treatment</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16500</td>
<td>Surf.Preparation &amp; Restoration Type I</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16502</td>
<td>Surf.Preparation &amp; Restoration Type ii</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16504</td>
<td>Surf.Preparation &amp; Restoration Type iii</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>67201</td>
<td>NS Asphalt Concrete Overlay</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>67210</td>
<td>NS Asphalt Concrete</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>66240</td>
<td>NS Asphalt Concrete</td>
<td>Ton</td>
<td>315</td>
</tr>
</tbody>
</table>
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 vouchers 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:

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

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: 4/29/2014
Signature: [Signature]
Design-builder: [Signature]
Vendor No.: 0002

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

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

June 30, 2011

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

The Design-Builder will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in steel used on specific items of work identified in the Price Proposal/contract in accordance with this provision. Provided at the end of this provision is a master listing of standard bid items the Department has determined are eligible for steel price adjustment. Inventory 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

Commonwealth of Virginia  
Virginia Department of Transportation  
Page 1 of 8
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  4/24/2014

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

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

[Signature]

Design-Builder

4/23/2014

Date
Sample Calculation of a Price Adjustment (Increase)


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

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

*free on board

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

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

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

Adjustment formula is as follows:

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

Where;

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

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

\[ A = 0.2816 \times 0.054 \times 450,000 \]
\[ A = 6,842.88 \text{ pay adjustment to Design-Builder} \]
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; 
\[ A = \text{Steel price adjustment in lump sum dollars} \]
\[ B = \text{Average weighted price of steel submitted in the Price Proposal for Design-Build project in $ per pound} \]
\[ P = \text{Adjusted percentage change in PPI average from shipping date to date of submitted Price Proposal minus 10\% (0.10) threshold} \]
\[ Q = \text{Total quantity of eligible steel shipped to fabricator in October 2004 for this project in pounds} \]

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

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

**STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT**

March 18, 2009

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM DESCRIPTION</th>
<th>UNITS</th>
<th>Number WPU used in $ adjust.</th>
</tr>
</thead>
<tbody>
<tr>
<td>00519</td>
<td>SHEET PILE, STEEL</td>
<td>SF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>00540</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>00542</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>00560</td>
<td>STRUCTURAL STEEL JB-1</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>11030</td>
<td>REINF. STEEL BRIDGE APPR. SLAB</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>11181</td>
<td>PATCH, HYDR. CEM, CONC. PAVE</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>13290</td>
<td>GUARDRAIL GR-8 (NCHRP 350 TL-3)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13292</td>
<td>GUARDRAIL GR-8A (NCHRP 350 TL-3)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13294</td>
<td>GUARDRAIL GR-8B (NCHRP 350 TL-3)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13310</td>
<td>GUARDRAIL TERMINAL GR-8 (NCHRP 350)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13320</td>
<td>GUARDRAIL GR-2</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13323</td>
<td>GUARDRAIL GR-2A</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13331</td>
<td>RAD. GUARDRAIL GR-2</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13333</td>
<td>RAD. GUARDRAIL GR-2A</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13335</td>
<td>GUARDRAIL GR-3</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13341</td>
<td>GUARDRAIL TER. GR-5(WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13351</td>
<td>GUARDRAIL GR-8</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13352</td>
<td>GUARDRAIL GR-8A</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13353</td>
<td>GUARDRAIL GR-8B</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13355</td>
<td>GUARDRAIL GR-10</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13421</td>
<td>MEDIAN BARRIER MB-3</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13450</td>
<td>MEDIAN BARRIER MB-5</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13451</td>
<td>MEDIAN BARRIER MB-5A</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13452</td>
<td>MEDIAN BARRIER MB-5B</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13545</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>14502</td>
<td>REINFORCING STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>15290</td>
<td>PATCH.CEM, CONC. PAVE, TY, CRCP-A</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>15302</td>
<td>PATCH.CEM, CONC. PAVE, TY, II</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>15305</td>
<td>PATCH.CEM, CONC. PAVE, TY, IV-A</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>17323</td>
<td>GUARDRAIL BEAM</td>
<td>*</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17325</td>
<td>RADIAL GUARDRAIL BEAM</td>
<td>*</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17327</td>
<td>RUB RAIL</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17353</td>
<td>CABLE GR-3</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17521</td>
<td>GUARDRAIL BEAM (WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17523</td>
<td>RADIAL GUARDRAIL BEAM (WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17525</td>
<td>RUB RAIL (WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>22501</td>
<td>FENCE FE-W1</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>22643</td>
<td>FENCE FE-CL</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>22645</td>
<td>FENCE FE-CL VINYL COATED</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>23043</td>
<td>WATER GATE FE-4 TY.III</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>23501</td>
<td>FENCE FE-W1 (FABRIC ONLY)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>45522</td>
<td>4&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>45532</td>
<td>6&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>45562</td>
<td>16&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>45572</td>
<td>18&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>Line</td>
<td>Description</td>
<td>Unit</td>
<td>Code</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------------------------------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>45582</td>
<td>24&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>45584</td>
<td>24&quot; JACKED STEEL ENCASEMENT PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>45592</td>
<td>30&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>50402</td>
<td>SIGN POST STEEL 3&quot;</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>50404</td>
<td>SIGN POST STEEL 4&quot;</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>50406</td>
<td>SIGN POST STEEL 6&quot;</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>50410</td>
<td>SIGN POST STEEL 10&quot;</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>50412</td>
<td>SIGN POST STEEL 12&quot;</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>50414</td>
<td>SIGN POST STEEL 14&quot;</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>50416</td>
<td>SIGN POST STEEL 16&quot;</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>50418</td>
<td>SIGN POST STEEL 18&quot;</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>51317</td>
<td>SIG. POLE MP-1 20' ONE ARM 30'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51319</td>
<td>SIG. POLE MP-1 20' ONE ARM 32'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51325</td>
<td>SIG. POLE MP-1 20' ONE ARM 38'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51327</td>
<td>SIG. POLE MP-1 20' ONE ARM 40'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51329</td>
<td>SIG. POLE MP-1 20' ONE ARM 42'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51331</td>
<td>SIG. POLE MP-1 20' ONE ARM 44'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51337</td>
<td>SIG. POLE MP-1 20' ONE ARM 50'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51339</td>
<td>SIG. POLE MP-1 20' ONE ARM 52'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51341</td>
<td>SIG. POLE MP-1 20' ONE ARM 54'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51344</td>
<td>SIG. POLE MP-1 20' ONE ARM 56'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51346</td>
<td>SIG. POLE MP-1 20' ONE ARM 58'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51347</td>
<td>SIG. POLE MP-1 20' ONE ARM 60'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51348</td>
<td>SIG. POLE MP-1 20' ONE ARM 62'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51368</td>
<td>SIG. POLE MP-1 20TWO ARMS 36' &amp; 42'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51400</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 38</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51402</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 40</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51408</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 46</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51412</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 50</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51414</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 52</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51416</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 54</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51418</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 56</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51420</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 58</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>51422</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 60</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55162</td>
<td>LIGHTING POLE LP-1 30'-4'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55163</td>
<td>LIGHTING POLE LP-1 30'-6'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55166</td>
<td>LIGHTING POLE LP-1 30'-12'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55169</td>
<td>LIGHTING POLE LP-1 35'-6'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55171</td>
<td>LIGHTING POLE LP-1 35'-10'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55176</td>
<td>LIGHTING POLE LP-1 40'-8'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55185</td>
<td>LIGHTING POLE LP-2 TYPE A</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55186</td>
<td>LIGHTING POLE LP-2 TYPE B</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55187</td>
<td>LIGHTING POLE LP-2 TYPE C</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55188</td>
<td>LIGHTING POLE LP-2 TYPE D</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55189</td>
<td>LIGHTING POLE LP-2 TYPE E</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55190</td>
<td>LIGHTING POLE LP-2 TYPE F</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55192</td>
<td>LIGHTING POLE LP-2 TYPE H</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>60452</td>
<td>REINF. STEEL BRIDGE APPR. SLAB</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>61700</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>61704</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>61705</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>61750</td>
<td>STRUCT.STEEL HIGH STRG.PLT.GIRDERS</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61811</td>
<td>STR.STEEL PLATE GIRDER ASTM A709 GRADE50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61812</td>
<td>STR.STEEL PLATE GIRDER ASTM A709 GRADE50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61813</td>
<td>STR.STEEL PLATE GIRDER ASTM A709 GRADEHPS50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61814</td>
<td>STR.STEEL PLATE GIRDER ASTM A709 GRADEHPS70W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61820</td>
<td>STR.STEEL ROLLED BEAM ASTM A709 GRADE 36</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>Item Code</td>
<td>Description</td>
<td>Unit</td>
<td>Weight (LB)</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------------------------------------------------</td>
<td>------</td>
<td>-------------</td>
</tr>
<tr>
<td>61821</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GRADE50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61822</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GRADE50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61900</td>
<td>STEEL GRID FLOOR</td>
<td>SF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>64110</td>
<td>STEEL PILES 10'</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>64112</td>
<td>STEEL PILES 12'</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>64114</td>
<td>STEEL PILES 14'</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>64768</td>
<td>DRIVING TEST FOR 12&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>64778</td>
<td>DRIVING TEST FOR 14&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>65200</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>65204</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>65205</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>67086</td>
<td>PED. FENCE 6'</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>67088</td>
<td>PED. FENCE 8'</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>67089</td>
<td>PED. FENCE 10'</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68100</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>68104</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>68105</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>68107</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GRADE50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68108</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GR50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68109</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GR HPS50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68110</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GR HPS70W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68111</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 36</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68112</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68113</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68114</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68115</td>
<td>STRUCT. STEEL</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68270</td>
<td>REINF. STEEL BRIDGE APPR. SLAB</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>69060</td>
<td>SHEET PILES, STEEL</td>
<td>SF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>69100</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>69104</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>69105</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>69110</td>
<td>STEEL PILES 10&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>69112</td>
<td>STEEL PILE 12&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>69113</td>
<td>DRIVING TEST FOR 12&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
</tbody>
</table>

I elect to use this provision

✓ I elect not to use this provision

Date: 4/23/2014
Signature: [Signature]
Design-Builder: [Design-Builder]
Vendor No.: wo02

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

KNOW ALL MEN BY THESE PRESENTS, THAT WE, G.A. & F.C. Wagman Inc. as principal, and Western Surety Company as 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 9th Day of April, 2014.

WHEREAS, the above said principal is herewith submitting its proposal for: Design-Build Project

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

NOW, THEREFORE, the condition of the above obligee is such, that if the aforementioned 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.

G.A. & F.C. Wagman, Inc.

By: Todd Becker, Sr. V.P. of Operations
(Principal*)
(Officer, Partner or Owner) (Seal)

By: ________________________
(Surety Company)
(Attorney-In-Fact**) (Seal)

Western Surety Company

By: Eugene M. Fritz
333 S. Wabash Avenue, Chicago IL 60604
(Address)

By: ________________________
(Surety Company)
(Attorney-In-Fact**) (Seal)

*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.

G.A. & F.C. Wagman Inc.
Company/Bidder Name

Signature and Title

**Attach copy of Power of Attorney
Western Surety Company

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

James R Gould, Joseph G Buyakowski, Alson O Wolcott Jr, Eugene M Fritz, Patricia C Robinson, Kathy R Reisinger, Donald R Wert, Deborah L Cottom, Individually

of Mechanicsburg, PA, 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 12th day of November, 2012.

WESTERN SURETY COMPANY

State of South Dakota
County of Minnehaha } ss

Paul T. Bruffat, Vice President

On this 12th day of November, 2012, before me personally came Paul T. Bruffat, to me personally 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

I, 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-Law 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 4th day of April, 2014.

L. Nelson, Assistant Secretary

Form F4280-7-2012
Section 4.3.4
Forms C-104 and C-105
Attachments 4.3.4 (a) and 4.3.4 (b)
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

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

FHWA: STP-5A01 (382)

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 UNSIGNED 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 ______________________, this ______ day of __________________, 20 ______

County (City), STATE

By: ____________________________ (Signature) Title (print)

STATE of ______________________

COUNTY (CITY) of ______________________

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

Subscribed and sworn to before me this ______ day of __________________, 20 ______

My Commission expires ______________________

Notary Public

OR

UNSIGNED 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 York, York PA, this 23 ______ day of April, 20 ______

County (City), STATE

G.A. & F.C. Wagman, Inc. (Name of Firm)

By: ____________________________ (Signature) Senior V.P. of Operations Title (print)
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

PROJECT: (NFO) 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).

   NAME
   0620-029-017, P101, R201, C501
   Please see attached

   Location of Principal Office
   STP-5A01 (382)

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

   Note: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor [41 CFR 60-1.7(b)(1)], and must be submitted by bidders and proposed subcontractors only in connection with contracts 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 York, York PA County (City), STATE G.A. & F.C. Wagman, Inc. (Name of Firm) STATE of Pennsylvania COUNTY (CITY) of York, York

By: ___________ Senior V.P. of Operations (Signature) Title (print)

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

Subscribed and sworn to before me this ___________ day of April ___________ , 20 ___________

Notary Public

COMMONWEALTH OF PENNSYLVANIA

NOTARIAL SEAL

SHARON L. ROBERTS, Notary Public
West Manchester Twp., York County
My Commission Expires November 3, 2015
<table>
<thead>
<tr>
<th></th>
<th>Contractor Associations - G.A. &amp; F.C. Wagman, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>VTCA</td>
</tr>
<tr>
<td></td>
<td>620 Moorefield Park Drive, Suite 120, Richmond, VA 23236-3692</td>
</tr>
<tr>
<td>2</td>
<td>MTBMA</td>
</tr>
<tr>
<td></td>
<td>2408 Pepper Mill Drive, Glen Burnie, MD 21061</td>
</tr>
<tr>
<td>3</td>
<td>ARTBA</td>
</tr>
<tr>
<td></td>
<td>1291 28th Street N.W., Washington, D.C. 20007-3389</td>
</tr>
<tr>
<td>4</td>
<td>APC</td>
</tr>
<tr>
<td></td>
<td>800 North Third Street, Harrisburg, PA 17102</td>
</tr>
<tr>
<td>5</td>
<td>AGC of Maryland</td>
</tr>
<tr>
<td></td>
<td>1301 York Road #202, Lutherville-Timonium, MD 21093</td>
</tr>
<tr>
<td>6</td>
<td>ACG of the Carolinas</td>
</tr>
<tr>
<td></td>
<td>1100 Euclid Avenue, Charlotte, NC 28203</td>
</tr>
<tr>
<td>7</td>
<td>AGC of NJ</td>
</tr>
<tr>
<td></td>
<td>91 Fieldcrest Avenue, Edison, NJ 08837</td>
</tr>
<tr>
<td>8</td>
<td>UTCA</td>
</tr>
<tr>
<td></td>
<td>1670 Route 34, North Farmingdale, NJ 07727</td>
</tr>
</tbody>
</table>