

Letter of Submittal and Attachments

I-495 Northern Section Shoulder Use South of Old Dominion Overpass to George Washington Memorial Parkway

Fairfax County, Virginia

Submitted to



State Project No.:
(FO) 0495-029-123, P101, C501

Federal Project No.:
STP-495-5(094)

Contract ID No.:
C00105130DB72

Submitted by



in association with
VOLKERT

March 14, 2014

4.0.1.1

Proposal Checklist & Acknowledgements

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

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

ATTACHMENT 4.0.1.1

I-495 Northern Section Shoulder Use in Fairfax County, Virginia

LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
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Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	7-11
Offeror's VDOT prequalification information	NA	Section 4.2.3	12
Evidence of obtaining bonding	NA	Section 4.2.4	13 -14
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	15 - 29
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	30
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	30
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	31 - 33
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	34 - 36
Conceptual Roadway Plans	NA	Section 4.2.7	37 - 69
Compliance Statement	NA	Section 4.2.8	70

ATTACHMENT 3.4

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFP NO. C00105130DB72
PROJECT NO.: (FO) 0495-029-123, P101, 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 6, 2014-- RFP
(Date)
2. Cover letter of Addendum #1- March 6, 2014
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

March 12, 2014
DATE

Jose Rodriguez, President
Fort Myer Construction Corporation

4.1

Letter of Submittal



FORT MYER CONSTRUCTION CORPORATION

2237 33rd Street, NE • Washington, DC • 20018 | p: 202.636.9535 | f: 202.526.8572

March 14, 2014

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

Re: Design-Build Project Proposal
I-495 Northern Section Shoulder Use
From: South of Old Dominion Overpass
To: George Washington Memorial Parkway
Fairfax County, VA
Project No. (FO) 0495-029-123, P101, C501 | Contract ID # C00105130DB72

Dear Ms. Williams:

Fort Myer Construction Corporation (FMCC) is pleased to present our proposal for the I-495 Northern Section Shoulder Use Design-Build project. As requested by the Department's RFP, our submission includes:

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

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

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

4.1.3 Price Proposal Timeframe: The price proposal will remain in full force and effect for one hundred twenty (120) days after the date this proposal is submitted to VDOT (March 14, 2014).

4.1.4 Point of Contact: Manuel Fernandes – Vice President. Address: 2237 33rd Street, NE, Washington, DC 20018. He can be reached by phone at 202.636.9535, x2805, by fax at 202.526.8572, and by email at mfernandes@fortmyer.com.

4.1.5 Principal Officer: Jose Rodriguez – President. Address: 2237 33rd Street, NE, Washington, DC 20018. He can be reached by phone at 202.636.9535, by fax at 202.526.8572, and by email at jrodriguez@fortmyer.com.

4.1.6 Corporate Structure: FMCC will be the design-build contracting entity for the I-495 Northern Section Shoulder Use project. Fort Myer is a corporation titled in the District of Columbia and will be the sole major participating firm and responsible party to the design-build contract with the Virginia Department of Transportation (VDOT). FMCC will hold all financial responsibility for the contract (a surety letter is provided in the Appendix).

4.1.7 Lead Contractor and Lead Designer: Fort Myer Construction Corporation is the Lead Contractor for this project, serving as the prime/general contractor responsible for overall construction. Volkert, Inc. will be our Lead Designer for the project, meaning the prime design consulting firm responsible for overall design.

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

4.1.9 DBE Requirements: FMCC is committed to achieving an 11 percent (11%) DBE participation goal for the entire value of the contract.

4.1.10 Interim Milestone and Final Completion Dates: As set forth in Part 1, Section 2.4.1 of the RFP, the Interim Milestone date is 12/31/14 and the Final Completion date is 6/30/15.

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

The Fort Myer team is most interested in serving the Virginia Department of Transportation and the various project stakeholders. Accordingly, we present to you a design-build team equipped with the experience, knowledge, and resources to successfully deliver the I-495 Northern Section Shoulder Use project, in partnership with VDOT and with comprehensive care for the impacts of the work.

We look forward to your favorable consideration of our proposal.

Sincerely,

Fort Myer Construction Corporation


Manuel Fernandes, FMCC Vice President
mfernandes@fortmyer.com

4.2.1

Affiliated and Subsidiary Companies

4.2.2

Certification Regarding Debarment

ATTACHMENT 4.2.2(a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: (FO) 0495-029-123, P101, 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

March 12, 2014

Date

Jose Rodriguez, President

Title

FORT MYER CONSTRUCTION CORPORATION

Name of Firm

ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (FO) 0495-029-123, P101, 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.

Dennis C. Morrison 3/12/14
Signature Date

Senior Vice President
Title

Volkert, Inc.
Name of Firm

ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (FO) 0495-029-123, P101, 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.

	<u>3/13/2014</u>	<u>President and CEO</u>
Signature	Date	Title

DMY Engineering Consultants Inc.
Name of Firm

ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (FO) 0495-029-123, P101, 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.

 3/14/14 DIRECTOR
Signature Date Title

PERICO SERVICES, LLC
Name of Firm

4.2.3

Prequalification Certificate

TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 02/21/2014
- F -

02/21/2014
2:11 PM
PAGE 175

F375
G. B. FOLTZ CONTRACTING, INC.
PREQ. EXP : 05/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
P.O. BOX 337 101 - EXCAVATING
MT. JACKSON, VA 22842
PHONE : 540-477-2220
FAX : 540-477-3298

BUSINESS CONTACT: FOLTZ, SUSAN FADELEY
EMAIL: GBFOLTZ@SHENTEL.NET

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

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

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

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
2237-33RD ST., N.E. 003 - MAJOR STRUCTURES
WASHINGTON, DC 20018-1594 004 - ASPHALT CONCRETE PAVING
PHONE : 202-636-9535 006 - PORTLAND CEMENT CONCRETE PAVING
FAX : 202-526-8572 045 - UNDERGROUND UTILITIES
055 - BRIDGE REPAIRS

BUSINESS CONTACT: SHRENSKY, LEWIS FRANK
EMAIL: FORTMYER@FORTMYER.COM

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

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

4.2.4

Evidence of Obtaining Bonding

March 12, 2014

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

RE: Fort Myer Construction Corporation

I-495 Northern Section Shoulder Use
Project No. (FO) 0495-029-123,P101,C501
Contract ID # C00105130DB72

Dear Mr. Stevenson:

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

Best regards,



Western Surety Company

Don K Kawamoto, Attorney-in-fact

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

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

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

- In Unlimited Amounts -

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

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

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

WESTERN SURETY COMPANY

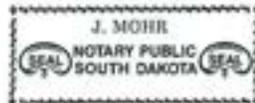


Paul T. Bruflat
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

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

My commission expires
June 23, 2015



J. Mohr
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 hereunto subscribed my name and affixed the seal of the said corporation this 12th day of March, 2014



WESTERN SURETY COMPANY

L. Nelson
L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

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

4.2.5

SCC & DPOR Documentation

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
February 28, 2014*

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

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 7, 2009

This is to certify that a certificate of authority to transact business in Virginia was issued and admitted to record in this office for

Volkert, Inc.

(Formerly known as Volkert & Associates, Inc.)

(Formerly known as David Volkert & Associates, Inc.)

(Date of qualification – January 21, 1999)

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



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Volkert, Inc., a corporation incorporated under the law of Alabama, 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 January 21, 1999; 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:

November 15, 2013

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
July 29, 2013*

Joel H. Peck
Joel H. Peck, 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:

Joel H. Peck
Clerk of the Commission

SCC
 Clerk's
 Information
 System

CISW0180 CORPORATE DATA INQUIRY 03/14/14
 07:08:57

COMP ID: 0168955 - 3 STATUS: 03 ACTIVE STATUS DATE: 09/04/13
 COMP NAME: DMY ENGINEERING CONSULTANTS INC.
 DATE OF CERTIFICATE: 06/04/2013 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: COMMISSION/DOMESTICATION IND: Y
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 NOW NO: NOW STATUS: MONITOR DTE:
 S/A NAME: WEITI MA

STREET: 45442 TERMINAL DRIVE AR RTH MAIL:
 SUITE 110
 CITY: DULLES STATE : VA ZIP: 20166
 P/A STATUS: 1 DIRECTOR EFF. DATE: 09/06/13 LOC : 133
 ACCEPTED AFR: 000 00 0000 DATE: LOUISOHN COUNTY
 CURRENT AFR: 000 00 0000 DATE: STATUS: ASSESSMENT INDICATOR: 0
 YEAR FEE PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 00 10,000

CIS has changed to enhance its navigation.
 Click on menu items or buttons to select and perform functions. You may also use
 function keys as labeled. Function key usage varies depending on the Application
 Screens.
 Please refer to **Function Key Documentation** for details.
 (Screen Tab, Corp, Dem, Inquiry)





Commonwealth of Virginia

State Corporation Commission

**SCC
Clerk's
Information
System**

Help

Print

Signoff

LL000220 LLC DATA INQUIRY 03/14/14
LLC ID: 7024781 - 3 STATUS: 00 ACTIVE STATUS DATE: 10/20/10
LLC NAME: Pavilion Services, LLC

DATE OF FILING: 06/01/2004 PERIOD OF ORATION: 98/98/9998 INDUSTRY CODE: 00
STATE OF FILING: AK ALASKA HEADQUARTERS INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:
PRINCIPAL OFFICE ADDRESS

STREET: 10116 RESIDENCY ROAD

CITY: MADRASAS STATE: VA ZIP: 20110-0000

REGISTERED AGENT INFORMATION

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 CON ROAD, SUITE 285

MTN HALL

CITY: GLEN ALLEN STATE: VA ZIP: 23060-0000

R/A STATUS: 5 ENTITY AUTHOR: 12 EFF DATE: 10/04/13 LOC: 143 HERRICO COUNTY

YEAR FEES PENALTY INTEREST BALANCE

13 55.00

CES has changed to enhance its navigation.
Click on menu items or buttons to select and perform functions. You may also use
function keys as labeled. Function key usage varies depending on the Application
Screens.
Please refer to **Function Key Documentation** for details.

(Press the ESC Key to Return)

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, June 1, 2004

This certificate of registration to transact business in Virginia is this day issued for

TKC COMMERCIAL SERVICES, LLC

a limited liability company organized under the laws of ALASKA and the said company is authorized to transact business in Virginia, subject to all Virginia laws applicable to the company and its business.



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

MARK C. CHRISTIE
COMMISSIONER

JAMES C. DIMITRI
COMMISSIONER

JUDITH WILLIAMS JAGDMANN
COMMISSIONER



JOEL H. PECK
CLERK OF THE COMMISSION
P.O. BOX 1197
RICHMOND, VIRGINIA 23216-1197

STATE CORPORATION COMMISSION
Office of the Clerk

October 22, 2008

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN, VA 23060-6802

RE: Portico Realty Services LLC
ID: T024783 - 5
DCN: 08-10-22-2387

Dear Customer:

This is your receipt for \$10.00 to cover the fee for filing each attested copy of an assumed or fictitious name certificate for the above-referenced limited liability company conducting business under the following assumed or fictitious name(s):

PORTICO SERVICES
(FAIRFAX CO)

Thank you for contacting our office. If you have any questions, please call (804) 371-9733 or toll-free in Virginia, (866) 722-2551.

Sincerely,

Joel H. Peck
Clerk of the Commission

LLFNACPT
CIS0345

Tyler Building, 1300 East Main Street, Richmond, VA 23219-3630
Clerk's Office (804) 371-9733 or (866) 722-2551 (toll-free in Virginia) www.scc.virginia.gov/clk
Telecommunications Device for the Deaf-TDD/Voice: (804) 371-9206

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
08-31-2014

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 357-8500

NUMBER
2701015396

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

FORT MYER CONSTRUCTION CORP
2237 33RD ST NE
WASHINGTON, DC 20018-1594



Gordon N. Dixon
Gordon N. Dixon, Director

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

(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

EXPIRES ON
12-31-2015

NUMBER
0407002610

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

PROFESSIONS: ENG, LA

VOLKERT INC
5400 SHAWNEE RD
STE 301
ALEXANDRIA, VA 22312



Gordon N. Dixon
Gordon N. Dixon, Director

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

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGIN**

EXPIRES ON
02-29-2016

NUMBER
0411000940

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

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

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

VOLKERT INC
3809 MOFFETT RD
SUITE 102
MOBILE, AL 36618



Nick A. Christner
Nick A. Christner, Interim Director

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2015

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

NUMBER

0407004404

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004404 EXPIRES: 12-31-2015
PROFESSIONS: ENG
GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147



FOCUS

(DETACH HERE)

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

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

EXPIRES ON
12-31-2015

NUMBER
0407005631

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

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

PROFESSIONS: ENG



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

Gordon N. Dixon
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2015

9990 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

NUMBER
2705112923

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS CIC ELE H/H

PORTICO SERVICES LLC
PORTICO SERVICES
10126 RESIDENCY ROAD
MANASSAS, VA 20110



Gordon W. Dixon
Gordon W. Dixon, Director

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POCKET CARD

COMMONWEALTH OF VIRGINIA
CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS CIC ELE H/H
NUMBER: 2705112923 EXPIRES: 02-28-2015

PORTICO SERVICES LLC
PORTICO SERVICES
10126 RESIDENCY ROAD
MANASSAS, VA 20110



FRONT

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9990 Mayland Dr., Suite 400, Richmond, VA 23233

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ATTACHMENT 4.2.5

State Project No. (FO)0495-029-123, P101, 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.

Business Name	SCC Information (4.2.5.1)			DPOR Information (4.2.5.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Fort Myer Construction Corporation	0150814-2	Corporation	Active, In Good Standing	2237 33 rd Street NE Washington, DC20018	Class A Contractor	2701 015396	08-31-2014
Volkert, Inc.	F136659-2	Foreign Corporation	Active, In Good Standing	5400 Shawnee Rd Alexandria, VA 22312	ENG, LA	0407 002610	12-31-2015
Volkert, Inc.	F136659-2	Foreign Corporation	Active, In Good Standing	3809 Moffett Rd, Suite 102 Mobile, AL 36618	ENG	0411 000940	02-29-2016
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active, In Good Standing	19955 Highland Vista Drive, Suite 170 Ashburn, VA 20147	ENG	0407 004404	12-31-2015
DMY Engineering Consultants, Inc.	0768895-5	Corporation	Active, In Good Standing	45662 Terminal Drive, Suite 110 Dulles, VA 20166	ENG	0407 005631	12-31-2015
Portico Services LLC	T024783-5	Foreign Limited Liability Company	Active, In Good Standing	10126 Residency Road Manassas, VA 20110	Class A Contractor	2705 112923	02-28-2015

4.2.6

Similar Experience

ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-66 Pavement Rehabilitation Location: Route 50 to Capital Beltway Fairfax County, VA	Name: Volkert, Inc. served as the lead designer.	Name of Client./ Owner: Virginia Department of Transportation Phone: 703-259-1995 Project Manager: Susan Shaw, P.E. Phone: 703-259-1995 Email: Susan.shaw@VDOT.virginia.gov	November 2012	August 2012	\$38,000	\$46,000	\$46,000

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.

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

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

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

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

This project showcases Fort Myer's ability to successfully coordinate with various agencies and existing projects to complete projects within a timely manner with highest quality of work. Fort Myer was able to complete the contract work three months ahead of the original completion date while constructing an additional 10,000 square yards of pavement.

Project Features

- Full and partial depth concrete patching
- Thin Hot Mix Asphalt Overlay (THMACO)
- Safety and hardware updates
- 4"- 4.5" asphalt overlay through the project limits
- Adjusting overhead sign structures
- Drainage modifications
- Significant Public Outreach
- Coordination with corresponding Design-Build projects
- Critical Maintenance of Traffic
- "ITS" Installation & Integration

Scope and Complexity Similarities

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

Lead Contractor: Fort Myer Construction Corporation

Evidence of Good Performance

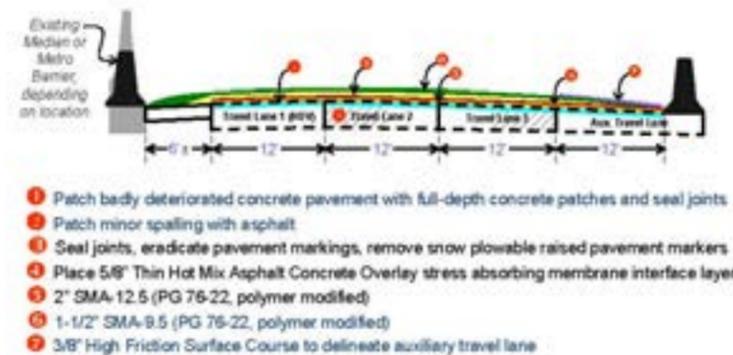
I-66 Project has been used as a symbol of excellence and has received awards for paving and its design. The project was also completed ahead of schedule and within the budget.

Lessons Learned

FMCC gained valuable experience working with VDOT on this significant Design Build project. FMCC team is well equipped with staff that can oversee the QA/QC process on large and fast tracked projects like these. FMCC also gained great experience in coordination with several mega projects in the same geographical region.



Scope of Work



ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Kenilworth Avenue NE & I-295 Location: Washington, DC	Name: LD CA (Legion Design / Campbell & Associates)	Name of Client./ Owner: District of Columbia Department of Transportation Phone: 202.673.6813 Project Manager: Mr. Ali Shakeri, PE Program Manager, Wards 7&8 Phone: 202-671-4612 Email: Ali.Shakeri@dc.gov	Oct. 2009	Nov. 2010	\$32,983	\$37,141	\$37,141

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

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

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

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

Project Features

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

Scope and Complexity Similarities

- Full and partial depth concrete repairs
- Asphalt Overlay through the project limits
- Safety and hardware upgrades
- Public Outreach
- Critical maintenance of traffic
- Heavily traveled/highly congested roadway

Evidence of Good Performance

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

Lead Contractor: Fort Myer Construction Corporation

Lessons Learned

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



ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: New York Avenue, NE from Florida Avenue/4th, Penn and Neal Streets Location: Washington, DC	Name: T.Y. Lin	Name of Client./ Owner: District of Columbia Department of Transportation Phone: 202.673.6813 Project Manager: Mr. Ali Shakeri, PE Phone: 202.671.4612 Email: Ali.Shakeri@dc.gov	Dec. 2012	Oct. 2013	\$25,000	\$39,000	\$39,000

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.

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

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

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

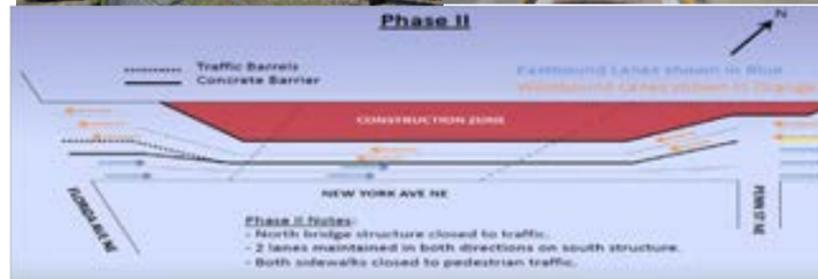
Fort Myer successfully worked with the following partners on this project:



Project Features

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

Lead Contractor: Fort Myer Construction Corporation



Scope and Complexity Similarities

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

Evidence of Good Performance

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

Lessons Learned

Originally this was a Design-Bid-Build project, which turned into a Design-Build project in a later phase. FMCC team gained valuable experience on this project working with five major stakeholders and satisfying all their demands in a timely manner.

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Chattanooga Area ITS Early Deployment Location: Hamilton County, TN	Name: Mastec, Inc.	Name of Client.: Tennessee Department of Transportation Phone: (423) 892-3430 Project Manager: Ken Flynn Phone: (423) 892-3430 Email: ken.flynn@tn.gov	2007	2007	\$3,883	\$4,300	\$154

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



In June 2000, the TDOT HELP program was launched in Chattanooga with 7 four-wheel-drive trucks patrolling I-24, I-75, and State Route 153. The TDOT HELP services were intended to help clear accidents and improve the flow of the freeway traffic during congested peak hours of the day. When the TDOT HELP operators encountered a problem, they notified the proper authorities, assisted the motorist in need, and cleared the scene as quickly as possible. The trucks

only served motorists between the hours of 6 a.m.-8 p.m. on weekdays.

In order to improve the efficiency of the HELP program, TDOT sought to develop a freeway surveillance system where video images from the cameras could be sent and viewed in the HELP Dispatch Center. The HELP dispatchers would be able to use the cameras to verify incidents, identify the location of incidents, and assist HELP patrols where possible.

The Volkert team was selected by TDOT to prepare construction plans for the new ITS design concept which deployed 64 Closed Circuit Television (CCTV) cameras to monitor approximately 49 miles of I-24, I-75, US-27, and State Route 153 in the Chattanooga, Tennessee area. Volkert conducted an evaluation of three types of communications systems. Leased T1 lines were selected to provide full motion video to the Traffic Management Center. The communications system provides for two basic functions: the exchange of control and status data from the HELP Dispatch Center to the camera and the pan, tilt, zoom (PTZ) associated with each camera; and the transmission of images from the video camera to the HELP Dispatch Center.

The cameras were each placed on poles in the highway right-of-way and connect to a camera controller in a roadside cabinet. Fiber optic links connect the camera controllers in the roadside cabinet to an Ethernet switch in a nearby

demarcation cabinet. All devices communicated to the HELP Dispatch Center.

The video from all cameras is available for both monitoring and controlling from the HELP Dispatch Center. The communication system enabled direct data and image feed to the 911 Communication Center and local media, as well as the availability of camera images to the public through TDOT's website.

Prior to preparing construction plans, the Volkert team prepared schematic concepts on how to best implement a Regional Intelligent Transportation System (ITS) Early Deployment Project (EDP). Meetings with the ITS staff in Nashville, the FHWA ITS oversight staff, and the Region II traffic staff in Chattanooga were held to discuss the advantages and disadvantages of several different scenarios. Cost estimates were prepared along with advantages and disadvantages of which communications system provided the best and most cost effective service.

Coordination was required between local, two state agencies, and the Federal Highway Administration (FHWA).

The Ultimate Deployment includes DMS & Speed Detection design plans, a new traffic management center, a 142 cameras covering 85 miles of I-24, I-75, I-59, US-27, and State Route 153. A new Traffic Management Center would also be developed to manage traffic on the freeways in the region. Once operational, the HELP trucks will be dispatched from the TMC.

Volkert served the prime design engineer and provided services from our Chattanooga, TN office location.



ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-66 Rehabilitation Design-Build Location: Route 50 to Capital Beltway Fairfax County, Virginia	Name: Fort Myer Construction Corporation	Name of Client.: Virginia Department of Transportation Phone: (703) 259-1995 Project Manager: Susan Shaw, P.E. Phone: (703) 259-1995 Email: susan.shaw@VDOT.virginia.gov	November 2012	August 2012	\$38,000	\$46,000	\$1,150

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



Volkert provided design, QA (quality assurance), and public outreach services for a \$46-million rehabilitation project along a 6.5-mile segment of I-66. The project included full-depth patching of concrete pavement; asphalt overlay; and roadway/geometric, drainage, ITS, and lighting improvements. Volkert also conducted a sign inventory and developed signing, striping, sign illumination plans. ITS upgrades involved the replacement of existing loop detection with non-intrusive traffic detection units at 45 locations.

Volkert and the contractor, Fort Myer Construction Corporation (FMCC), formed a well-integrated team which included a blend of engineers and construction personnel with expertise in the design of interstate infrastructure; schedule development and analysis; the analysis of constructability issues and traffic

management issues in high traffic areas; safety; and the design, planning and implementation of concurrent design and construction including complex phased construction and sequencing plans.

Volkert and FMCC worked collaboratively to carefully plan an aggressive yet realistic integrated design and construction CPM schedule and plan and implement concurrent design and construction activities to maximize efficiency and flexibility.

Design and construction were divided into 7 work packages. The first 2 packages included concrete slab on grade repairs and concrete median and roadside barrier modifications. During construction of the first 2 packages, Volkert obtained approval of the ITS plans and completed design of the 2 work packages for paving and guardrail adjustments. Drainage design was divided into 3 work packages and maintenance-of-traffic was divided into 4 work packages. This organization of the work packages allowed for greater flexibility because potential issues with one work package would not delay construction on other components of the project. The work packages were quickly approved by VDOT based on Volkert's proactive approach, design quality, and compliance with VDOT requirements.



I-66 pre-construction

Volkert's design extended production and accelerated construction with the use of a temporary precast modular patching system and an innovative metal grate adjustment collar system which eliminated the need for precast and cast-in-place concrete, which have time and adjustment limitations. Weekly scheduling meetings and looking ahead 3 weeks to plan construction also helped to keep construction ahead of schedule.

The project is located on a high-speed interstate with high traffic volumes and was constructed within very limited right-of-way. Volkert developed a Transportation Management Plan involving a study of traffic and crash data and an operational-level traffic analysis to determine the best variety of construction phasing and temporary traffic control techniques to meet the construction schedule while maintaining traffic flow and safety. Various management strategies and alternatives to detours and lane closures were analyzed. Due to very heavy traffic volumes, construction was conducted at night only. Two of 3 lanes plus the shoulder lane in both directions were open to traffic at all times during construction. Work on ramps was accomplished in a separate phase with partial ramp closures and detours. In addition, Volkert prepared and implemented a public communications plan.

Volkert conducted QA services to confirm that construction, material testing, and sampling performed by the design-build QC (quality-control) inspectors complied with the VDOT IPD Design-Build Manual and the approved construction plans and specifications. Key responsibilities involved development and implementation of the QA/QC plan, independent assurance testing for comparison with the QC inspectors' testing, meticulous documentation of construction activities and verification of compliance to federal ARRA requirements, resolution on non-conforming work, and monitoring of work zone safety and traffic control.

Volkert was the prime designer and provided design services from our Alexandria, VA office location.

“We’ve had more compliments on this than on any single project. The project had the potential to not go so well. I greatly appreciate the work Volkert did to make this project successful.”

*Garrett Moore, P.E.,
VDOT Chief Engineer,
former NOVA District Administrator*



ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-295 Rehabilitation Location: Washington, D.C.	Name: Fort Myer Construction Corporation	Name of Client.: District Department of Transportation Phone: (202) 671-4637 Project Manager: Samuel Olatunji Phone: (202) 671-4637 Email: samuel.olatunji@dc.gov	2004	2004	\$25,734	\$25,103	\$25,103

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



I-295 (Anacostia Freeway) is a 6-lane, divided interstate with a daily traffic volume of 86,000 vehicles. Originally constructed in 1960 for a daily traffic volume of 12,000 and resurfaced in 1981, the interstate was in great need of rehabilitation. Volkert provided services involving engineering and construction administration services for the rehabilitation of 3.6 miles of the interstate. The project included 1.7 miles of interstate. The scope involved pavement rehabilitation, the addition of auxiliary lanes at interchanges, and bridge rehabilitation. The project complied with requirements for federal-aid highway projects and plans were reviewed and approved by the FHWA. Fort Myer Construction Corporation served as the contractor.

Volkert's pavement rehabilitation design included concrete pavement repair on the ramps and asphalt

overlay in the mainline (milling 2-inches and 6-inch overlay). High-friction Super-pave Hot Mix Asphalt was used for leveling and surface courses. The plans incorporated typical sections, profiles, and roadway/ramp cross-sections along the 3.6-mile corridor.

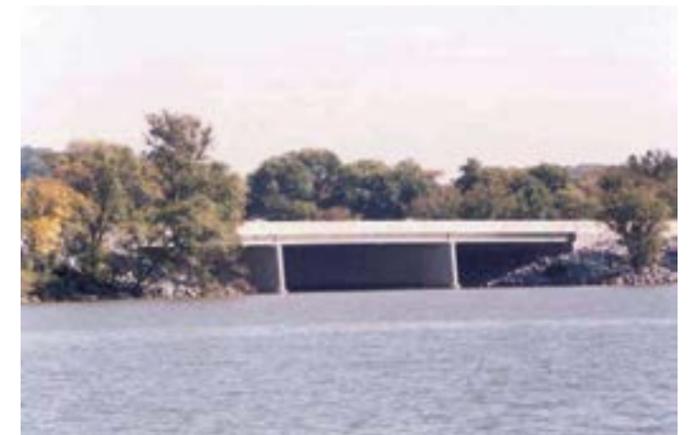
The work involved an analysis of traffic operations in the mainline and at interchanges, geometric and alignment studies, roadway pavement and bridge evaluations to determine replacement or rehabilitation requirements, and evaluation of the lighting and storm drainage systems. A detailed 3-phased maintenance-of-traffic plan maintained traffic throughout construction. Two lanes in each direction and one lane on the ramps remained open to traffic during peak hours. Traffic management strategies included temporary asphalt pavement on the median mainline and on interchange ramps, speed lane reduction from 50 to 40 MPH, and variable message signs.

The design also included new acceleration and deceleration lanes, interchange improvements, ITS, bridge rehabilitation, drainage upgrades, utilities, foundations for new overhead cantilever sign structures and lighting poles, guardrails, lighting for street lights and signs, and DCRA permit acquisition. Volkert designed 3,200 feet of retaining walls and avoided all environmental impacts by widening the bridge within the existing right-of-way.

Signing and pavement marking design was in accordance with MUTCD standards with provisions for VMSs and CCTVs. Drainage design included new storm sewer and stormwater management systems including installation of 11,000 linear feet of 18- to 36-inch diameter concrete pipe, 2 stormwater management ponds, and erosion and sediment controls.

Electrical design involved illumination studies and design of interchange, under-bridge, and overhead sign lighting with high-angle cut-off luminaires. Electrical cables were sized according to allowable voltage drop calculations. Utility design involved close coordination with utility providers, utility locations, resolution of utility conflicts, and utility relocations.

Volkert was the prime designer and provided design services from our Alexandria, VA office location.



4.2.7

Conceptual Roadway Plans

FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (GEOPAK).
GEOPAK Computer Identification No. 105130

CONCEPTUAL PLANS
MARCH 14, 2014

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



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

FAIRFAX COUNTY

I-495 NORTHERN SECTION SHOULDER USE PROJECT
FROM: SOUTH OF OLD DOMINION DRIVE
TO: GEORGE WASHINGTON MEMORIAL PARKWAY

FHWA 534 DATA 4A/44

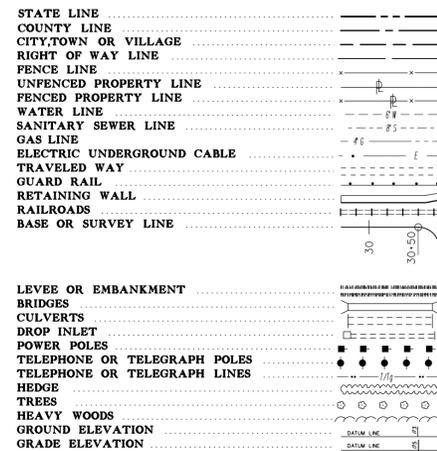
STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
VA.	STP-495-5(094)	495	(FO) 0495-029-123 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
I-495 NORTHBOUND (GS-5) - LEVEL	
FR: SOUTH OF OLD DOMINION DRIVE TO: GEORGE WASHINGTON MEMORIAL PARKWAY	
ADT (2013)	109,000 (ONE WAY)
ADT (2035)	177,400 (ONE WAY)
DHV	11,000 (ONE WAY)
D (%) (design hour)	100%
T (%) (design hour)	4.3%
V (MPH)	70 MPH

DESIGN EXCEPTIONS TO INTERSTATE 495			
REDUCED NORTHBOUND LANE AND SHOULDER WIDTHS			
Sta. to Sta.	Widths	Reasons for Exception	Approval Date
Sta. 122+00 to Sta. 207+00	Varies 0.5'-12'	Provide width for Shoulder Use Lane	
INSIDE SHOULDER WIDTH SOUTHBOUND AT SIGN STRUCTURES			
Sta. to Sta.	Shoulder Width	Reasons for Exception	Approval Date
Sta. 122+00 to Sta. 207+00	Varies 6'-8'	Barrier modification for sign structures	
HORIZONTAL SIGHT DISTANCE NORTHBOUND INSIDE SHOULDER USE, OUTSIDE AND AUXILIARY LANES			
Sta. to Sta.	Sight Distance	Reasons for Exception	Approval Date
Sta. 150+00 to Sta. 207+00	495' & 645'	Shoulder Use Lane during Peak Hours	

PROJECT MANAGER Paul Mishimoto (571) 483-2622
SURVEYED BY, DATE VDOT
DESIGN BY Whitman Requardt & Associates (703) 293-9717
SUBSURFACE UTILITY BY, DATE

CONVENTIONAL SIGNS



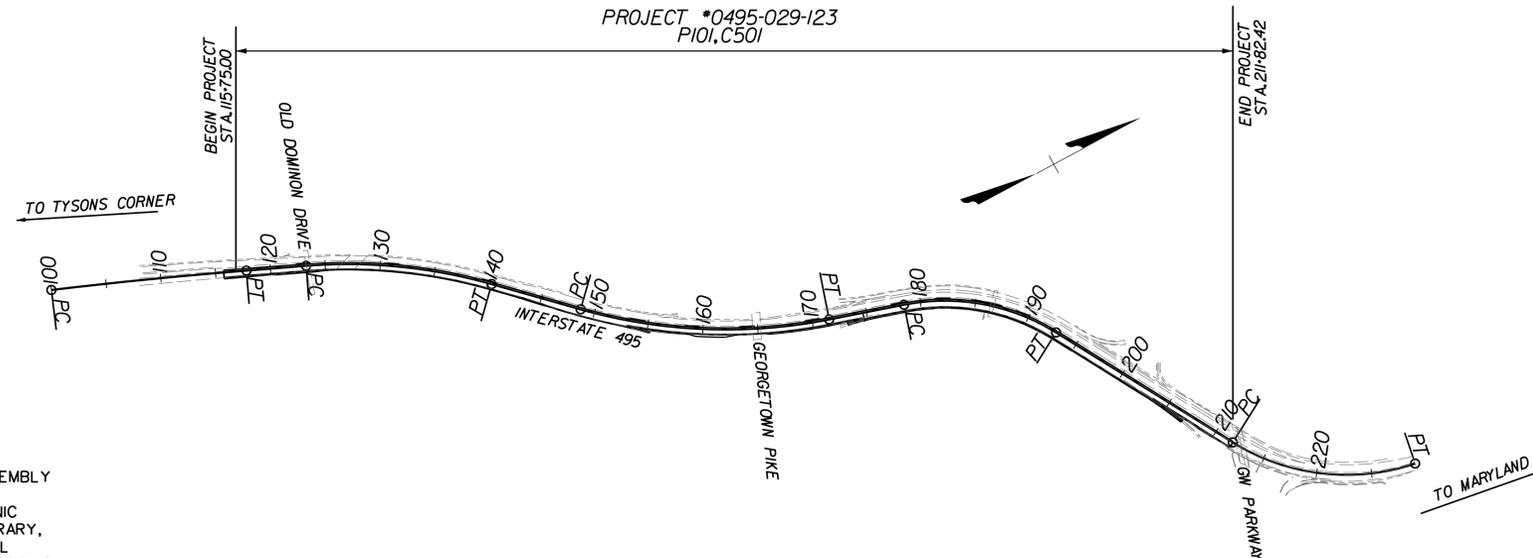
THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2007 ROAD AND BRIDGE SPECIFICATIONS, 2008 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC 5.1R, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.



PROJECT #0495-029-123
PI01, C501



Fairfax County Population 1,109,725 (2012 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	FEET	MILES	FEET	MILES			
0495-029-123	P-101	STP-495-5(094)	PENG	105130		---	1.82	---	1.82		PRELIM. ENG.	FROM: SOUTH OF OLD DOMINION DR TO: GW MEMORIAL PARKWAY
	C-501	STP-495-5(094)	F000	105130		---	1.82	---	1.82		CONSTRUCTION	FROM: SOUTH OF OLD DOMINION DR TO: GW MEMORIAL PARKWAY

Project Lengths are based on Construction Baseline.



ALL CONSTRUCTION IS TO BE PERFORMED WITHIN EXISTING RIGHT OF WAY

TIER 2 PROJECT

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	PROGRAMMING DIVISION DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	STATE STRUCTURE AND BRIDGE ENGINEER
DATE	CHIEF OF PROGRAMMING AND PLANNING

APPROVED FOR CONSTRUCTION	
DATE	CHIEF ENGINEER

APPROVED	
DATE	DIVISION ADMINISTRATOR FEDERAL HIGHWAY ADMINISTRATION U.S. DEPARTMENT OF TRANSPORTATION

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PROJECT 0495-029-123 SHEET NO. 1

PROJECT MANAGER *Paul Nishimoto (571) 483-2622*
 SURVEYED BY, DATE *VDOT*
 DESIGN BY *Witman, Requardt & Associates (703) 293-9717*

INDEX OF SHEETS



REVISED	STATE	STATE		SHEET NO.
	ROUTE	PROJECT		
	VA.	495	0495-029-123 C501	IB

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

SHEET NO.	DESCRIPTION	STATIONS
I	TITLE SHEET	
IA	LOCATION MAP	
IB	INDEX OF SHEETS	
ID	SURVEY ALIGNMENT DATA SHEET	
IE(1) - IE(5)	CONSTRUCTION ALIGNMENT DATA SHEET	
IF	CADD LEVEL STRUCTURE SHEET	
2A	TYPICAL SECTIONS	
3-10	PLAN SHEETS	104+00 to 216+00
12(1) - 12(11)	SIGNING PLANS	

3/13/2014

CONCEPTUAL PLANS
 MARCH 14, 2014

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

PROJECT	SHEET NO.
0495-029-123	IB

PROJECT MANAGER *Paul Nishimoto (571) 483-2622*
 SURVEYED BY, DATE *VDOT*
 DESIGN BY *Waltman, Reardon & Associates (703) 293-9717*

REVISED	STATE	STATE		SHEET NO.
	ROUTE	PROJECT		
	VA.	495	0495-029-123 C501	ID

SURVEY ALIGNMENT DATA SHEET

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

SURVEY ALIGNMENTS

POINT ID.	STATION	BEARING	PROJECT NORTH (Y)	COORDINATES EAST (X)	ELEV. (Z)
SS	100+00.00	Interstate 495, Capital Beltway - Survey Baseline		466,998.7713	272.47'
PI	105+98.68	N 27° 57' 09" E	467,527.6104	3,649,546.4007	252.07'
PI	112+44.02	N 24° 54' 17" E	468,112.9335	3,649,818.1577	243.81'
PI	118+87.26	N 25° 53' 00" E	468,691.6486	3,650,098.9594	243.64'
PI	126+31.34	N 31° 55' 18" E	469,323.2010	3,650,492.3972	262.07'
PI	132+23.11	N 39° 51' 57" E	469,777.4178	3,650,871.7212	278.42'
PI	137+65.08	N 42° 57' 30" E	470,174.0557	3,651,241.0525	291.77'
PI	143+63.39	N 43° 48' 10" E	470,605.8755	3,651,655.1931	303.30'
PI	151+24.67	N 37° 03' 44" E	471,213.3587	3,652,113.9988	300.87'
PI	157+57.97	N 28° 45' 07" E	471,768.5812	3,652,418.6271	294.74'
PI	165+42.33	N 18° 47' 43" E	472,511.1143	3,652,671.3366	285.07'
PI	173+17.42	N 15° 00' 42" E	473,259.7521	3,652,872.0979	278.73'
PI	177+72.72	N 30° 57' 43" E	473,650.1754	3,653,106.3356	267.88'
PI	182+71.51	N 44° 27' 40" E	474,006.1774	3,653,455.7015	258.62'
PI	190+48.68	N 58° 50' 36" E	474,408.2711	3,654,120.7729	234.19'
PI	195+83.30	N 60° 09' 57" E	474,674.2367	3,654,584.5329	221.87'
PI	201+95.65	N 59° 41' 07" E	474,983.3218	3,655,113.1578	207.63'
PI	207+85.89	N 78° 23' 39" E	475,102.0647	3,655,691.3254	198.19'
PI	212+42.58	N 49° 26' 48" E	475,398.9838	3,656,038.3180	186.50'
PI	221+02.47	N 15° 36' 41" E	476,227.1529	3,656,269.7243	152.75'

3/13/2014



CONCEPTUAL PLANS
 MARCH 14, 2014

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PROJECT	SHEET NO.
0495-029-123	ID

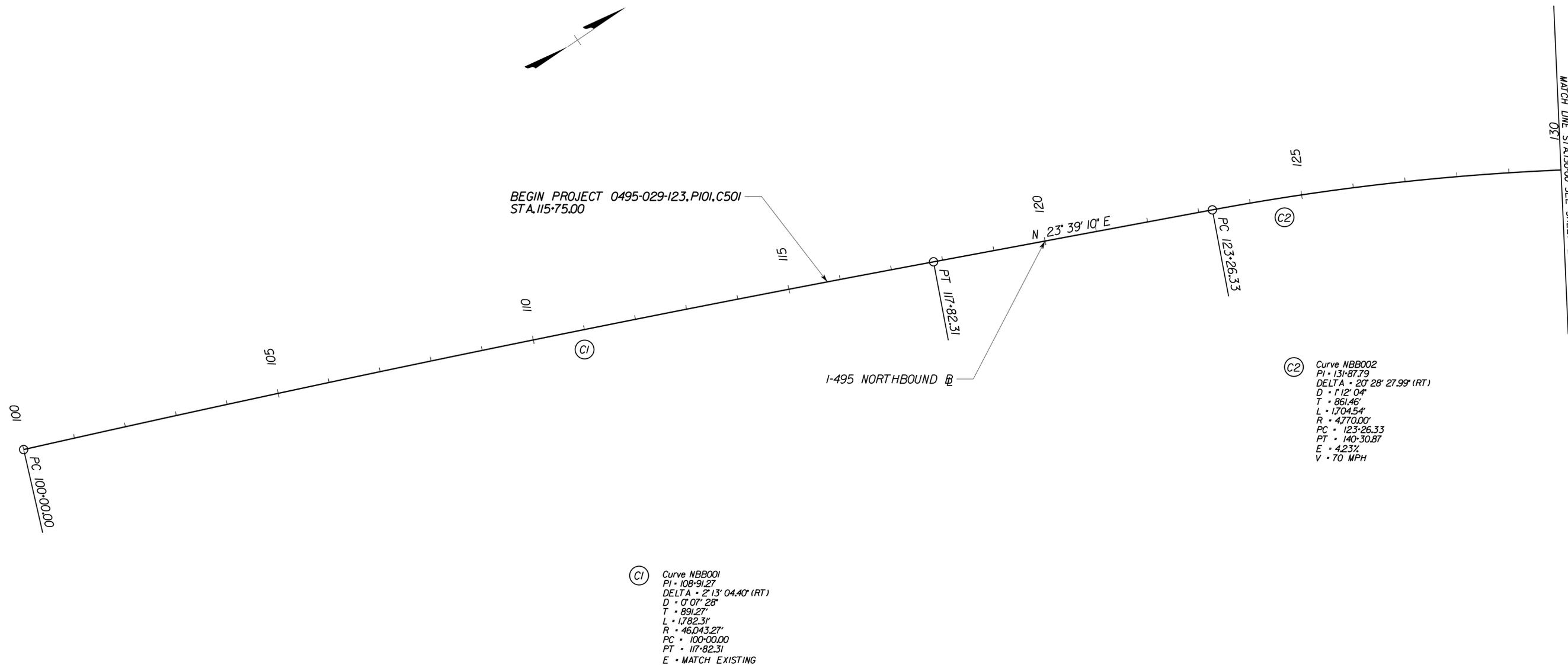
PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Whitman Reardon & Associates (703) 293-9717



CONSTRUCTION ALIGNMENT DATA SHEET

REVISED	STATE		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
	VA.	495		0495-029-123 C501	1E(1)

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



(C2) Curve NBB002
 PI • 131+87.79
 DELTA • 20° 28' 27.99" (RT)
 D • 1' 12" 04"
 T • 861.46'
 L • 1704.54'
 R • 4770.00'
 PC • 123+26.33
 PT • 140+30.87
 E • 4.23%
 V • 70 MPH

(C1) Curve NBB001
 PI • 108+91.27
 DELTA • 2° 13' 04.40" (RT)
 D • 0' 07" 28"
 T • 891.27'
 L • 1782.31'
 R • 46,043.27'
 PC • 100+00.00
 PT • 117+82.31
 E • MATCH EXISTING

CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE 0 100' 200'	PROJECT 0495-029-123	SHEET NO. 1E(1)
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3/13/2014

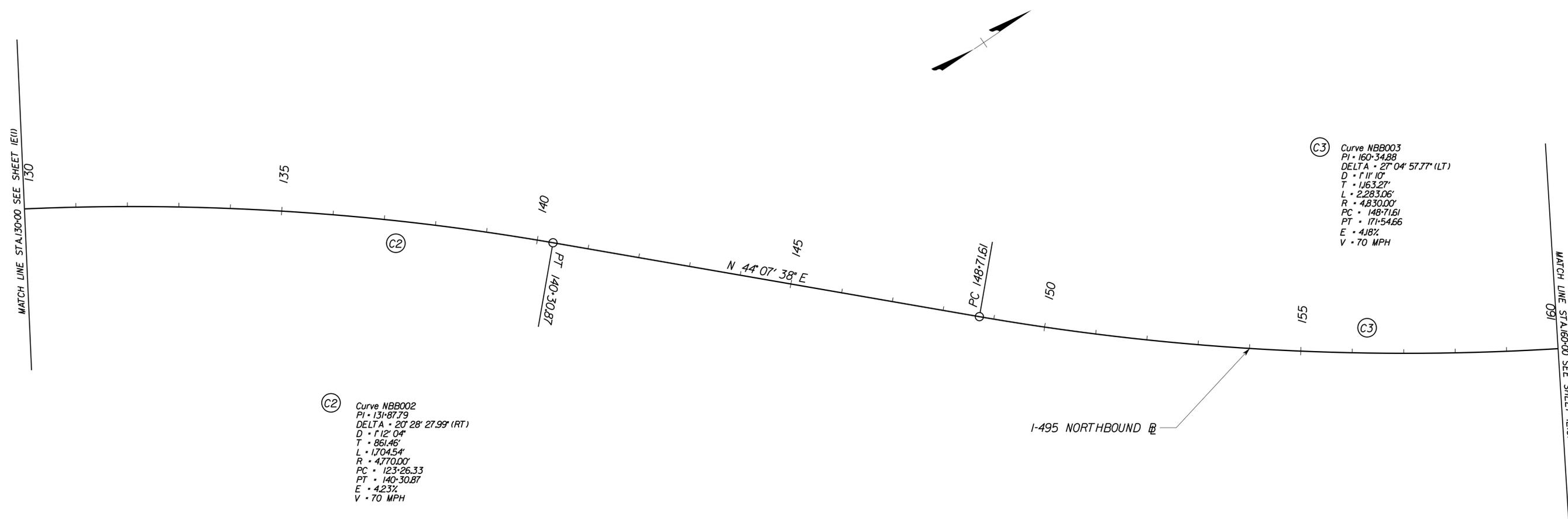
PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltman, Reardon & Associates (703) 293-9717

REVISED	STATE	STATE		SHEET NO.
	ROUTE	PROJECT		
	VA.	495	0495-029-123 C501	1E(2)



CONSTRUCTION ALIGNMENT DATA SHEET

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



3/13/2014

(C2) Curve NBB002
 PI = 131+67.79
 DELTA = 20° 28' 27.99" (RT)
 D = 112' 0"
 T = 861.46'
 L = 1704.54'
 R = 4770.00'
 PC = 123+26.33
 PT = 140+30.87
 E = 4.23%
 V = 70 MPH

(C3) Curve NBB003
 PI = 160+34.88
 DELTA = 27° 04' 57.77" (LT)
 D = 111' 10"
 T = 1163.27'
 L = 2283.06'
 R = 4830.00'
 PC = 148+71.61
 PT = 171+54.66
 E = 4.8%
 V = 70 MPH

CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE 0 100' 200'	PROJECT 0495-029-123	SHEET NO. 1E(2)
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltmar Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	1E(3)

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

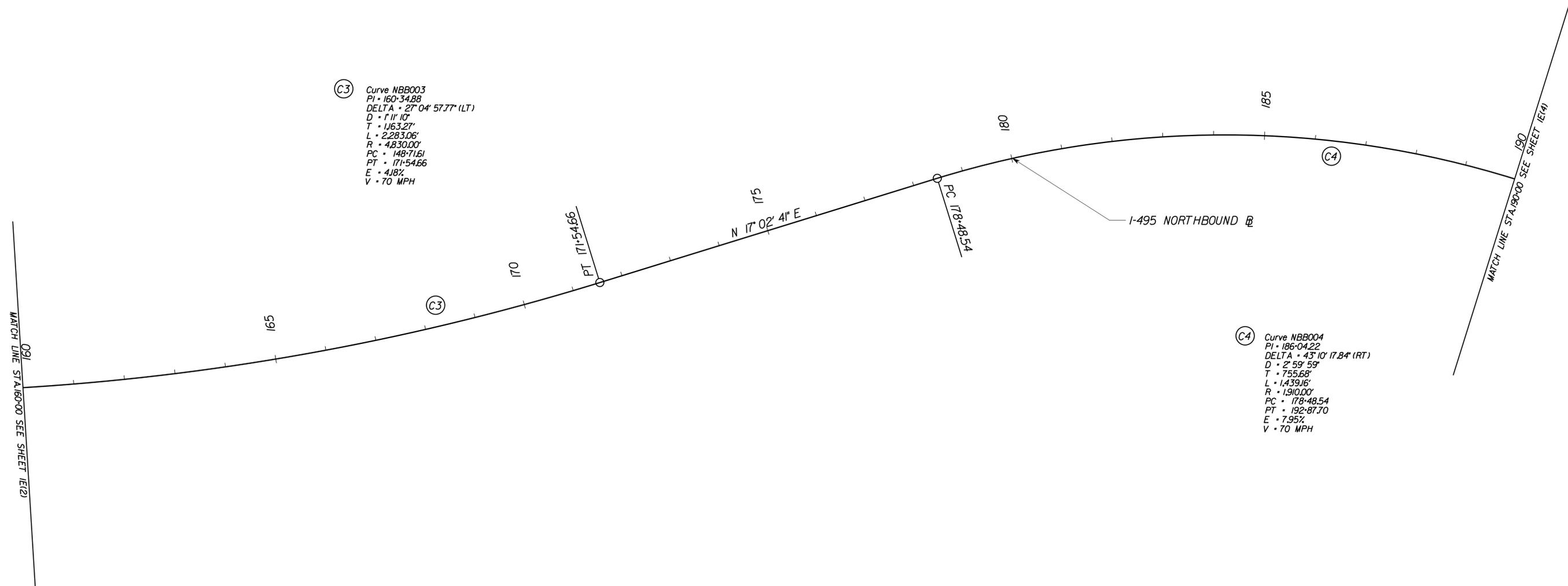


CONSTRUCTION ALIGNMENT DATA SHEET



(C3) Curve NBB003
 PI • 160+34.88
 DELTA • 27° 04' 57.77" (LT)
 D • 2" 11' 10"
 T • 1163.27'
 L • 2283.06'
 R • 4830.00'
 PC • 148+71.61
 PT • 171+54.66
 E • 4.18%
 V • 70 MPH

(C4) Curve NBB004
 PI • 186+04.22
 DELTA • 43° 10' 17.84" (RT)
 D • 2" 59' 59"
 T • 755.68'
 L • 1439.16'
 R • 1910.00'
 PC • 178+48.54
 PT • 192+67.70
 E • 7.95%
 V • 70 MPH



3/13/2014

CONCEPTUAL PLANS
 MARCH 14, 2014

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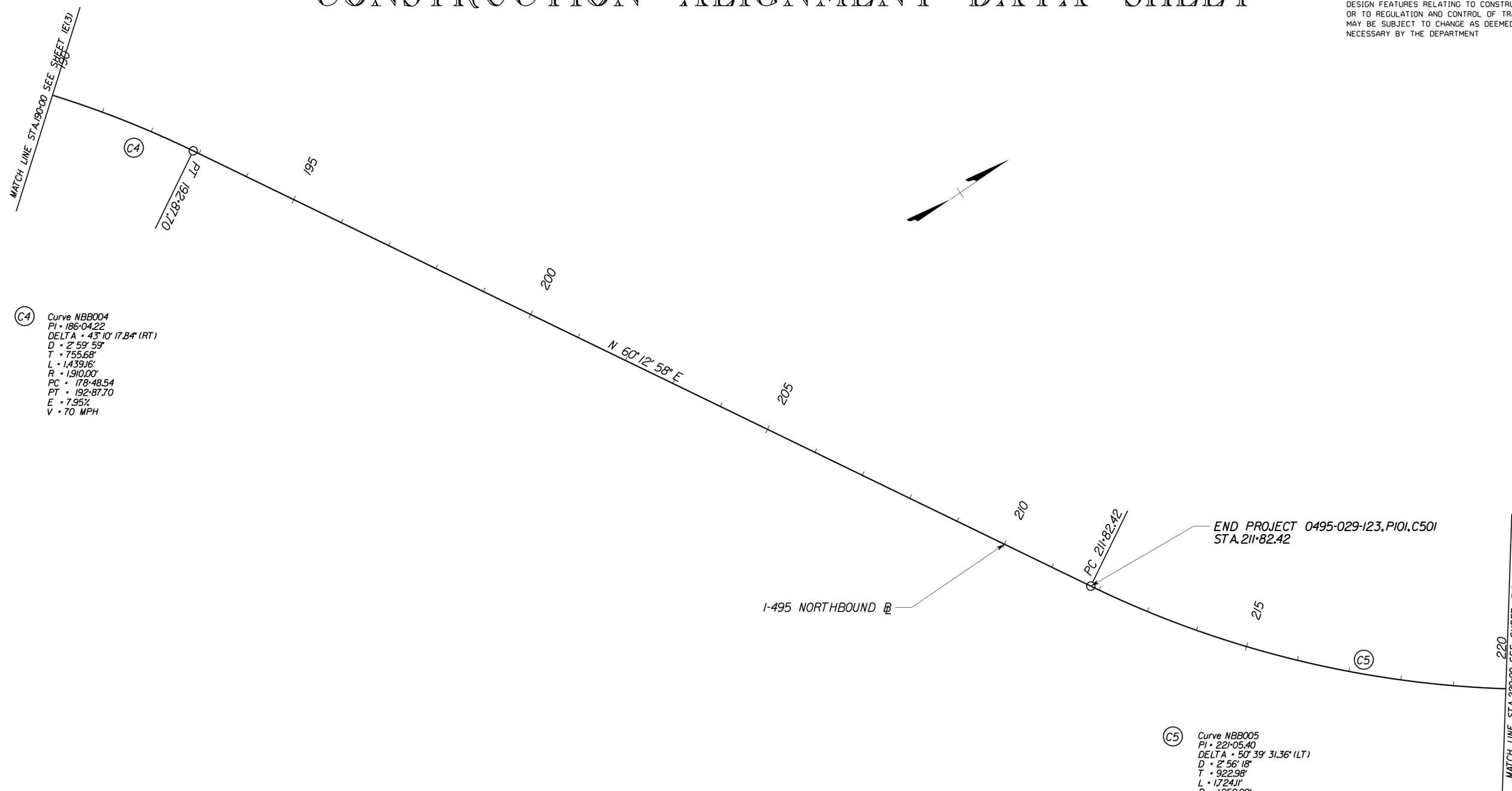
SCALE 0 100' 200'	PROJECT 0495-029-123	SHEET NO. 1E(3)
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltman, Reardon & Associates (703) 293-9717

REVISED	STATE	STATE		SHEET NO.
	ROUTE	PROJECT		
	VA.	495	0495-029-123 C501	1E(4)

CONSTRUCTION ALIGNMENT DATA SHEET

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



(C4) Curve NBB004
 PI = 186+04.22
 DELTA = 43° 10' 17.84" (RT)
 D = 2' 59" 59"
 T = 755.68'
 L = 1,439.16'
 R = 1,910.00'
 PC = 178+48.54
 PT = 192+87.70
 E = 7.95%
 V = 70 MPH

(C5) Curve NBB005
 PI = 221+05.40
 DELTA = 50° 39' 31.36" (LT)
 D = 2' 56" 18"
 T = 922.98'
 L = 1,724.11'
 R = 1,950.00'
 PC = 211+82.42
 PT = 229+06.54
 E = MATCH EXISTING
 V = 70 MPH

CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE	PROJECT	SHEET NO.
0 100' 200'	0495-029-123	1E(4)

3/13/2014

PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltman, Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	1E(5)

CONSTRUCTION ALIGNMENT DATA SHEET



I-495 NORTHBOUND CONSTRUCTION BASELINE

Beginning chain 495REV2 description

Curve Data			
(C1)	Curve NBBO01	P.I. Station = 108+91.27 N	467,039.26 E 3,649,462.59
		Delta = 2° 13' 04.40" (RT)	
		Degree = 0° 07' 27.98"	
		Tangent = 891.27	
		Length = 1,782.31	
		Radius = 46,043.27	
		External = 8.63	
		Long Chord = 1,782.20	
		Mid. Ord. = 8.62	
		P.C. Station = 100+00.00 N	466,209.64 E 3,649,136.88
		P.T. Station = 117+82.31 N	467,855.66 E 3,649,820.17
		C.C. = N	449,383.33 E 3,691,995.46
		Back = N 21° 26' 06.04" E	
		Ahead = N 23° 39' 10.44" E	
		Chord Bear = N 22° 32' 38.24" E	

Course from PT NBBO01 to PC NBBO02 N 23° 39' 10.44" E Dist 544.02

Curve Data			
(C2)	Curve NBBO02	P.I. Station = 131+87.79 N	469,143.06 E 3,650,384.04
		Delta = 20° 28' 27.99" (RT)	
		Degree = 1° 12' 04.21"	
		Tangent = 861.46	
		Length = 1,704.54	
		Radius = 4,770.00	
		External = 77.17	
		Long Chord = 1,695.49	
		Mid. Ord. = 75.94	
		P.C. Station = 123+26.33 N	468,353.98 E 3,650,038.42
		P.T. Station = 140+30.87 N	469,761.41 E 3,650,983.83
		C.C. = N	466,440.28 E 3,654,407.71
		Back = N 23° 39' 10.44" E	
		Ahead = N 44° 07' 38.43" E	
		Chord Bear = N 33° 53' 24.43" E	

Course from PT NBBO02 to PC NBBO03 N 44° 07' 38.43" E Dist 840.73

Curve Data			
(C3)	Curve NBBO03	P.I. Station = 160+34.88 N	471,199.88 E 3,652,379.13
		Delta = 27° 04' 57.77" (LT)	
		Degree = 1° 11' 10.49"	
		Tangent = 1,163.27	
		Length = 2,283.06	
		Radius = 4,830.00	
		External = 136.11	
		Long Chord = 2,251.86	
		Mid. Ord. = 134.27	
		P.C. Station = 148+71.61 N	470,364.89 E 3,651,569.20
		P.T. Station = 171+54.66 N	472,312.05 E 3,652,720.10
		C.C. = N	473,727.80 E 3,648,102.25
		Back = N 44° 07' 38.43" E	
		Ahead = N 17° 02' 40.66" E	
		Chord Bear = N 30° 35' 09.55" E	

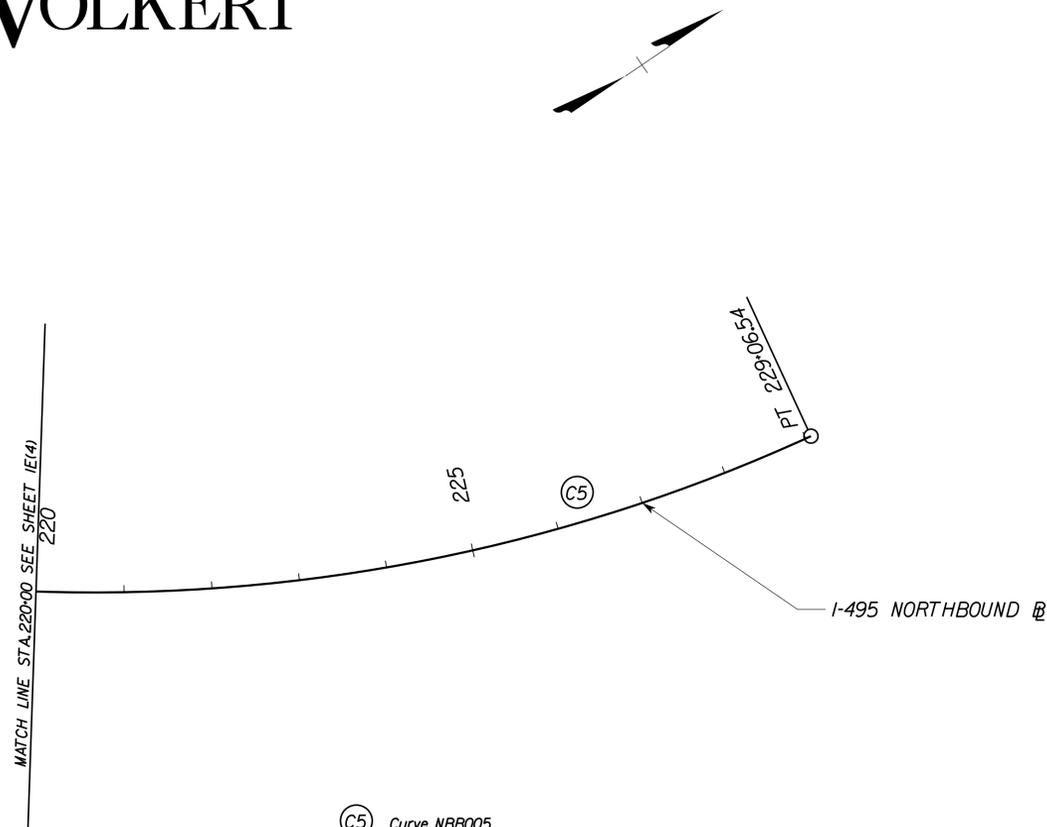
Course from PT NBBO03 to PC NBBO04 N 17° 02' 40.66" E Dist 693.88

Curve Data			
(C4)	Curve NBBO04	P.I. Station = 186+04.22 N	473,697.93 E 3,653,144.99
		Delta = 43° 10' 17.84" (RT)	
		Degree = 2° 59' 59.20"	
		Tangent = 755.68	
		Length = 1,439.16	
		Radius = 1,910.00	
		External = 144.06	
		Long Chord = 1,405.36	
		Mid. Ord. = 133.95	
		P.C. Station = 178+48.54 N	472,975.45 E 3,652,923.49
		P.T. Station = 192+87.70 N	474,073.30 E 3,653,800.84
		C.C. = N	472,415.60 E 3,654,749.59
		Back = N 17° 02' 40.66" E	
		Ahead = N 60° 12' 58.50" E	
		Chord Bear = N 38° 37' 49.58" E	

Course from PT NBBO04 to PC NBBO05 N 60° 12' 58.50" E Dist 1,894.72

Curve Data			
(C5)	Curve NBBO05	P.I. Station = 221+05.40 N	475,472.93 E 3,656,246.35
		Delta = 50° 39' 31.36" (LT)	
		Degree = 2° 56' 17.68"	
		Tangent = 922.98	
		Length = 1,724.11	
		Radius = 1,950.00	
		External = 207.41	
		Long Chord = 1,668.50	
		Mid. Ord. = 187.47	
		P.C. Station = 211+82.42 N	475,014.46 E 3,655,445.28
		P.T. Station = 229+06.54 N	476,383.10 E 3,656,399.60
		C.C. = N	476,706.88 E 3,654,476.66
		Back = N 60° 12' 58.50" E	
		Ahead = N 9° 33' 27.14" E	
		Chord Bear = N 34° 53' 12.82" E	

Ending chain 495REV2 description



(C5) Curve NBBO05
 PI • 221+05.40
 DELTA • 50° 39' 31.36" (LT)
 D • 2° 56' 17.68"
 T • 922.98'
 L • 1,724.11'
 R • 1,950.00'
 PC • 211+82.42
 PT • 229+06.54
 E • MATCH EXISTING
 V • 70 MPH

CONCEPTUAL PLANS
 MARCH 14, 2014

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 AND UNAPPROVED AND ARE NOT
 TO BE USED FOR ANY TYPE
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 ACQUISITION OF RIGHT OF WAY.

SCALE 0 100' 200'	PROJECT 0495-029-123	SHEET NO. 1E(5)
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3/13/2014

PROJECT MANAGER Paul Nishimoto (57) 483:2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wilmann, Reardon & Associates (103) 293:9717

'95 CADD LEVEL STRUCTURE

REVISED	STATE	STATE		SHEET NO.
		ROUTE	PROJECT	
	VA.	495	0495-029-123 C501	1F

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

SURVEY

DESIGN

HYDRAULICS - DRAINAGE

EROSION & SEDIMENT CONTROL

TRAFFIC ENGINEERING

- LEVEL 1 CENTERLINE, TRAVERSE, CONTROL STATION
- LEVEL 2 BRIDGES
- LEVEL 3 EDGE OF PAVEMENT, GRAVEL, CONCRETE, ASPHALT PARKING LOT
- LEVEL 4 CURB AND GUTTER
- LEVEL 5 CURB & CONCRETE ISLANDS
- LEVEL 6 PAVED & GRAVEL SHOULDER
- LEVEL 7 SIDEWALK (ALONG ROADS); WHEELCHAIR RAMPS
- LEVEL 8 BUILDINGS, PORCHES, DECKS, PATIOS & SWIMMING POOLS
- LEVEL 9 WALKS (AROUND HOUSES & BUILDINGS)
- LEVEL 10 STEPS
- LEVEL 11 FENCES & GATES
- LEVEL 12 WOOD LINE, TREES, SHRUBS, HEDGEROWS
- LEVEL 13 RETAINING WALLS
- LEVEL 14 CONCRETE SLABS, BALLARDS, COLUMNS, SIGNS, POSTS, GAS ISLANDS & PLAYSETS
- LEVEL 15 ABOVE GROUND TANKS, DUMPSTERS, PROPANE TANKS
- LEVEL 16 GUARDRAIL & JERSEY BARRIER
- LEVEL 17 BODIES OF WATER, STREAMS, LAKES, ETC.
- LEVEL 18 PAVED DITCHES, RIPRAP
- LEVEL 19 DRAINAGE ITEMS DAMS, ENDWALLS & ENDSECTIONS CATCH BASINS, DROP INLETS & DIMANHOLES CULVERT PIPES
- LEVEL 20 ALL RAILROAD ITEMS, RAILROAD TIES
- LEVEL 21 SEPTIC TANKS, DRAIN FIELDS, WELLS
- LEVEL 22 CEMETERY LOCATION & GRAVES
- LEVEL 23 RIGHT OF WAY AND RIGHT OF WAY MONUMENTS
- LEVEL 24 PROPERTY LINES, TEMPORARY EASEMENT, PERMANENT EASEMENT, PROPERTY PINS
- LEVEL 25 STATE, COUNTY AND CITY BOUNDARY LINES
- LEVEL 26 UTILITY EASEMENTS
- LEVEL 27 WELANDS
- LEVEL 28 GAS PUMPS, GAS TANKS, FILLER CAPS, MONITORING WELLS, VENT PIPES, ETC.
- LEVEL 29 MINE INFORMATION
- LEVEL 30 EXISTING NOISE BARRIER WALLS
- LEVEL 31-60 ANNOTATION FOR LEVELS 1 - 30
- LEVEL 61 TRAFFIC SIGNS IN R/W, BASE PLAN SHEET, NORTH ARROW, SCALE BAR, ETC.
- LEVEL 62 GRID AND LABELS; ELEVATION TICKS, PROJECT NOTES
- LEVEL 63 NOT ASSIGNED

- LEVEL 1 BASELINE & SUB-TANGENTS
- LEVEL 2 BRIDGES
- LEVEL 3 EDGE OF PAVEMENT & PRIVATE ENTRANCES
- LEVEL 4 CURB AND GUTTER
- LEVEL 5 CURB
- LEVEL 6 PAVED SHOULDER
- LEVEL 7 SIDEWALK AND/OR BICYCLE TRAIL
- LEVEL 8 NOT ASSIGNED
- LEVEL 9 NOT ASSIGNED
- LEVEL 10 STEPS
- LEVEL 11 FENCES
- LEVEL 12 DIRECTIONAL ARROWS, PAVEMENT STRIPING & FLUSH MEDIAN DELINEATION
- LEVEL 13 RETAINING WALLS
- LEVEL 14 CONCRETE SLABS, COLUMNS, SIGNS, POSTS
- LEVEL 15 NOT ASSIGNED
- LEVEL 16 GUARDRAIL & JERSEY BARRIER
- LEVEL 17 NOT ASSIGNED
- LEVEL 18 PAVED DITCHES
- LEVEL 19 RESERVED FOR MISC. DRAIN. ITEMS TO BE PLACED BY ROAD DESIGNERS
- LEVEL 20 RAILROADS, ETC.
- LEVEL 21 NOT ASSIGNED
- LEVEL 22 LIMITS OF CONSTRUCTION
- LEVEL 23 RIGHT-OF-WAY, TEMP. & PERM. EASEMENTS
- LEVEL 24 NOT ASSIGNED
- LEVEL 25-29 NOT ASSIGNED
- LEVEL 30 PROPOSED NOISE BARRIER WALLS & ANNOTATION
- LEVEL 31-54 ANNOTATION FOR LEVELS 1 - 24
- LEVEL 55-60 NOT ASSIGNED
- LEVEL 61 BASE PLAN SHEET, SCALE BAR, NORTH ARROW, MATCH LINES, SEALING & SIGNING BLOCKS
- LEVEL 62 NOT ASSIGNED
- LEVEL 63 NOT ASSIGNED

- LEVEL 1 PIPES FROM 4" TO 42" (CUSTOM LINE STYLES)
- LEVEL 2 PIPES 48" AND LARGER (CUSTOM LINE STYLE)
- LEVEL 3 STANDARD BOX CULVERTS LC-0, WT-5
- LEVEL 4 ENDWALLS (CELLS)
- LEVEL 5 END SECTIONS (CELLS)
- LEVEL 6 DITCHES AND FLUMES WT-4, LC-0 (CUSTOM LINE STYLE)
- LEVEL 7 ENERGY DISSIPATORS, PIPE SPILLOUT AND SPRING BOXES (CELLS)
- LEVEL 8 MANHOLES AND JUNCTION BOXES (CELLS)
- LEVEL 9 DROP INLETS DI-1, DI-5 AND DI-9 SERIES (CELLS)
- LEVEL 10 DROP INLETS DI-2 SERIES (CELLS)
- LEVEL 11 DROP INLETS DI-3 SERIES (CELLS)
- LEVEL 12 DROP INLETS DI-4 SERIES (CELLS)
- LEVEL 13 DROP INLETS DI-7 SERIES (CELLS)
- LEVEL 14 DROP INLETS DI-10 SERIES (CELLS)
- LEVEL 15 DROP INLETS DI-11 AND DI-13 SERIES (CELLS)
- LEVEL 16 DROP INLETS DI-12 SERIES (CELLS)
- LEVEL 17 DROP INLETS DI-14 SERIES (CELLS)
- LEVEL 18 SPECIAL DESIGN ITEMS (ENDWALLS, INLETS, ETC.)
- LEVEL 19 UNDERDRAINS (CD-1 & 2, UD-1, UD-2, ETC.) (CUSTOM LINE STYLE)
- LEVEL 20 UNDERDRAIN OUTLET PIPE AND EW-12 ENDSECTIONS (CUSTOM LINE STYLE & CELLS)
- LEVEL 21 STONE & OUTLET PROTECTION (EC-1, RIPRAP CHANNEL, ETC.) (CELLS)
- LEVEL 22 SWM BASIN ITEMS (BASIN, RISERS, WEIRS, ETC.)
- LEVEL 23 SWM BASIN (BASELINE/AIGNMENT)
- LEVEL 24 SWM BASIN (PLAN VIEW/CONTOURS)
- LEVEL 25 SWM BASIN (MISCELLANEOUS/ITEMS)
- LEVEL 26 SWM BASIN (DESCRIPTIONS/NOTES)
- LEVEL 27 TYPICAL DITCH DETAILS
- LEVEL 28-30 NOT ASSIGNED
- LEVEL 31-60 ANNOTATION FOR LEVELS 1 - 30 NOTE: ALL DRAINAGE STRUCTURE LABELS ON LEVEL 31
- LEVEL 61 BASE PLAN SHEET, SCALE BAR, NORTH ARROW, MATCH LINES, ETC. WT-5, LC-0
- LEVEL 62 NOT ASSIGNED
- LEVEL 63 PROJECT NOTES

- LEVEL 1 PHASE I - EROSION CONTROL ITEMS (TFB, TSF, TURB. CURTAIN) (CUSTOM LINE STYLE)
- LEVEL 2 PHASE I - EROSION CONTROL DITCH ITEMS (EC-2, EC-3, ETC.) (CUSTOM LINE STYLE)
- LEVEL 3 PHASE I - EROSION CONTROL STONE (EC-1, RIPRAP, CHECK DAMS) (CELLS)
- LEVEL 4 PHASE I - EROSION CONTROL ITEMS (SEDIMENT TRAPS & BASINS)
- LEVEL 5 PHASE I - EROSION CONTROL ITEMS (DIVERSION DIKES & DITCHES) (CUSTOM LINE STYLE)
- LEVEL 6 PHASE I - EROSION CONTROL ITEMS (TEMPORARY DIVERSION CHANNELS) (CUSTOM LINE STYLE)
- LEVEL 7 PHASE I - EROSION CONTROL ITEMS (MISCELLANEOUS DIVERSION ITEMS)
- LEVEL 8 PHASE I - EROSION CONTROL ITEMS (BRUSH BARRIERS, LEVEL SPREADERS, ETC.)
- LEVEL 9 PHASE I - MISCELLANEOUS EROSION CONTROL ITEMS
- LEVEL 10 PHASE I - TEMPORARY DRAINAGE (PIPES) (CUSTOM LINE STYLE)
- LEVEL 11 PHASE I - PROPOSED DRAINAGE (PIPES) (CUSTOM LINE STYLE)
- LEVEL 12 PHASE I - PROPOSED DRAINAGE (SWM)
- LEVEL 13 PHASE I - EXISTING CONTOURS (LC-1, WT-1)
- LEVEL 14 PHASE I - PROPOSED CONTOURS
- LEVEL 15 PHASE I - SYMBOLS, LEGEND AND NOTES
- LEVEL 16 PHASE II - EROSION CONTROL ITEMS (TFB, TSF, TURB. CURTAIN) (CUSTOM LINE STYLE)
- LEVEL 17 PHASE II - EROSION CONTROL DITCH ITEMS (EC-2, EC-3, ETC.) (CUSTOM LINE STYLE)
- LEVEL 18 PHASE II - EROSION CONTROL STONE (EC-1, RIPRAP, CHECK DAMS) (CELLS)
- LEVEL 19 PHASE II - EROSION CONTROL ITEMS (SEDIMENT TRAPS & BASINS)
- LEVEL 20 PHASE II - EROSION CONTROL ITEMS (DIVERSION DIKES & DITCHES) (CUSTOM LINE STYLE)
- LEVEL 21 PHASE II - EROSION CONTROL ITEMS (TEMPORARY DIVERSION CHANNELS) (CUSTOM LINE STYLE)
- LEVEL 22 PHASE II - EROSION CONTROL ITEMS (MISCELLANEOUS DIVERSION ITEMS)
- LEVEL 23 PHASE II - EROSION CONTROL ITEMS (BRUSH BARRIERS, LEVEL SPREADERS, ETC.)
- LEVEL 24 PHASE II - MISCELLANEOUS EROSION CONTROL ITEMS
- LEVEL 25 PHASE II - TEMPORARY DRAINAGE (PIPES) (CUSTOM LINE STYLE)
- LEVEL 26 PHASE II - PROPOSED DRAINAGE (PIPES) (CUSTOM LINE STYLE)
- LEVEL 27 PHASE II - PROPOSED DRAINAGE (SWM)
- LEVEL 28 PHASE II - EXISTING CONTOURS (LC-1, WT-1)
- LEVEL 29 PHASE II - PROPOSED CONTOURS
- LEVEL 30 PHASE II - SYMBOLS, LEGEND AND NOTES
- LEVEL 31-60 ANNOTATION FOR LEVELS 1 - 30
- LEVEL 61 BASE PLAN SHEET, SCALE BAR, NORTH ARROW, ETC. WT-5, LC-0
- LEVEL 62 NOT ASSIGNED
- LEVEL 63 PROJECT NOTES

- LEVEL 1 PROPOSED AND EXISTING SIGNAL FACES & NUMBERS (Legend)
- LEVEL 2 PROPOSED UNDERGROUND SIGNAL EQUIPMENT CONDUIT, JUNCTION BOXES, MANHOLES
- LEVEL 3 UNDERGROUND EQUIPMENT LABELS CONDUIT, WIRE, JUNCTION BOXES
- LEVEL 4 PROPOSED ABOVE GROUND MINOR SIGNAL EQUIPMENT SIGNS ON SPANWIRE, MAST ARMS, POLES, SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, ETC.
- LEVEL 5 ABOVE GROUND EQUIPMENT LABELS SIGNAL POLE LABELS, SIGNAL HEAD LABELS, SIGN LABELS, PHASE INFO, SIGNAL POLE DETAIL
- LEVEL 6 PROPOSED LOOPS/VIDEO DETECTION ZONES LOOPS, VIDEO DETECTION ZONES, MICROLOOP PROBE
- LEVEL 7 SIGNAL CHARTS COLOR SEQUENCE CHART, PHASING DIAGRAM, PREEMPTION DIAGRAM, TIMING CHART
- LEVEL 8 OVERHEAD UTILITY HEIGHT INFORMATION
- LEVEL 9 EXISTING UNDERGROUND SIGNAL EQUIPMENT CONDUIT, JUNCTION BOXES, MANHOLES
- LEVEL 10 EXISTING ABOVE GROUND MINOR SIGNAL EQUIPMENT POLE, MAST ARM, SPAN WIRE, SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, CONTROLLER/CABINET & FOUNDATION, ETC.
- LEVEL 11 EXISTING LOOPS/VIDEO DETECTION ZONES LOOPS, VIDEO DETECTION ZONES, MICROLOOP PROBES
- LEVEL 12 EXISTING PAVEMENT MARKINGS (LONGITUDINAL)
- LEVEL 13 EXISTING TRANSVERSE MARKINGS (STOP BARS & CROSSWALKS)
- LEVEL 14 EXISTING HATCHING
- LEVEL 15 EXISTING LETTERS/ARROWS/SYMBOLS
- LEVEL 16 GUARDRAIL AND JERSEY BARRIER
- LEVEL 17 PROPOSED PAVEMENT MARKINGS (LONGITUDINAL)
- LEVEL 18 PROPOSED TRANSVERSE MARKINGS (STOP BARS & CROSSWALKS)
- LEVEL 19 PROPOSED HATCHING
- LEVEL 20 PROPOSED LETTERS/ARROWS/SYMBOLS
- LEVEL 21 PAVEMENT MARKINGS LABELS
- LEVEL 22 DIRECTIONAL ARROWS (LANE ARRANGEMENTS ARROWS)
- LEVEL 23 EXISTING AND PROPOSED ROW PROPOSED R/W FOR TCD'S, LABELS AND LEADERS
- LEVEL 24 EXISTING SIGN LOCATIONS INCLUDING STRUCTURES (SYMBOLS)
- LEVEL 25 EXISTING SIGN FACES & LEADERS EXISTING SIGN FACES, EXISTING SIGN LEADERS, 'X' FOR EXISTING SIGNS TO BE REMOVED
- LEVEL 26 PROPOSED SIGN LOCATIONS, INCLUDING STRUCTURES (SYMBOLS)
- LEVEL 27 PROPOSED SIGN FACES & LEADERS, PROPOSED SIGN FACES, PROPOSED SIGN LEADERS
- LEVEL 28 SIGN NUMBER/CALL-OUT'S PROPOSED SIGN CALL-OUT, EXISTING SIGN CALL-OUT
- LEVEL 29 SIGN DETAIL SHEET
- LEVEL 30 SIGN SCHEDULE SHEET
- LEVEL 31 OVERHEAD SIGN SUPPORT DATA SUMMARY & NOTES
- LEVEL 32 VA AND VIA STRUCTURE SHEET

- LEVEL 33 PROPOSED ABOVE GROUND EQUIPMENT POLES, LUMINAIRES, ARMS, ELECTRICAL SERVICE, CONTROL CENTER
- LEVEL 34 PROPOSED UNDERGROUND EQUIPMENT CONDUIT, JUNCTION BOXES, FOUNDATIONS, DUCT CABLE
- LEVEL 35 PROPOSED UNDER BRIDGE LIGHTING
- LEVEL 36 LIGHTING LABELS POLE LOCATION LABEL, LUMINAIRE LABEL, CONDUIT/CABLE IDENTIFIER LABEL, EXIST. CONDUIT/CABLE IDENTIFIER LABEL
- LEVEL 37 EXISTING ABOVE GROUND EQUIPMENT -- LIGHTING LUMINAIRES (INCLUDING UNDER BRIDGE), POLES, CONTROL CENTER, ELECTRICAL SERVICE, ARMS
- LEVEL 38 EXISTING UNDERGROUND EQUIPMENT -- LIGHTING CONDUIT, JUNCTION BOXES, DUCT CABLE
- LEVEL 39 SIGNAL LEGEND
- LEVEL 40 SIGNAL POLE LEGEND
- LEVEL 41 SIGNING LEGEND
- LEVEL 42 PAVEMENT MARKING LEGEND
- LEVEL 43 LIGHTING LEGEND
- LEVEL 44 SUMMARY OF QUANTITIES
- LEVEL 45 GENERAL NOTES & PLAN NOTES
- LEVEL 46 LOCATION INFORMATION ROADWAY NAMES, BASELINE NAME, DIRECTIONAL ARROWS, DIRECTIONAL ARROW TEXT
- LEVEL 47 DIMENSIONS, TERMINATORS
- LEVEL 48 PROP. ABOVE GROUND MAJOR SIGNAL EQUIPMENT POLE - MAST ARM, COMBO MAST ARM, STRAIN, COMBO STRAIN, PF-2, PF-3 MAST ARM, SPAN WIRE, CONTROLLER/ CABINET & FOUNDATION, UTILITY POLES
- LEVEL 49 EXIST. ABOVE GROUND MAJOR SIGNAL EQUIPMENT POLE - MAST ARM, COMBO MAST ARM, STRAIN, COMBO STRAIN, PF-2, PF-3 MAST ARM, SPAN WIRE, CONTROLLER/ CABINET & FOUNDATION, UTILITY POLES
- LEVEL 50 'CLIP MASK' BOUNDARIES
- LEVEL 51 'CLIP BOUNDARY' BOUNDARIES
- LEVEL 52 PROPOSED SIGNAL POLES FOUNDATIONS
- LEVEL 53 CLEARZONE TEMPLATES FOR SIGNAL/LIGHT POLES
- LEVEL 54 SIGNAL HEAD SIGHT LINES - NB
- LEVEL 55 SIGNAL HEAD SIGHT LINES - SB
- LEVEL 56 SIGNAL HEAD SIGHT LINES - EB
- LEVEL 57 SIGNAL HEAD SIGHT LINES - WB
- LEVEL 58 SIGNAL DESIGNER WORKING LEVEL PAVEMENT MARKING LAYOUTS, SIGNAL WORKING LEVEL, LIGHTING WORKING LEVEL, SIGNING WORKING LEVEL
- LEVEL 59 STAGING AREAS DIRECTIONAL BORE STAGING AREA, JACKING PIT - 20' PIPE SLEEVE JACKING PIT - 10' PIPE SLEEVE
- LEVEL 60 BORDER TEXT - FILL-IN PRELIMINARY PLANS TITLE
- LEVEL 61 SHEET INFORMATION NORTH ARROW, SCALE BAR, MATCHLINES, BORDER, STANDARD BORDER TEXT, VDOT LOGO, CONSULTANT LOGO
- LEVEL 62 BORDER SNAP LOCATIONS
- LEVEL 63 PRINT BOUNDARY



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CONCEPTUAL PLANS
 MARCH 14, 2014

NOTE: Survey Utility Information will be in a separate file. Digital Terrain Model Information will be in separate files.

PROJECT	SHEET NO.
0495-029-123	1F

3/13/2014

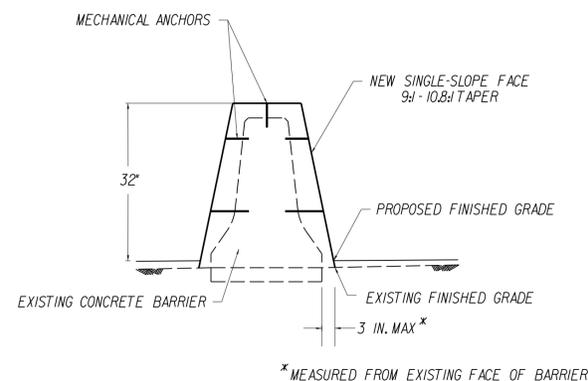
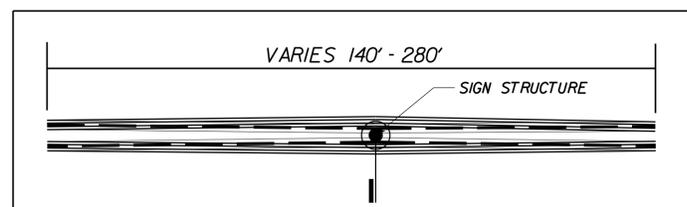
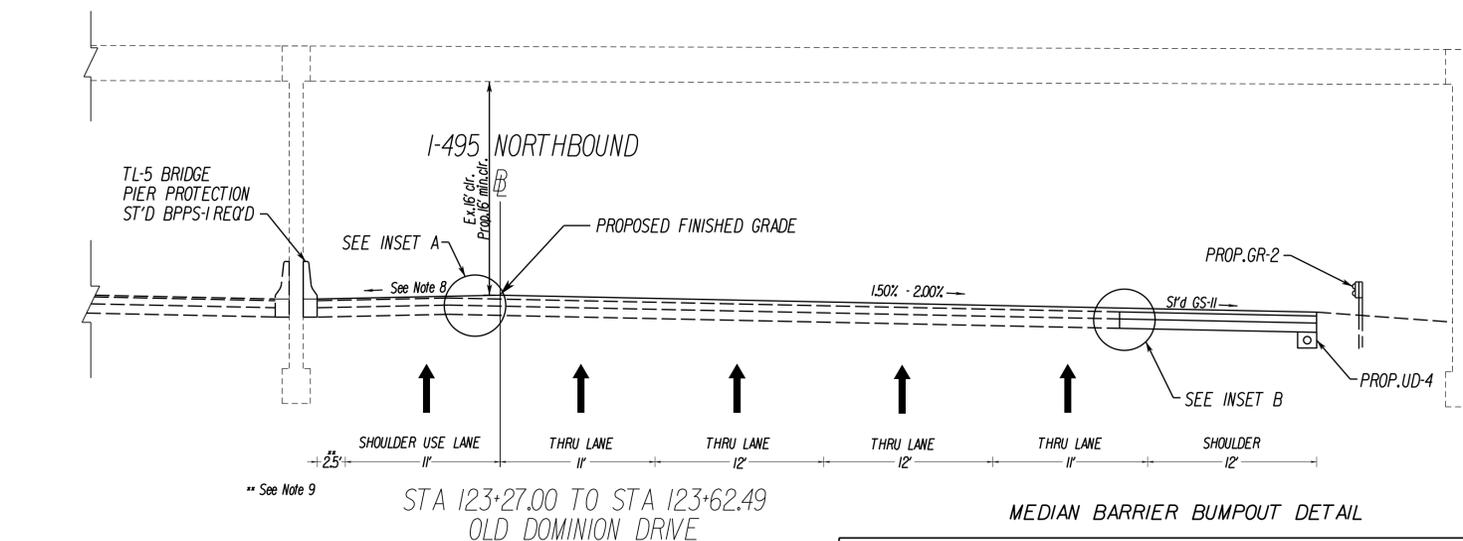
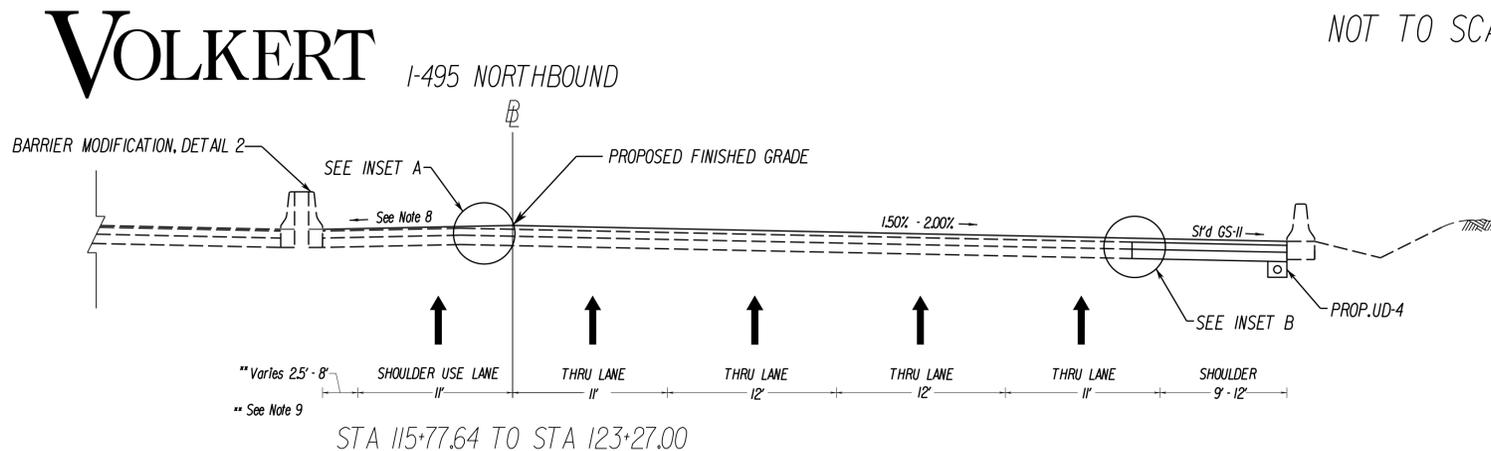
PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wilmann Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	2A(1)

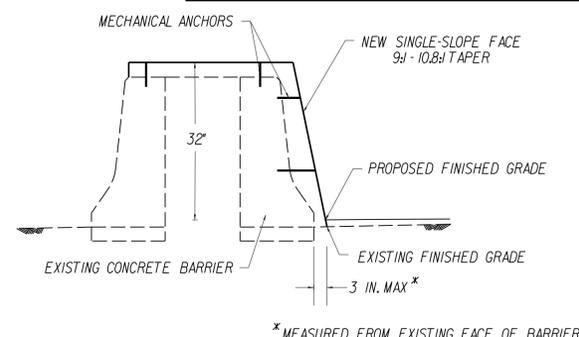


TYPICAL SECTIONS

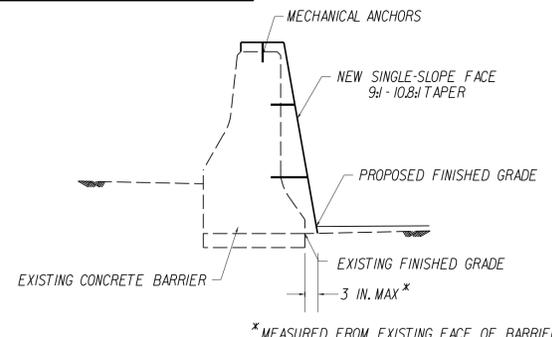
NOT TO SCALE



BARRIER MODIFICATION DETAIL 1
 FOR USE WHEN MEDIAN IS SINGLE BARRIER
 (IF NEEDED)

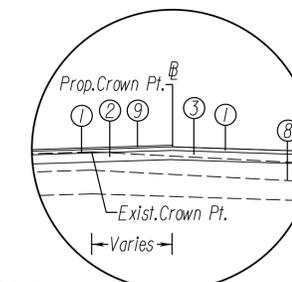


BARRIER MODIFICATION DETAIL 2
 FOR USE WHEN MEDIAN IS DOUBLE BARRIER



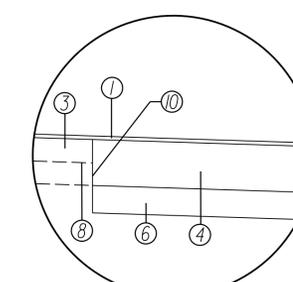
BARRIER MODIFICATION DETAIL 3
 FOR USE WHEN MEDIAN IS BIFURCATED
 (IF NEEDED)

INSET A



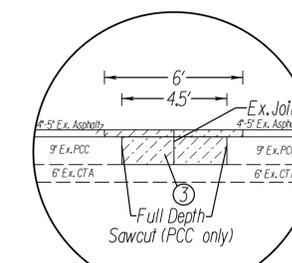
NOT TO SCALE

INSET B



NOT TO SCALE

FULL DEPTH PATCH/ JOINT REPAIR



NOT TO SCALE

NOTES:

- FOR LIMITS OF MILL AND OVERLAY AND FULL DEPTH PAVEMENT, REFER TO PLAN SHEETS.
- REFER TO GEOTECHNICAL ENGINEERING DATA REPORT FOR PAVEMENT DESIGN.
- VARIABLE DEPTH MILL AND OVERLAY MAY BE NECESSARY FOR SLOPE CORRECTION.
- FULL DEPTH/JOINT REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.
- ALL CRACKS SHALL BE CLEANED OF ALL DEBRIS AFTER MILLING AND SEALED WITH TYPE B CRACK SEALANT IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR SEALING CRACKS IN AC OR PCC PAVEMENT.
- FINAL SURFACE TO BE PLACED UNIFORMLY ACROSS THE ENTIRE PAVEMENT.
- WHEN LIQUID ASPHALT IS USED AS A CURING MATERIAL FOR THE CEMENT STABILIZED COURSE, IT SHALL BE LIQUID ASPHALT CRS-1, CRS-1H OR CMS-2 APPLIED AT A RATE OF 0.2 GAL/SY. WHERE NECESSARY FOR MAINTENANCE OF TRAFFIC, COVER MATERIAL CONSISTING OF NO. 10 AGGREGATE OR GRADING B SAND SHALL BE APPLIED AT A RATE OF 10 LB/SY.
- ON HIGH SIDE OF SUPERELEVATION THE SLOPE IS TO MATCH THE SUPERELEVATION WITHOUT A ROLLOVER. ON TANGENT AND LOW SIDE OF SUPERELEVATION THE SLOPE SHALL MATCH EXISTING, BUT MAINTAIN MAXIMUM 5% ROLLOVER.
- ON TANGENT AND LOW SIDE OF SUPERELEVATION THE SLOPE OF THE LATERAL OFFSET SHALL MATCH THE SHOULDER USE LANE SLOPE. ON THE HIGH SIDE OF SUPERELEVATION THE SLOPE SHALL MAINTAIN MAXIMUM 5% ROLLOVER AT THE EDGE OF THE SHOULDER USE LANE.

- Surface - 1.5" Stone Matrix Asphalt, SMA-9.5 (PG 76-22)
- 2.5" Asphalt Concrete Type BM-25.0D + 0.4 (HMHB, PG 70-22)
- Variable Depth Asphalt Concrete Type BM-25.0D + 0.4 (HMHB, PG 70-22)
- Base - 1.4" Asphalt Concrete Type BM-25.0D + 0.4 (HMHB, PG 70-22)
- Base - 1.2" Asphalt Concrete Type BM-25.0D + 0.4 (HMHB, PG 70-22)
- Subbase - 8" Aggregate Base Material, Type I, Size No. 21B
- Subbase - 6" Aggregate Base Material, Type I, Size No. 21A pugmill mixed with 4% hydraulic cement by weight
- Mill and Overlay Existing Pavement Minimum Depth of 4"
- High Friction Surface Coating To Delineate Shoulder Use Lane
- Full depth sawcut at edge of existing mainline pavement to expose existing full strength pavement with PCC or expose existing edge of PCC pavement

NOTES:

- BARRIER GLARE SHIELDS SHALL BE REPLACED.
- BARRIER MODIFICATIONS SHALL HAVE A LONGITUDINAL TAPER RATE OF 26:1.

CONCEPTUAL PLANS
 MARCH 14, 2014

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NOT TO SCALE	PROJECT 0495-029-123	SHEET NO. 2A(1)
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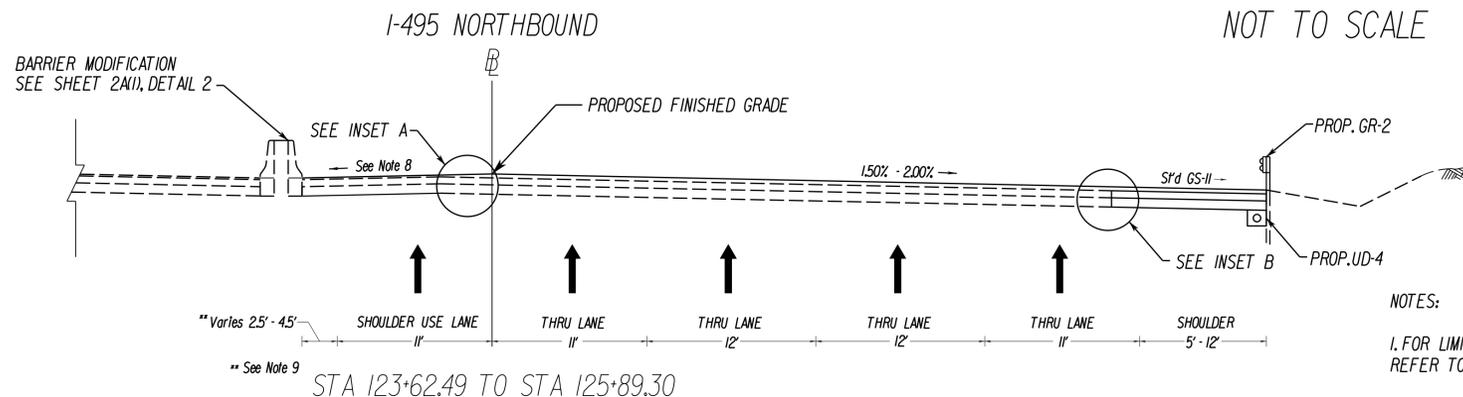
3/13/2014

PROJECT MANAGER Paul Nishimoto (57) 483-2622
SURVEYED BY, DATE VDOT
DESIGN BY Waltman Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	2A(2)

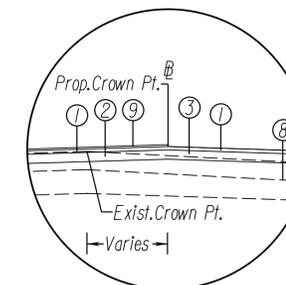
TYPICAL SECTIONS

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



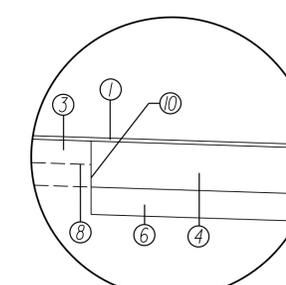
NOT TO SCALE

INSET A



NOT TO SCALE

INSET B

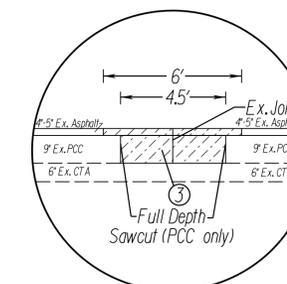


NOT TO SCALE

NOTES:

- FOR LIMITS OF MILL AND OVERLAY AND FULL DEPTH PAVEMENT, REFER TO PLAN SHEETS.
- REFER TO GEOTECHNICAL ENGINEERING DATA REPORT FOR PAVEMENT DESIGN.
- VARIABLE DEPTH MILL AND OVERLAY MAY BE NECESSARY FOR SLOPE CORRECTION.
- FULL DEPTH/JOINT REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.
- ALL CRACKS SHALL BE CLEANED OF ALL DEBRIS AFTER MILLING AND SEALED WITH TYPE B CRACK SEALANT IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR SEALING CRACKS IN AC OR PCC PAVEMENT.
- FINAL SURFACE TO BE PLACED UNIFORMLY ACROSS THE ENTIRE PAVEMENT.

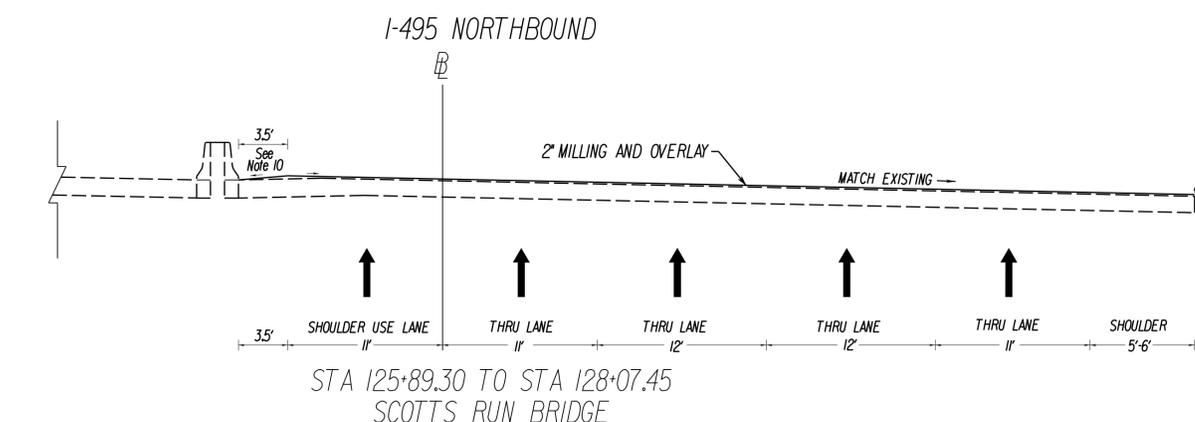
FULL DEPTH PATCH/ JOINT REPAIR



NOT TO SCALE

- WHEN LIQUID ASPHALT IS USED AS A CURING MATERIAL FOR THE CEMENT STABILIZED COURSE, IT SHALL BE LIQUID ASPHALT CRS-1, CRS-1H OR CMS-2 APPLIED AT A RATE OF 0.2 GAL/SY. WHERE NECESSARY FOR MAINTENANCE OF TRAFFIC, COVER MATERIAL CONSISTING OF NO. 10 AGGREGATE OR GRADING B SAND SHALL BE APPLIED AT A RATE OF 10 LB/SY.
- ON HIGH SIDE OF SUPERELEVATION THE SLOPE IS TO MATCH THE SUPERELEVATION WITHOUT A ROLLOVER. ON TANGENT AND LOW SIDE OF SUPERELEVATION THE SLOPE SHALL MATCH EXISTING, BUT MAINTAIN MAXIMUM 5% ROLLOVER.
- ON TANGENT AND LOW SIDE OF SUPERELEVATION THE SLOPE OF THE LATERAL OFFSET SHALL MATCH THE SHOULDER USE LANE SLOPE. ON THE HIGH SIDE OF SUPERELEVATION THE SLOPE SHALL MAINTAIN MAXIMUM 5% ROLLOVER AT THE EDGE OF THE SHOULDER USE LANE.
- MAXIMUM 5% ROLLOVER, EXISTING EXPANSION JOINT TO BE REPLACED WHERE IMPACTED DUE TO PAVEMENT BUILDUP.

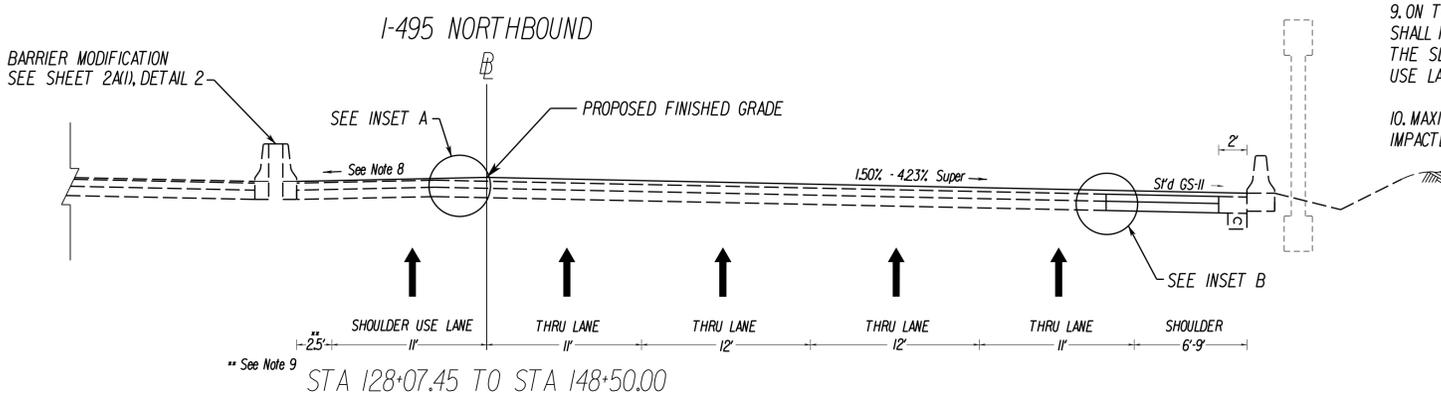
- Surface - 1.5" Stone Matrix Asphalt, SMA-9.5 (PG 76-22)
- 2.5" Asphalt Concrete Type BM-25.0D • 0.4 (HMHB, PG 70-22)
- Variable Depth Asphalt Concrete Type BM-25.0D • 0.4 (HMHB, PG 70-22)
- Base - 1.4" Asphalt Concrete Type BM-25.0D • 0.4 (HMHB, PG 70-22)
- Base - 1.2" Asphalt Concrete Type BM-25.0D • 0.4 (HMHB, PG 70-22)
- Subbase - 8" Aggregate Base Material, Type I, Size No. 21B
- Subbase - 6" Aggregate Base Material, Type I, Size No. 21A pugmill mixed with 4% hydraulic cement by weight
- Mill and Overlay Existing Pavement Minimum Depth of 4"
- High Friction Surface Coating To Delineate Shoulder Use Lane
- Full depth sawcut at edge of existing mainline pavement to expose existing full strength pavement with PCC or expose existing edge of PCC pavement



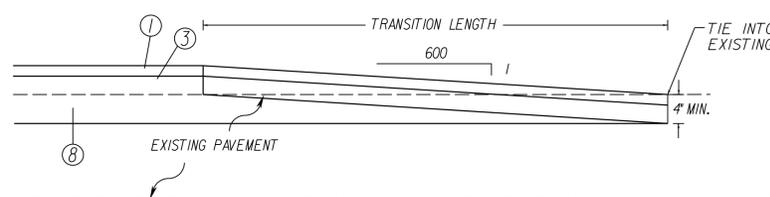
I-495 NORTHBOUND

STA 125+89.30 TO STA 128+07.45
SCOTT'S RUN BRIDGE

I-495 NORTHBOUND



PAVEMENT TIE-IN



NOT TO SCALE

NOTES:

- PAVEMENT TIE-IN SHALL BE USED TO PROVIDE A SMOOTH TRANSITION BETWEEN PAVEMENT OVERLAY AND EXISTING PAVEMENT AT SCOTT'S RUN BRIDGE, AT RAMP TIE-INS AND AT THE BEGINNING/END OF PROJECT. TRANSITION LENGTH SHALL BE 150' MINIMUM.
- PAVEMENT TIE-IN SHALL CONFORM TO THE REQUIREMENTS OF SECTION 315.05(C) OF THE SPECIFICATION EXCEPT THAT ALL JOINTS AT TIE-IN LOCATIONS SHALL BE DESIGNED USING A 10-FOOT STRAIGHT EDGE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 315.07(A) OF THE SPECIFICATIONS. THE VARIATION FROM THE TESTING EDGE OF THE STRAIGHT EDGE BETWEEN ANY TWO CONTACT POINTS WITH THE PAVEMENT SURFACE SHALL NOT EXCEED 1/4".



CONCEPTUAL PLANS
MARCH 14, 2014

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NOT TO SCALE	PROJECT 0495-029-123	SHEET NO. 2A(2)
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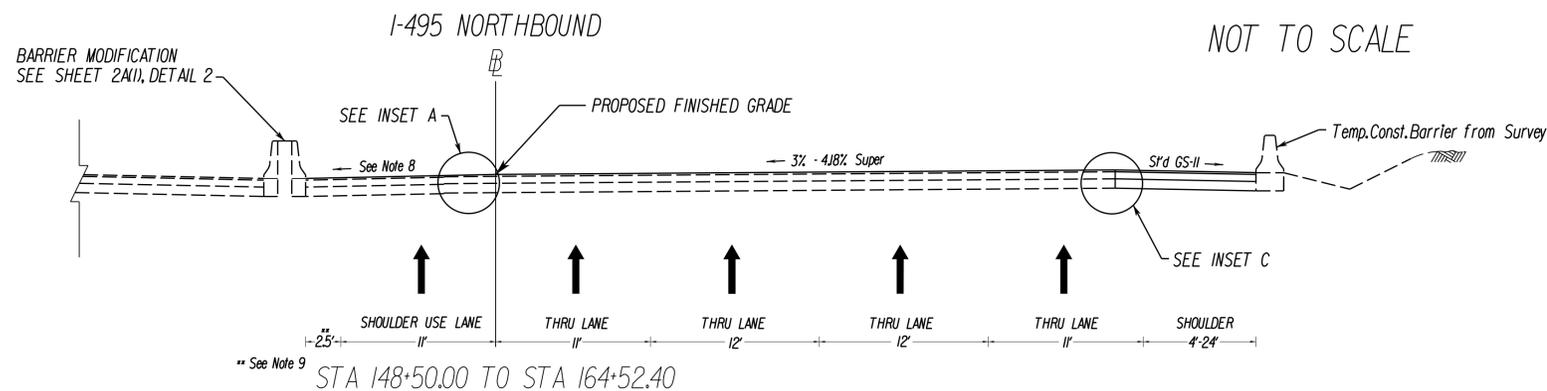
3/13/2014

PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltham Reardon & Associates (703) 293-9717

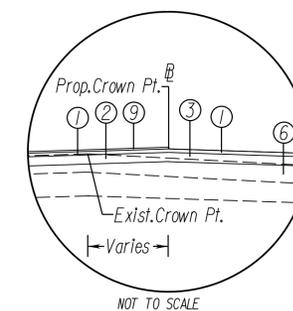
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	2A(3)

TYPICAL SECTIONS

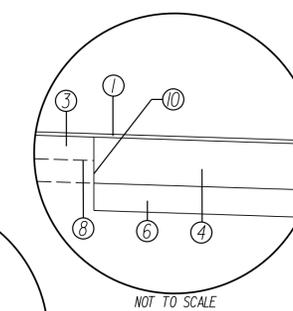
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



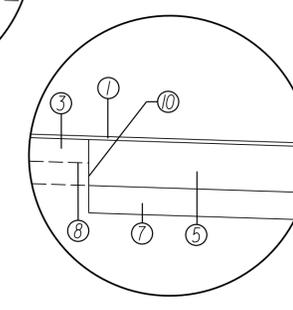
INSET A



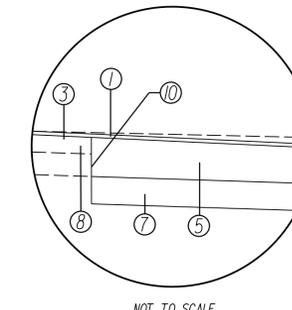
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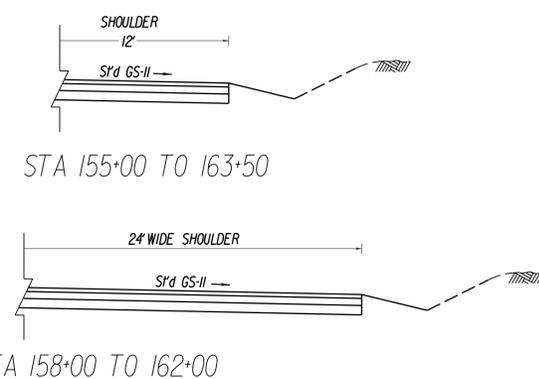
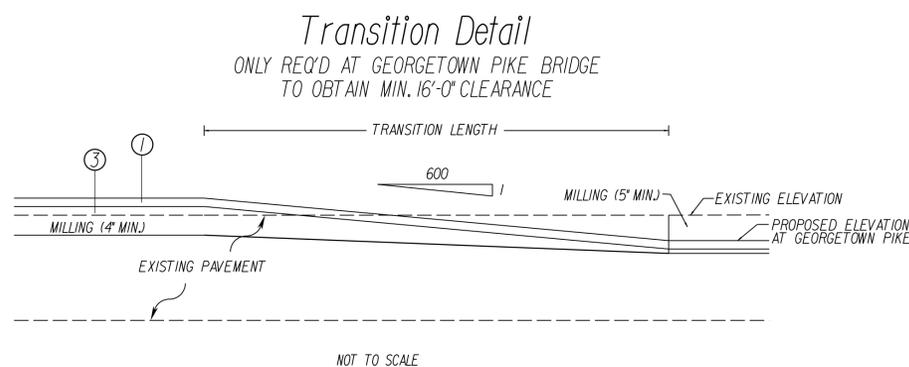
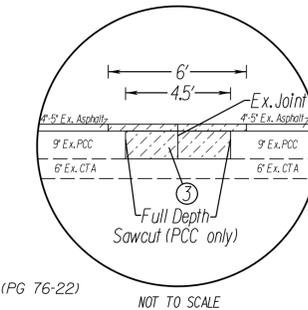
INSET C



INSET D



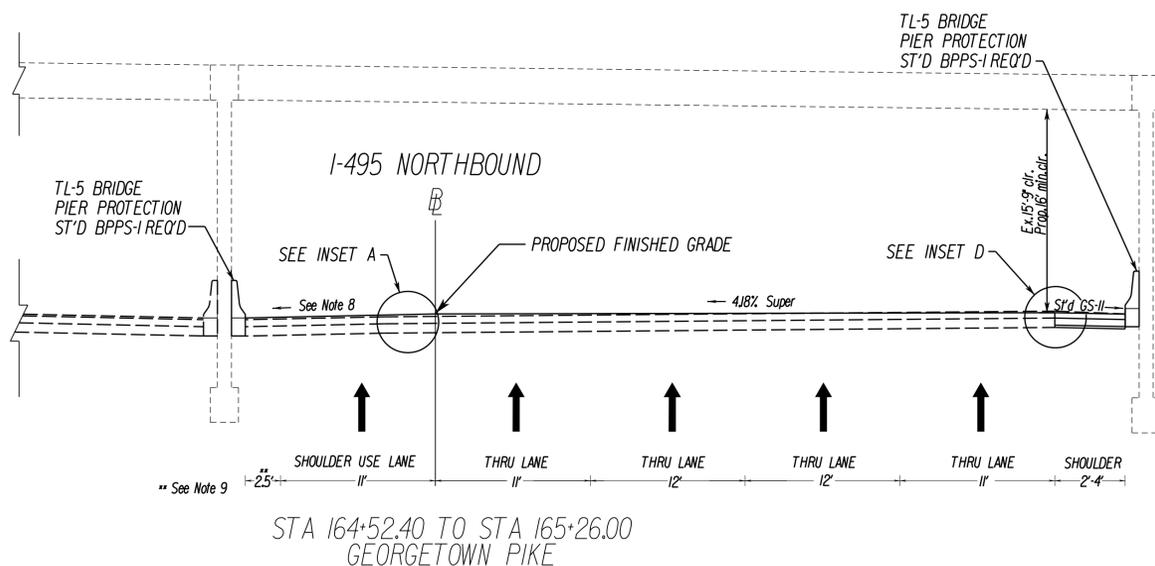
FULL DEPTH PATCH/Joint REPAIR



NOTES:

- FOR LIMITS OF MILL AND OVERLAY AND FULL DEPTH PAVEMENT, REFER TO PLAN SHEETS.
- REFER TO GEOTECHNICAL ENGINEERING DATA REPORT FOR PAVEMENT DESIGN.
- VARIABLE DEPTH MILL AND OVERLAY MAY BE NECESSARY FOR SLOPE CORRECTION.
- FULL DEPTH/Joint REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.
- ALL CRACKS SHALL BE CLEANED OF ALL DEBRIS AFTER MILLING AND SEALED WITH TYPE B CRACK SEALANT IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR SEALING CRACKS IN AC OR PCC PAVEMENT.
- FINAL SURFACE TO BE PLACED UNIFORMLY ACROSS THE ENTIRE PAVEMENT.
- WHEN LIQUID ASPHALT IS USED AS A CURING MATERIAL FOR THE CEMENT STABILIZED COURSE, IT SHALL BE LIQUID ASPHALT CRS-1, CRS-1H OR CMS-2 APPLIED AT A RATE OF 0.2 GAL/SY. WHERE NECESSARY FOR MAINTENANCE OF TRAFFIC, COVER MATERIAL CONSISTING OF NO. 10 AGGREGATE OR GRADING B SAND SHALL BE APPLIED AT A RATE OF 10 LB/SY.
- ON HIGH SIDE OF SUPERELEVATION THE SLOPE IS TO MATCH THE SUPERELEVATION WITHOUT A ROLLOVER. ON TANGENT AND LOW SIDE OF SUPERELEVATION THE SLOPE SHALL MATCH EXISTING, BUT MAINTAIN MAXIMUM 5% ROLLOVER.
- ON TANGENT AND LOW SIDE OF SUPERELEVATION THE SLOPE OF THE LATERAL OFFSET SHALL MATCH THE SHOULDER USE LANE SLOPE. ON THE HIGH SIDE OF SUPERELEVATION THE SLOPE SHALL MAINTAIN MAXIMUM 5% ROLLOVER AT THE EDGE OF THE SHOULDER USE LANE.

- Surface - 1.5" Stone Matrix Asphalt, SMA-9.5 (PG 76-22)
- 2.5" Asphalt Concrete Type BM-25.0D - 0.4 (HMHB, PG 70-22)
- Variable Depth Asphalt Concrete Type BM-25.0D - 0.4 (HMHB, PG 70-22)
- Base - 1.4" Asphalt Concrete Type BM-25.0D - 0.4 (HMHB, PG 70-22)
- Base - 1.2" Asphalt Concrete Type BM-25.0D - 0.4 (HMHB, PG 70-22)
- Subbase - 8" Aggregate Base Material, Type I, Size No. 21B
- Subbase - 6" Aggregate Base Material, Type I, Size No. 21A pugmill mixed with 4% hydraulic cement by weight
- Mill and overlay Existing Pavement Minimum Depth of 4"
- High Friction Surface Coating To Delineate Shoulder Use Lane
- Full depth sawcut at edge of existing mainline pavement to expose existing full strength pavement with PCC or expose existing edge of PCC pavement



FMD FORT MYER CONSTRUCTION
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CONCEPTUAL PLANS
 MARCH 14, 2014

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NOT TO SCALE	PROJECT 0495-029-123	SHEET NO. 2A(3)
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3/13/2014

PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltham Reardon & Associates (703) 293-9717

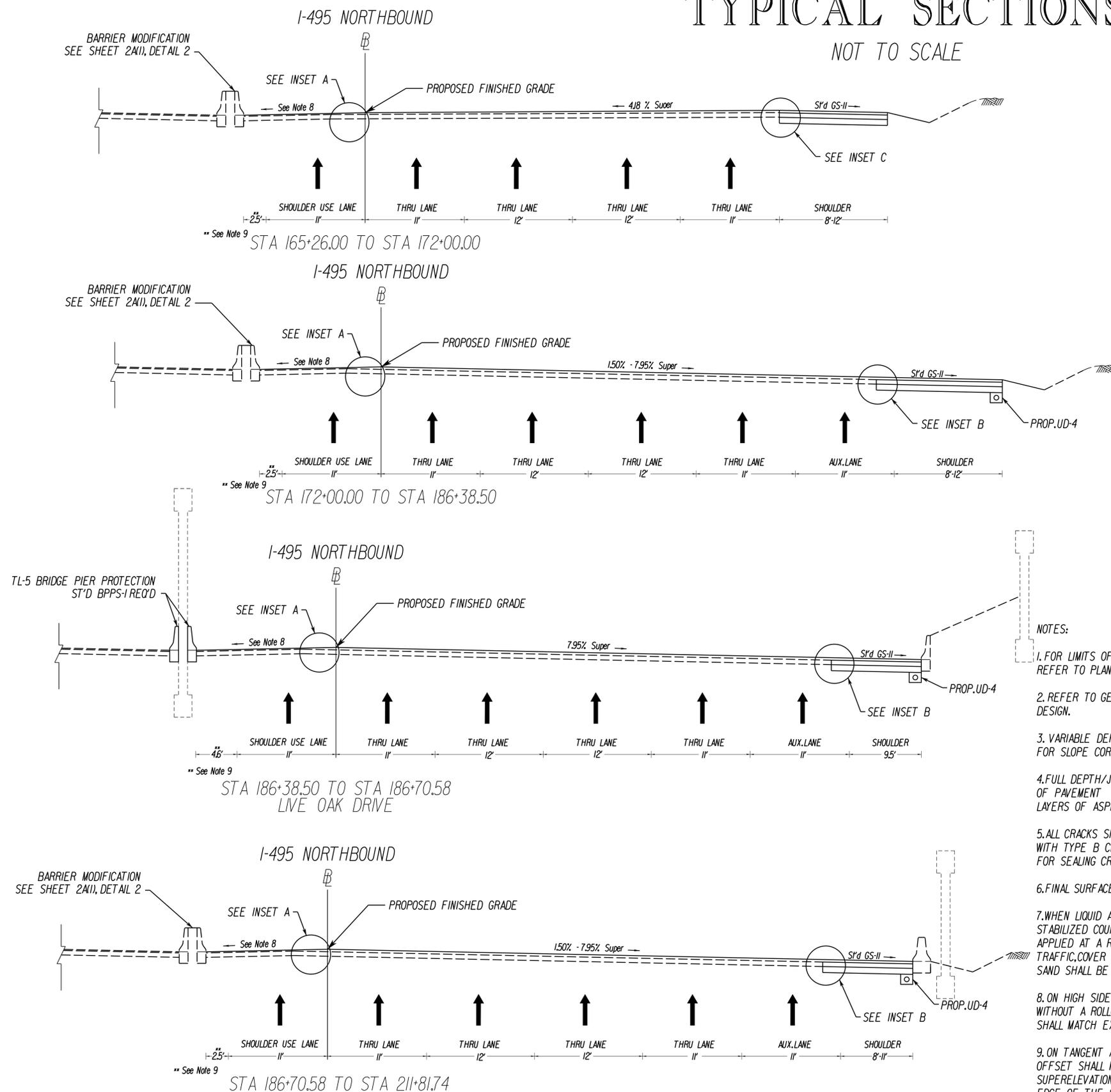


REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	2A(4)

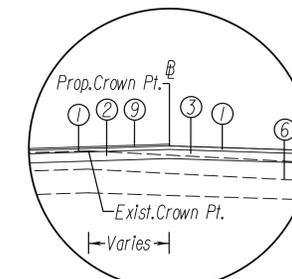
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

TYPICAL SECTIONS

NOT TO SCALE

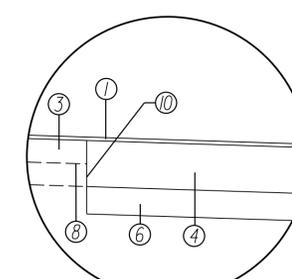


INSET A



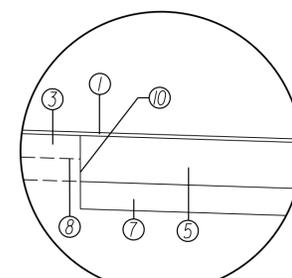
NOT TO SCALE

INSET B



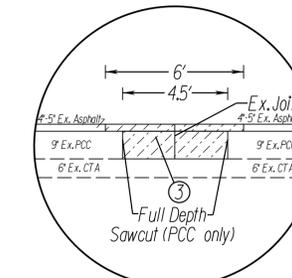
NOT TO SCALE

INSET C



NOT TO SCALE

FULL DEPTH PATCH/ JOINT REPAIR



NOT TO SCALE

NOTES:

- FOR LIMITS OF MILL AND OVERLAY AND FULL DEPTH PAVEMENT, REFER TO PLAN SHEETS.
- REFER TO GEOTECHNICAL ENGINEERING DATA REPORT FOR PAVEMENT DESIGN.
- VARIABLE DEPTH MILL AND OVERLAY MAY BE NECESSARY FOR SLOPE CORRECTION.
- FULL DEPTH/JOINT REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.
- ALL CRACKS SHALL BE CLEANED OF ALL DEBRIS AFTER MILLING AND SEALED WITH TYPE B CRACK SEALANT IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR SEALING CRACKS IN AC OR PCC PAVEMENT.
- FINAL SURFACE TO BE PLACED UNIFORMLY ACROSS THE ENTIRE PAVEMENT.
- WHEN LIQUID ASPHALT IS USED AS A CURING MATERIAL FOR THE CEMENT STABILIZED COURSE, IT SHALL BE LIQUID ASPHALT CRS-1, CRS-1H OR CMS-2 APPLIED AT A RATE OF 0.2 GAL/SY. WHERE NECESSARY FOR MAINTENANCE OF TRAFFIC, COVER MATERIAL CONSISTING OF NO.10 AGGREGATE OR GRADING B SAND SHALL BE APPLIED AT A RATE OF 10 LB/SY.
- ON HIGH SIDE OF SUPERELEVATION THE SLOPE IS TO MATCH THE SUPERELEVATION WITHOUT A ROLLOVER. ON TANGENT AND LOW SIDE OF SUPERELEVATION THE SLOPE SHALL MATCH EXISTING, BUT MAINTAIN MAXIMUM 5% ROLLOVER.
- ON TANGENT AND LOW SIDE OF SUPERELEVATION THE SLOPE OF THE LATERAL OFFSET SHALL MATCH THE SHOULDER USE LANE SLOPE. ON THE HIGH SIDE OF SUPERELEVATION THE SLOPE SHALL MAINTAIN MAXIMUM 5% ROLLOVER AT THE EDGE OF THE SHOULDER USE LANE.

- Surface - 1.5" Stone Matrix Asphalt, SMA-9.5 (PG 76-22)
- 2.5" Asphalt Concrete Type BM-25.0D + 0.4 (HMHB, PG 70-22)
- Variable Depth Asphalt Concrete Type BM-25.0D + 0.4 (HMHB, PG 70-22)
- Base - 14" Asphalt Concrete Type BM-25.0D + 0.4 (HMHB, PG 70-22)
- Base - 12" Asphalt Concrete Type BM-25.0D + 0.4 (HMHB, PG 70-22)
- Subbase - 8" Aggregate Base Material, Type 1, Size No.21B
- Subbase - 6" Aggregate Base Material, Type 1, Size No.21A pugmill mixed with 4% hydraulic cement by weight
- Mill and Overlay Existing Pavement Minimum Depth of 4"
- High Friction Surface Coating To Delineate Shoulder Use Lane
- Full depth sawcut at edge of existing mainline pavement to expose existing full strength pavement with PCC or expose existing edge of PCC pavement

CONCEPTUAL PLANS
 MARCH 14, 2014

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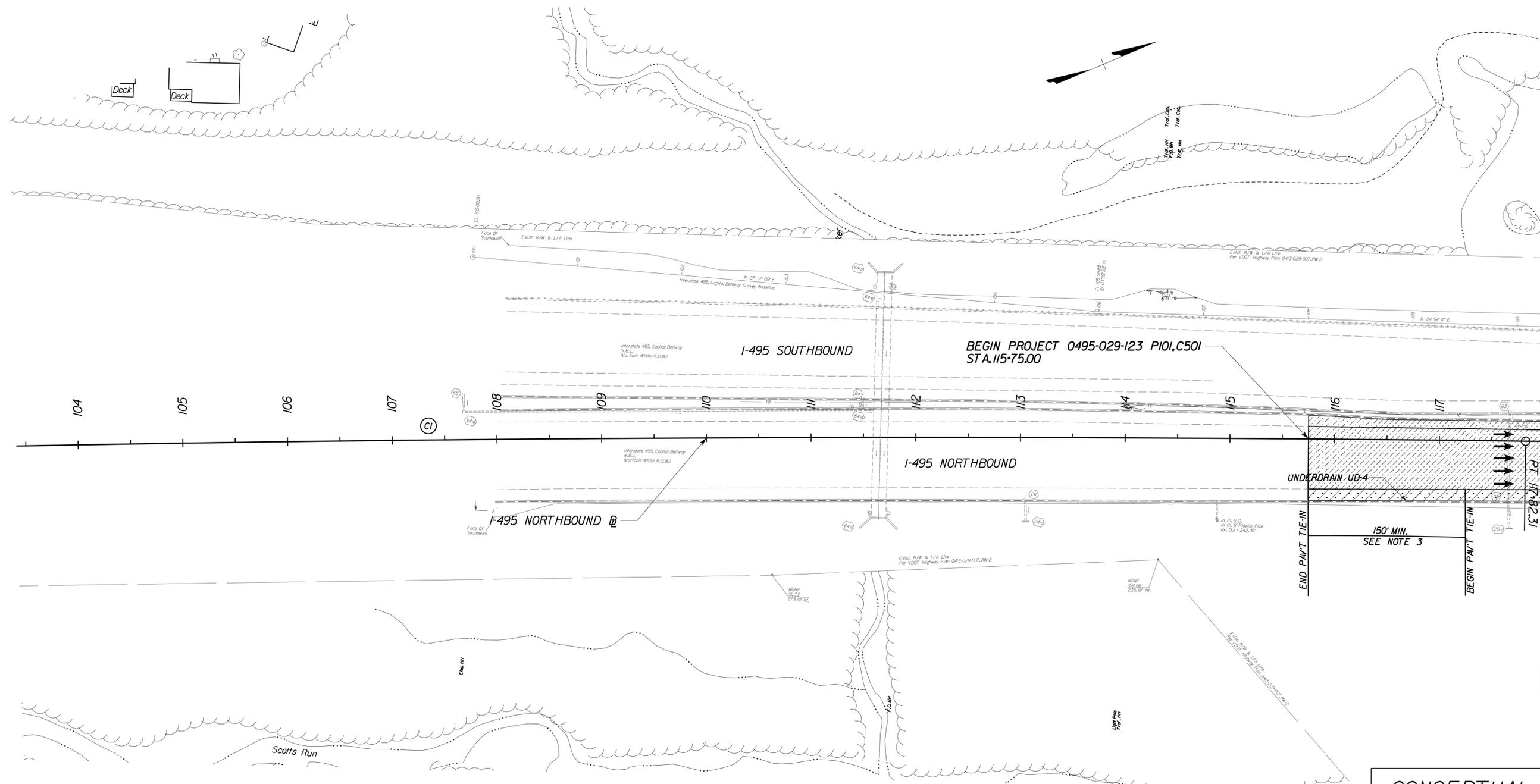
NOT TO SCALE	PROJECT 0495-029-123	SHEET NO. 2A(4)
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3/14/2014

PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wilmma Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	3

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



3/13/2014

MATCH LINE STA 118+00 SEE SHEET 4

LEGEND

- Denotes Proposed Pavement
- Denotes Resurfacing of Pavement
- Denotes Demolition of Pavement
- Denotes Full Depth Patch/ Joint Repair Location and Joint Repair Number

(C1) Curve NBB001
 PI = 108+91.27
 DELTA = 2° 13' 04.40" (RT)
 D = 0° 07' 28"
 T = 891.27'
 L = 1782.31'
 R = 46,043.27'
 PC = 100+00.00
 PT = 117+82.31
 E = MATCH EXISTING
 V = 70 MPH

- NOTES:**
1. FULL DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
 2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
 3. FOR TRANSVERSE PAVEMENT TIE-IN DETAIL SEE TYPICAL SECTION SHEET 2A(2).
 4. MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIAL PROVISION).

CONCEPTUAL PLANS
 MARCH 14, 2014

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

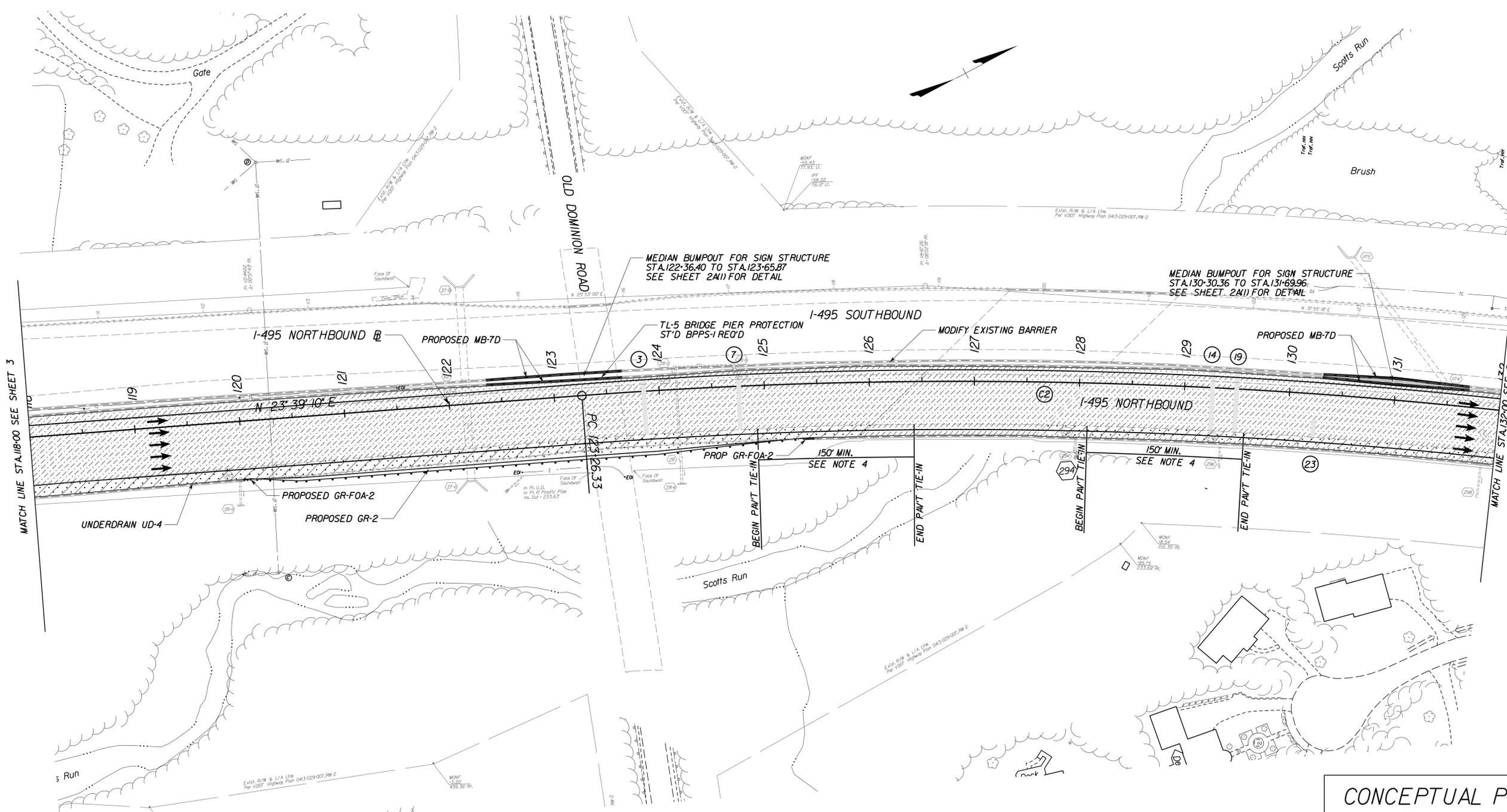


SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 3
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Whitman, Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	4

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



3/13/2014

LEGEND

- Denotes Proposed Pavement
- Denotes Resurfacing of Pavement
- Denotes Demolition of Pavement
- Denotes Full Depth Patch/ Joint Repair Location and Joint Repair Number

(C2) Curve NBB002
 PI • 131+87.79
 DELTA • 20° 28' 27.99" (RT)
 D • 112' 04"
 T • 861.46'
 L • 1704.54'
 R • 4770.00'
 PC • 123+26.33
 PT • 140+30.87
 E • 4.23%
 V • 70 MPH

NOTES:

1. FULL DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
3. THE OLD DOMINION BRIDGE SHOWN FROM SUPPLEMENTAL SURVEY.
4. FOR TRANSVERSE PAVEMENT TIE-IN DETAIL SEE TYPICAL SECTION SHEET 2A(2).
5. MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIAL PROVISION).



CONCEPTUAL PLANS
 MARCH 14, 2014

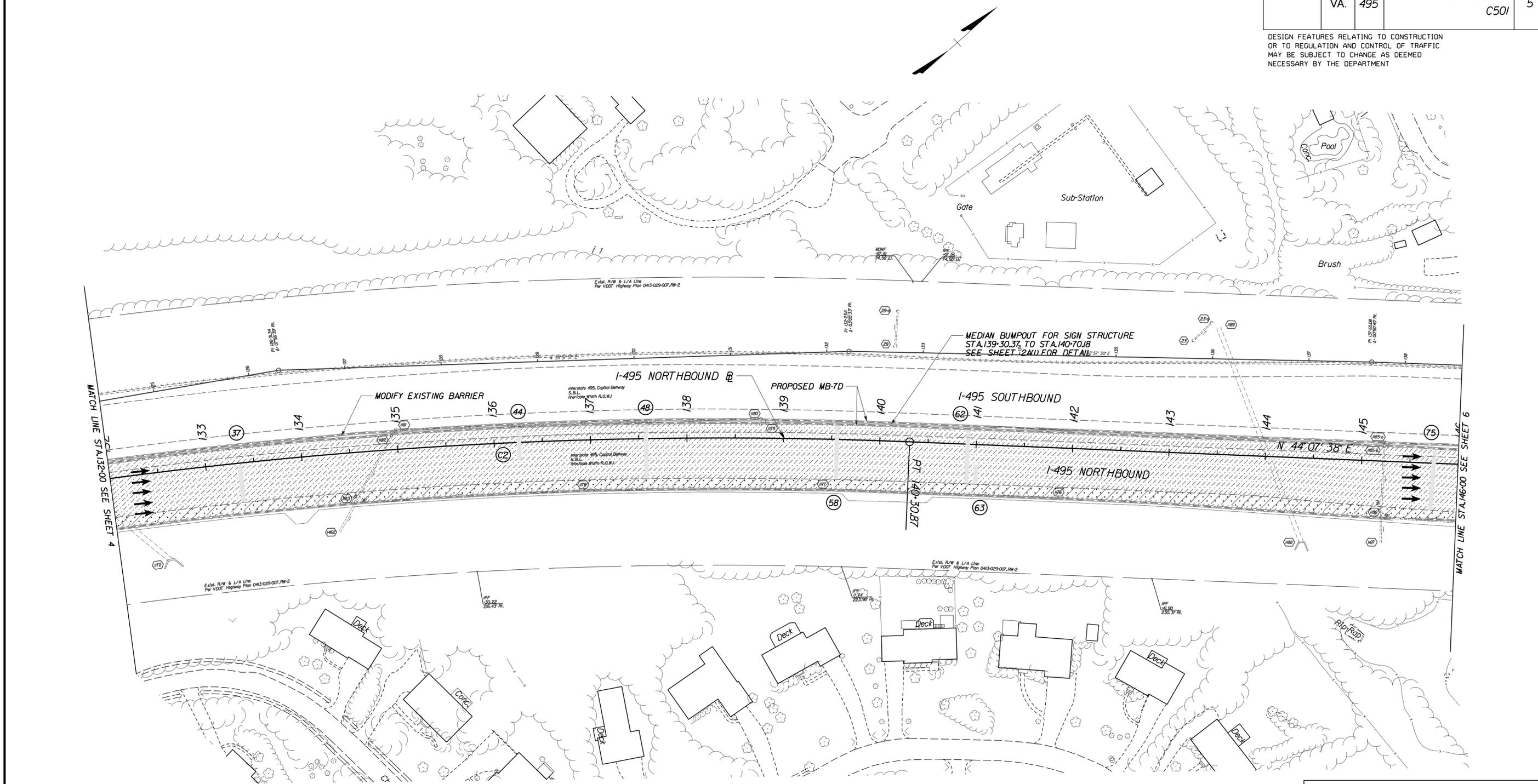
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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 4
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wilmot Requardt & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
		VA.	495	

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



3/13/2014

LEGEND

- Denotes Proposed Pavement
- Denotes Resurfacing of Pavement
- Denotes Demolition of Pavement
- Denotes Full Depth Patch/Joint Repair Location and Joint Repair Number

(C2) Curve NBB002
 PI • 131.87.79
 DELTA • 20° 28' 27.99" (RT)
 D • 12' 0.4"
 T • 86.46'
 L • 1704.54'
 R • 4770.00'
 PC • 123+26.33
 PT • 140+30.87
 E • 4.23%
 V • 70 MPH

NOTES:
 1. FULL DEPTH PATCHES/Joint REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
 2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
 3. MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIAL PROVISION).

CONCEPTUAL PLANS
 MARCH 14, 2014

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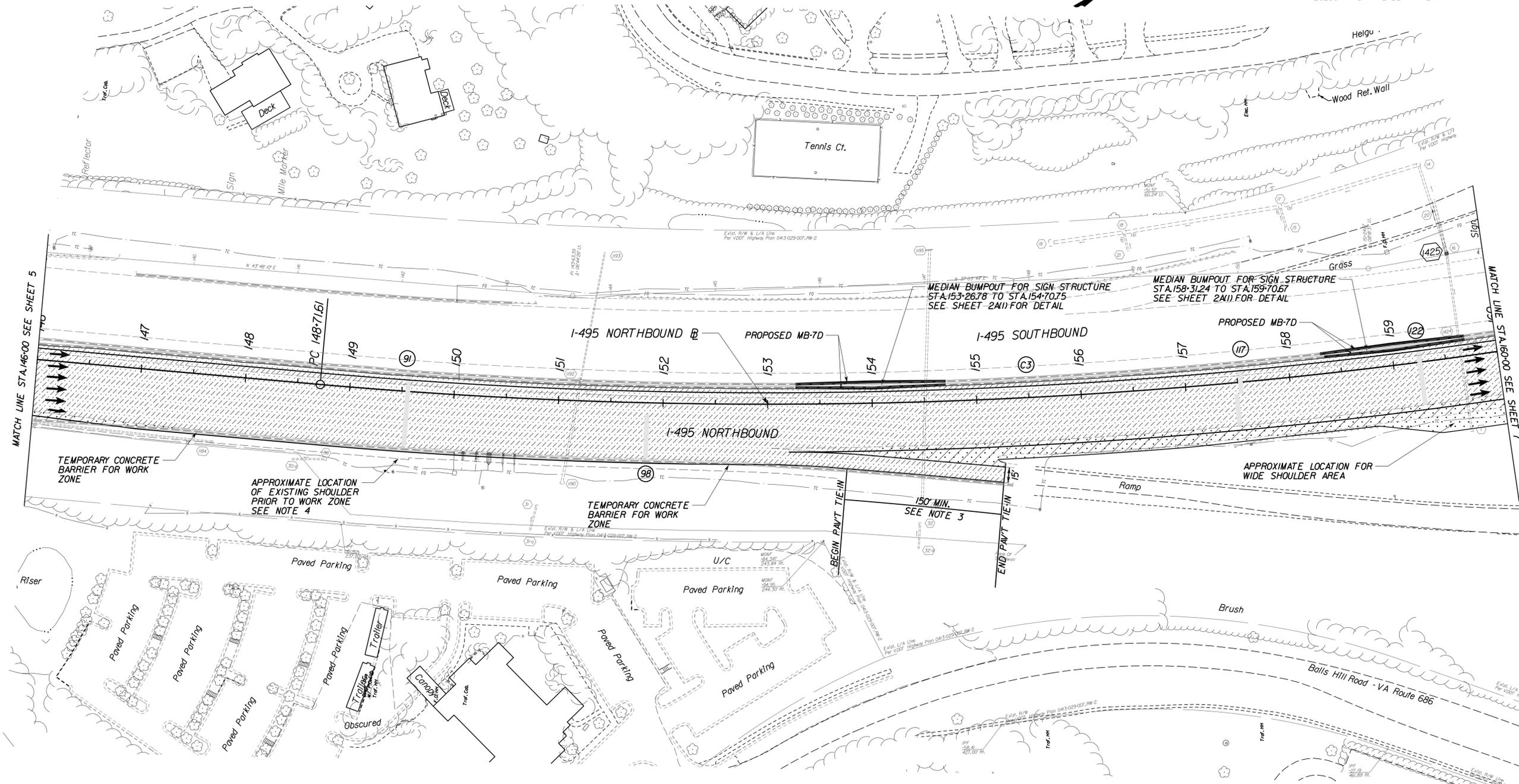


SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 5
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltham Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	6

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



3/13/2014

LEGEND

- Denotes Proposed Pavement
- Denotes Resurfacing of Pavement
- Denotes Demolition of Pavement
- Denotes Full Depth Patch/ Joint Repair Location and Joint Repair Number

(C3) Curve NBB003
 PI • 160+34.88
 DELTA • 27° 04' 57.77" (LT)
 D • 111' 10"
 T • 1163.27'
 L • 2,283.06'
 R • 4,830.00'
 PC • 148+71.61
 PT • 171+54.66
 E • 4.18%
 V • 70 MPH

- NOTES:**
1. FULL DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
 2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
 3. FOR TRANSVERSE PAVEMENT TIE-IN DETAIL SEE TYPICAL SECTION SHEET 2A2).
 4. FINAL FULL DEPTH SHOULDER WIDTH TO BE DETERMINED AT TIME OF CONSTRUCTION.
 5. MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIAL PROVISION).



CONCEPTUAL PLANS
 MARCH 14, 2014

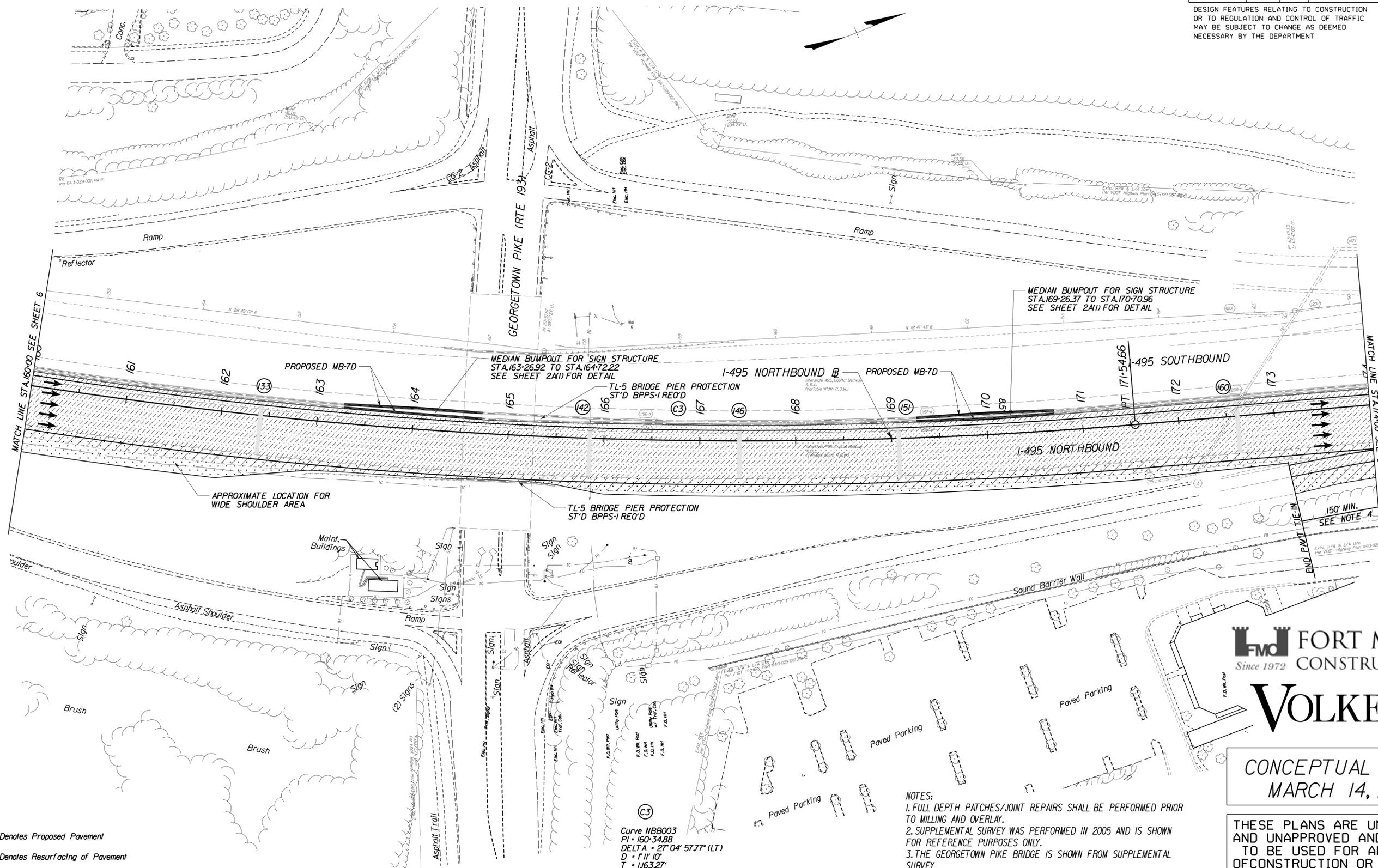
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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 6
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltham Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	7

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



3/13/2014

LEGEND

- Denotes Proposed Pavement
- Denotes Resurfacing of Pavement
- Denotes Demolition of Pavement
- Denotes Full Depth Patch/ Joint Repair Location and Joint Repair Number

- NOTES:**
1. FULL DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
 2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
 3. THE GEORGETOWN PIKE BRIDGE IS SHOWN FROM SUPPLEMENTAL SURVEY.
 4. FOR TRANSVERSE PAVEMENT TIE-IN DETAIL SEE TYPICAL SECTION SHEET 2A(2).
 5. MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIAL PROVISION).



CONCEPTUAL PLANS
 MARCH 14, 2014

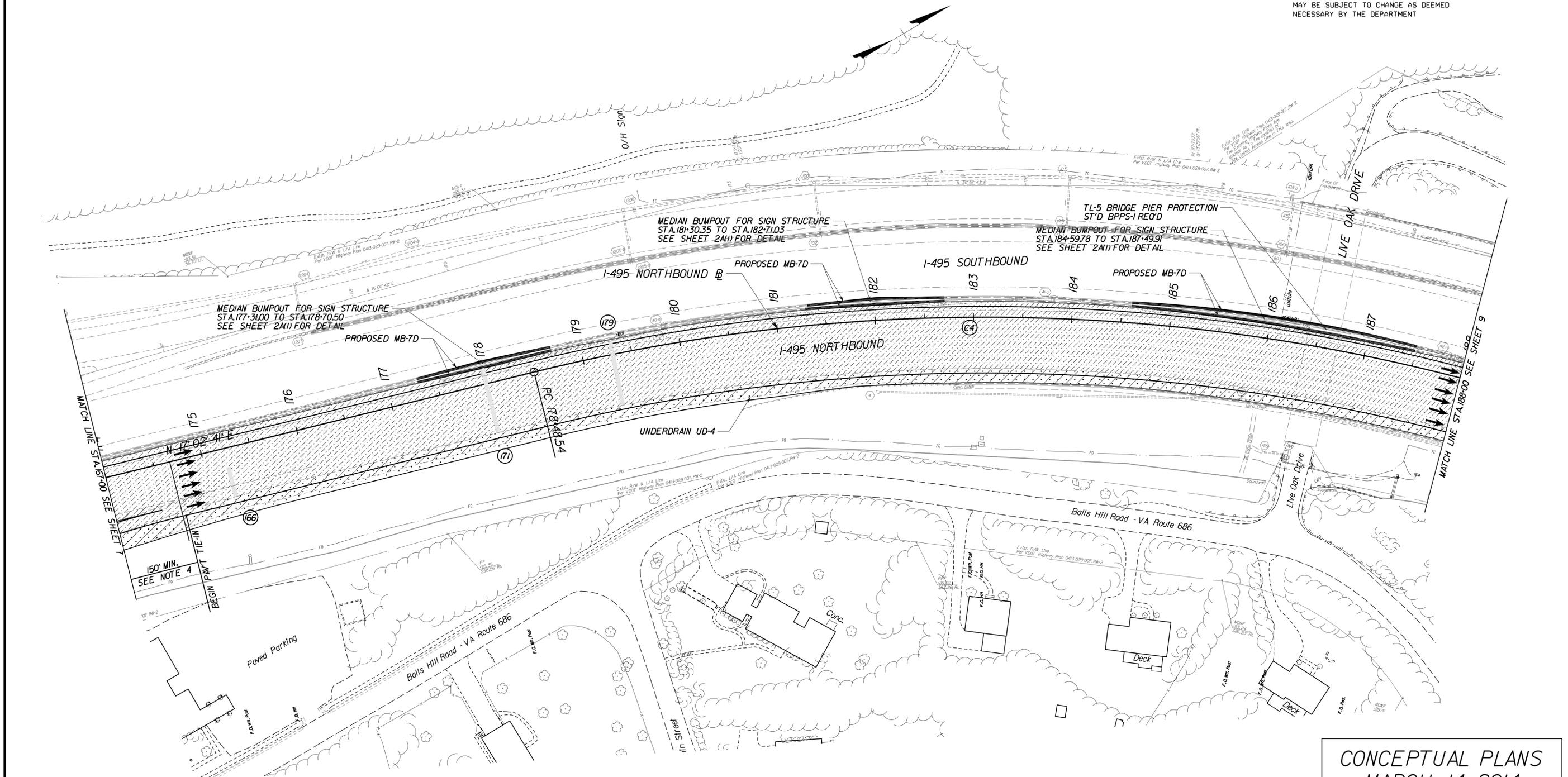
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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 7
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltman, Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	8

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



3/13/2014

LEGEND

- Denotes Proposed Pavement
- Denotes Resurfacing of Pavement
- Denotes Demolition of Pavement
- Denotes Full Depth Patch/Joint Repair Location and Joint Repair Number

(C4) Curve NBB004
 PI • 186+04.22
 DELTA • 43° 10' 17.84" (RT)
 D • 2' 59' 59"
 T • 755.68'
 L • 1,439.16'
 R • 1,910.00'
 PC • 178+48.54
 PT • 192+87.70
 E • 7.95%
 V • 70 MPH

NOTES:
 1. FULL DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
 2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
 3. MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIAL PROVISION).

CONCEPTUAL PLANS
 MARCH 14, 2014

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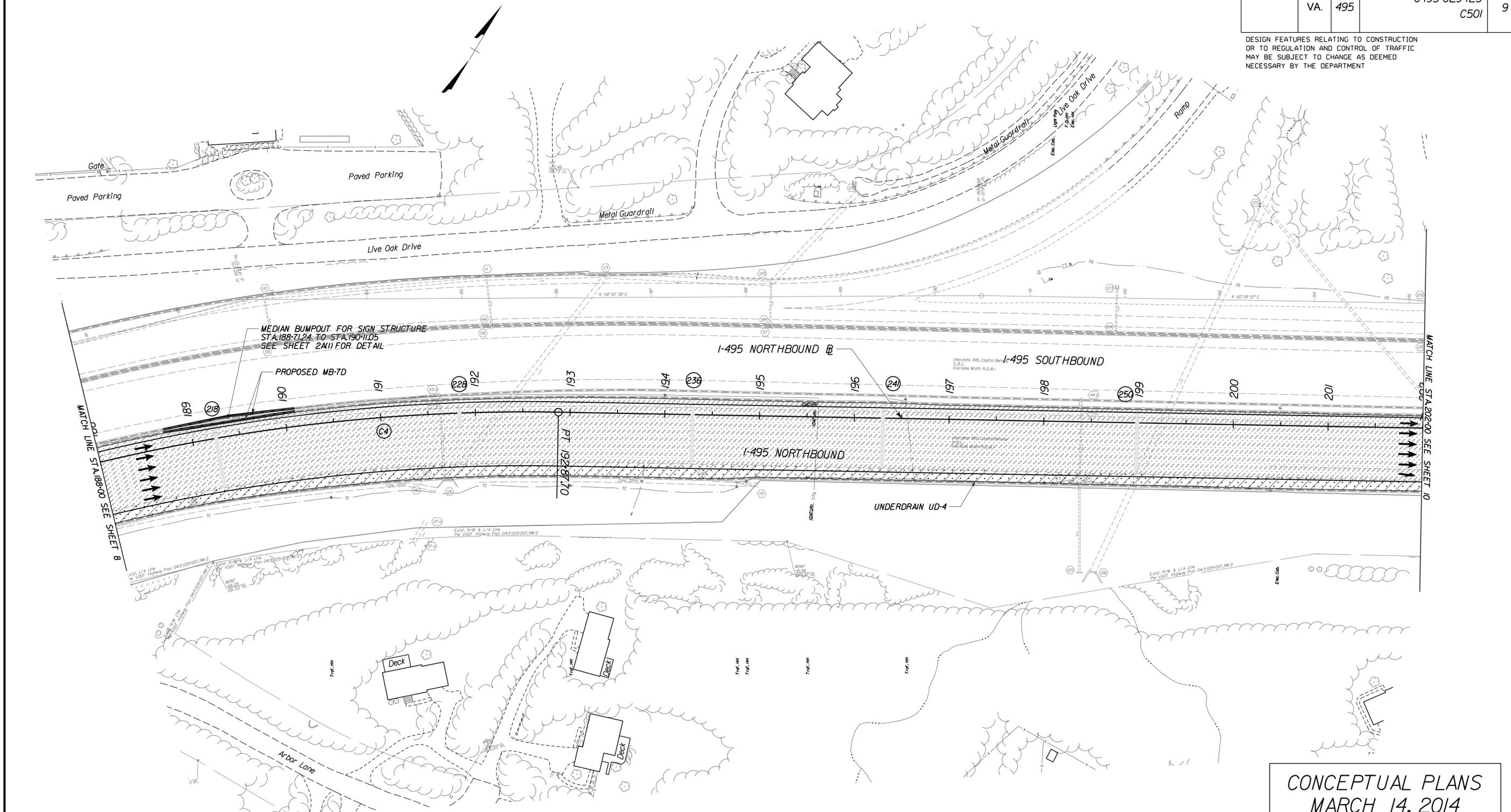


SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 8
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Whitman Requardt & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	9

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



3/13/2014

LEGEND

- Denotes Proposed Pavement
- Denotes Resurfacing of Pavement
- Denotes Demolition of Pavement
- Denotes Full Depth Patch/ Joint Repair Location and Joint Repair Number

(C4) Curve NBB004
 PI • 186+04.22
 DELTA • 43° 10' 17.84" (RT)
 D • 2' 59" 59"
 T • 755.68'
 L • 1439.16'
 R • 1910.00'
 PC • 178+48.54
 PT • 192+87.70
 E • 7.95%
 V • 70 MPH

NOTES:
 1. FULL DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
 2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
 3. MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIAL PROVISION).



CONCEPTUAL PLANS
 MARCH 14, 2014

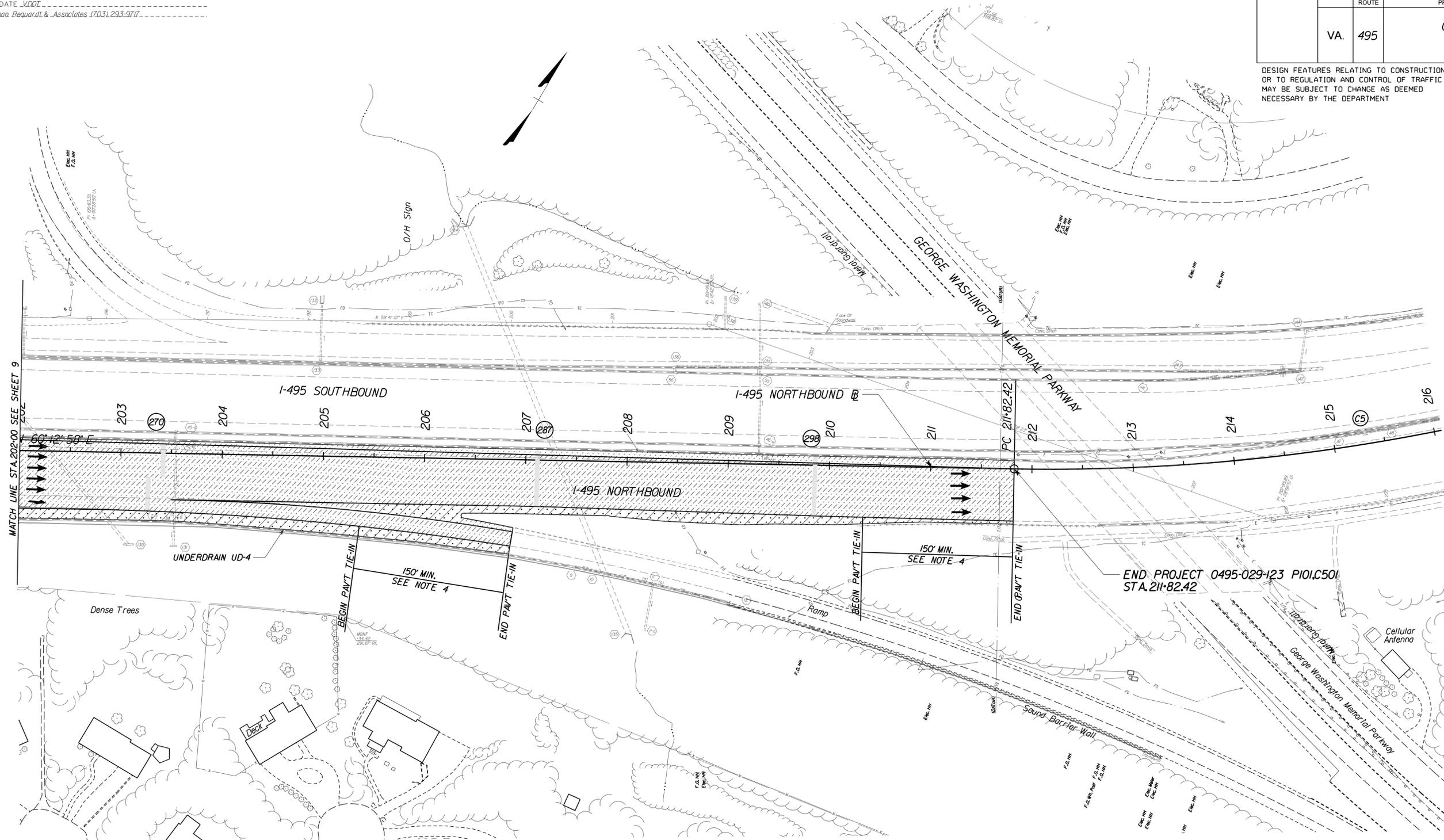
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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 9
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wilmot Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	10

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



3/13/2014

LEGEND

- Denotes Proposed Pavement
- Denotes Resurfacing of Pavement
- Denotes Demolition of Pavement
- Denotes Full Depth Patch/ Joint Repair Location and Joint Repair Number

(C5) Curve NBB005
 PI • 221-05.40
 DELTA • 50° 39' 31.36" (LT)
 D • 2' 56" 18"
 T • 922.98'
 L • 1724.1'
 R • 1,950.00'
 PC • 211-82.42
 PT • 229-06.54
 E • MATCH EXISTING
 V • 70 MPH

- NOTES:**
- FULL DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
 - SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
 - THE GEORGE WASHINGTON MEMORIAL PARKWAY BRIDGE IS SHOWN FROM SUPPLEMENTAL SURVEY.
 - FOR TRANSVERSE PAVEMENT TIE-IN DETAIL SEE TYPICAL SECTION SHEET 2A(2).
 - MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIAL PROVISION).

CONCEPTUAL PLANS
 MARCH 14, 2014

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PROJECT
 0495-029-123

SHEET NO.
 10

PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wainman, Quarandt & Associates (703) 293-9717

SIGN & ITS SUPPORT LEGEND

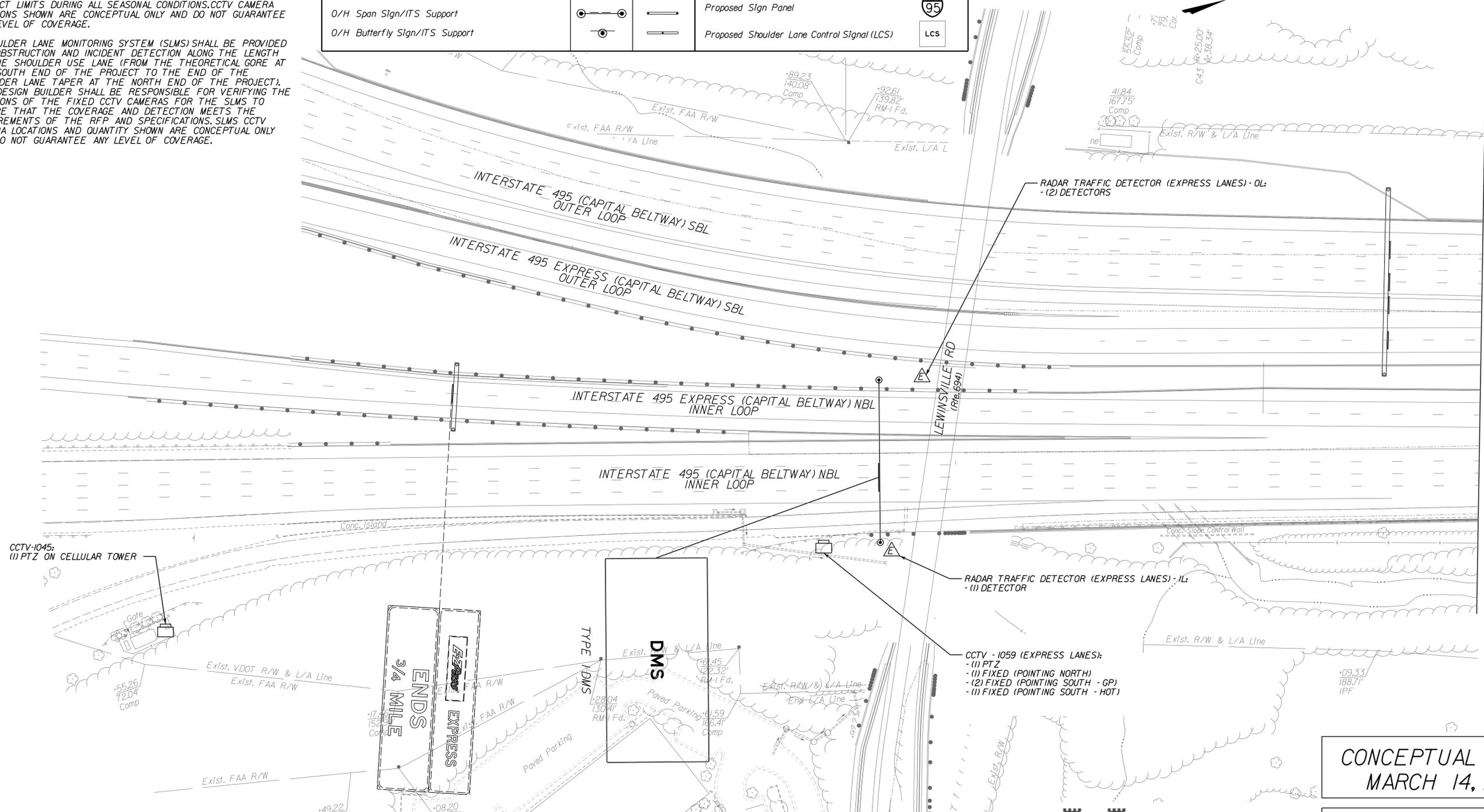
SUPPORTS	SYMBOL		SIGNS
	PROPOSED	EXISTING	
Single Post Sign/ITS Support			Existing Sign to Remain or to be Relocated
Double Post Sign/ITS Support			Existing Sign to be Removed
O/H Cantilever Sign/ITS Support			Proposed Sign Panel
O/H Span Sign/ITS Support			Proposed Shoulder Lane Control Signal (LCS)
O/H Butterfly Sign/ITS Support			

SIGN/ITS NOTES:

1. PROPOSED SIGN/ITS STRUCTURES AND LOCATIONS ARE CONCEPTUAL. THE DESIGN-BUILDER SHALL REFER TO THE RFP TECHNICAL INFORMATION AND REQUIREMENTS (PART 2 OF THE RFP) FOR ALL SIGNING AND ITS REQUIREMENTS.
2. THE DESIGN BUILDER SHALL BE RESPONSIBLE FOR VERIFYING 100% CCTV CAMERA VIEWING COVERAGE OF I-495 NB AND SB TRAFFIC AND ALL LANE USE CONTROL SIGNALS AND DMSs WITHIN THE PROJECT LIMITS DURING ALL SEASONAL CONDITIONS. CCTV CAMERA LOCATIONS SHOWN ARE CONCEPTUAL ONLY AND DO NOT GUARANTEE ANY LEVEL OF COVERAGE.
3. A SHOULDER LANE MONITORING SYSTEM (SLMS) SHALL BE PROVIDED FOR OBSTRUCTION AND INCIDENT DETECTION ALONG THE LENGTH OF THE SHOULDER USE LANE (FROM THE THEORETICAL GORE AT THE SOUTH END OF THE PROJECT TO THE END OF THE SHOULDER LANE TAPER AT THE NORTH END OF THE PROJECT). THE DESIGN BUILDER SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATIONS OF THE FIXED CCTV CAMERAS FOR THE SLMS TO ENSURE THAT THE COVERAGE AND DETECTION MEETS THE REQUIREMENTS OF THE RFP AND SPECIFICATIONS. SLMS CCTV CAMERA LOCATIONS AND QUANTITY SHOWN ARE CONCEPTUAL ONLY AND DO NOT GUARANTEE ANY LEVEL OF COVERAGE.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	12(1)

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



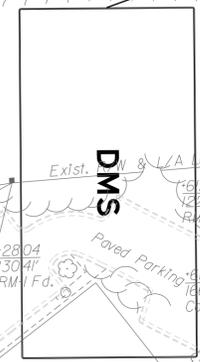
3/13/2014

MATCH LINE SEE SHEET 12(2)

CCTV-1045:
 (1) PTZ ON CELLULAR TOWER

RADAR TRAFFIC DETECTOR (EXPRESS LANES) - IL:
 - (1) DETECTOR

CCTV - 1059 (EXPRESS LANES):
 - (1) PTZ
 - (1) FIXED (POINTING NORTH)
 - (2) FIXED (POINTING SOUTH - GP)
 - (1) FIXED (POINTING SOUTH - HOT)



ITS LEGEND	PLAN SYMBOL	
	PROPOSED	EXISTING
TRAFFIC DETECTOR SITE (EXPRESS LANES OR VDOT OWNED)		
CCTV CAMERA SITE		
FIXED CCTV CAMERA FOR SHOULDER LANE MONITORING SYSTEM		

CONCEPTUAL PLANS
 MARCH 14, 2014



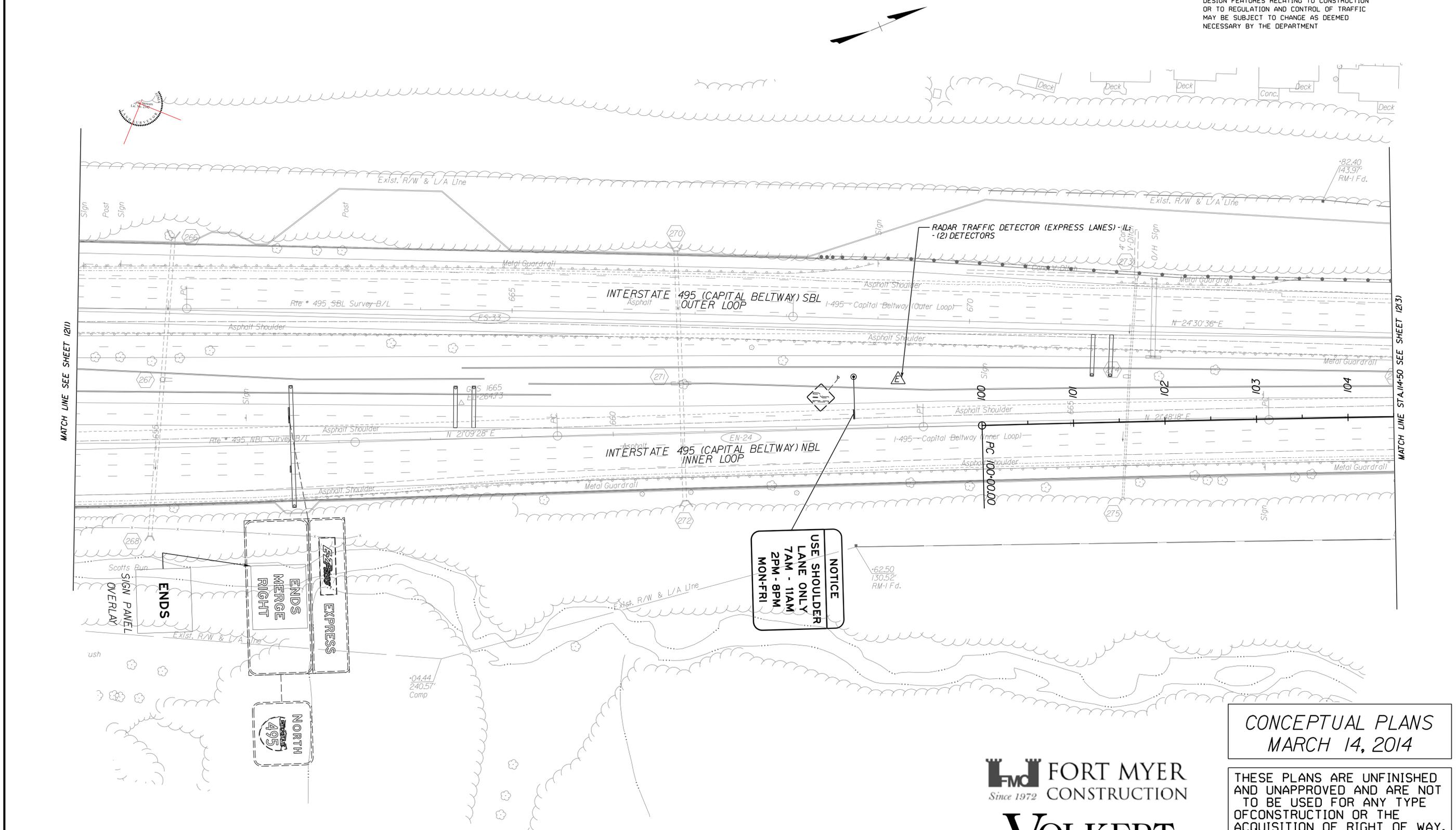
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 12(1)
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wainoa Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	12(2)

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



3/13/2014

CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 12(2)
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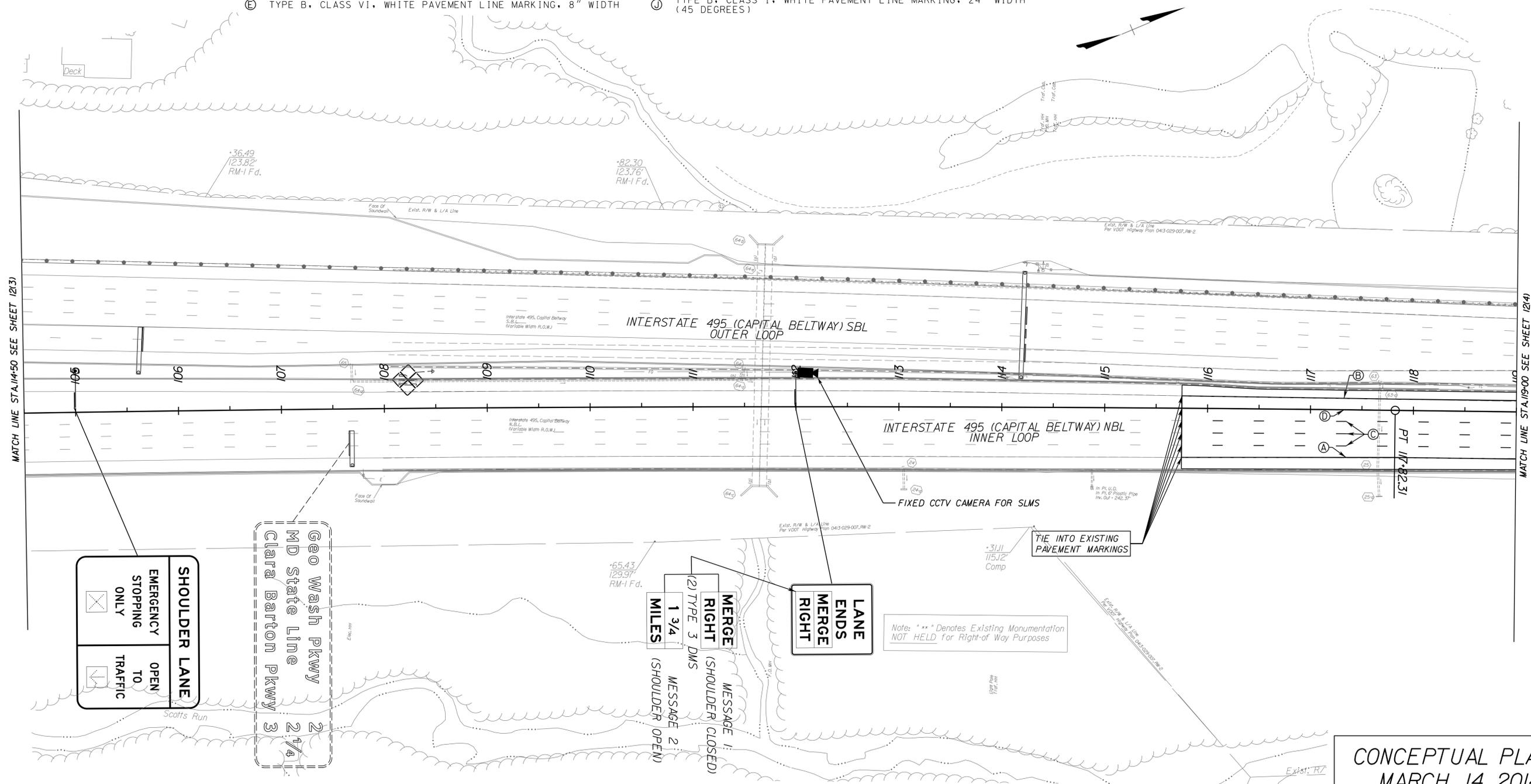
PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY DATE VDOT
 DESIGN BY Whitman Requardt & Associates (703) 293-9717

PAVEMENT MARKING LEGEND

- (A) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH
- (B) TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 6" WIDTH
- (C) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (10' LINE, 30' SPACE)
- (D) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (2' LINE, 4' SPACE)
- (E) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 8" WIDTH
- (F) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (3' LINE, 9' SPACE)
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- (H) TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 4" WIDTH
- (I) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 4" WIDTH
- (J) TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING, 24" WIDTH (45 DEGREES)

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	12(3)

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



MATCH LINE STA. 114+50 SEE SHEET 12(3)

MATCH LINE STA. 119+00 SEE SHEET 12(4)

3/13/2014

CONCEPTUAL PLANS
 MARCH 14, 2014

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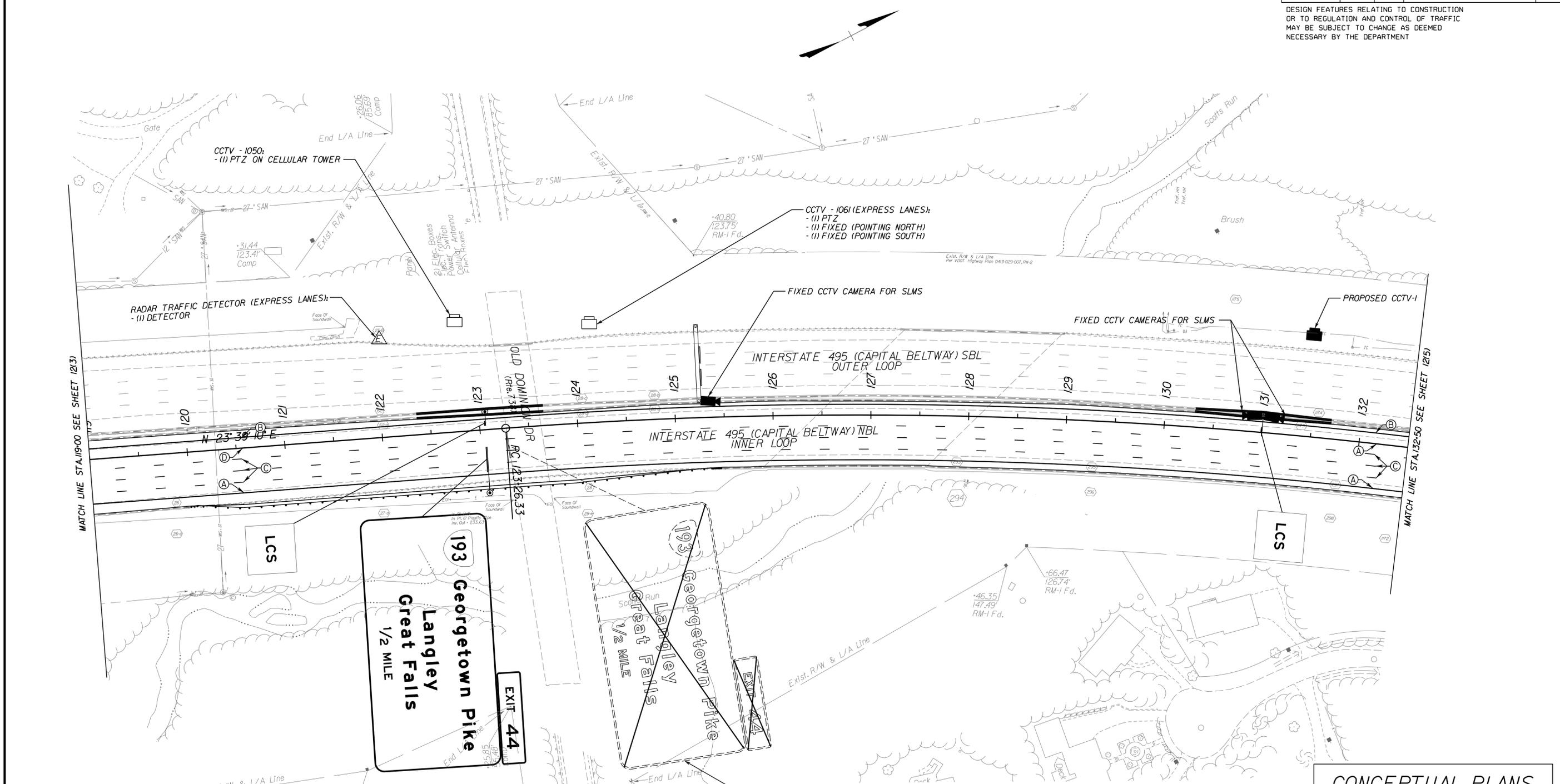


SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 12(3)
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wilmann Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	12(4)

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



3/13/2014

PAVEMENT MARKING LEGEND

- | | |
|---|--|
| Ⓐ TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH | Ⓕ TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (3' LINE, 9' SPACE) |
| Ⓑ TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 6" WIDTH | Ⓖ TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 12" WIDTH (3' LINE, 9' SPACE) |
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| Ⓓ TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (2' LINE, 4' SPACE) | Ⓙ TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 4" WIDTH |
| Ⓔ TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 8" WIDTH | Ⓚ TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING, 24" WIDTH (45 DEGREES) |

REMOVE EXISTING SIGN AND LIGHTING



CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 12(4)
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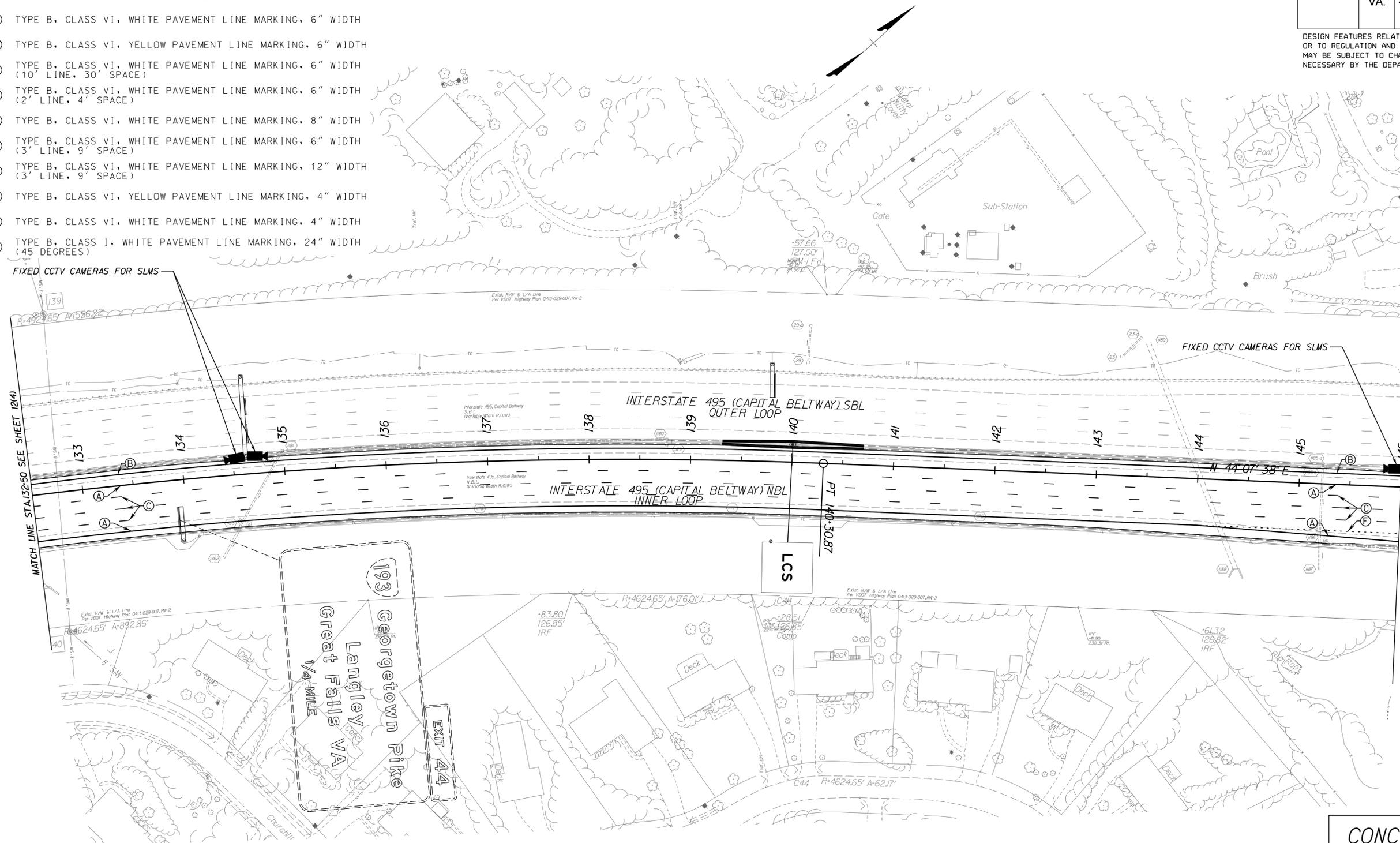
PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Whitman Requardt & Associates (703) 293-9717

REVISED	STATE	STATE		SHEET NO.
	ROUTE	PROJECT		
	VA.	495	0495-029-123 C501	12(5)

PAVEMENT MARKING LEGEND

- (A) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH
- (B) TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 6" WIDTH
- (C) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (10' LINE, 30' SPACE)
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DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



3/13/2014

CONCEPTUAL PLANS
 MARCH 14, 2014



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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 12(5)
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PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Whitman Reardon & Associates (703) 293-9717

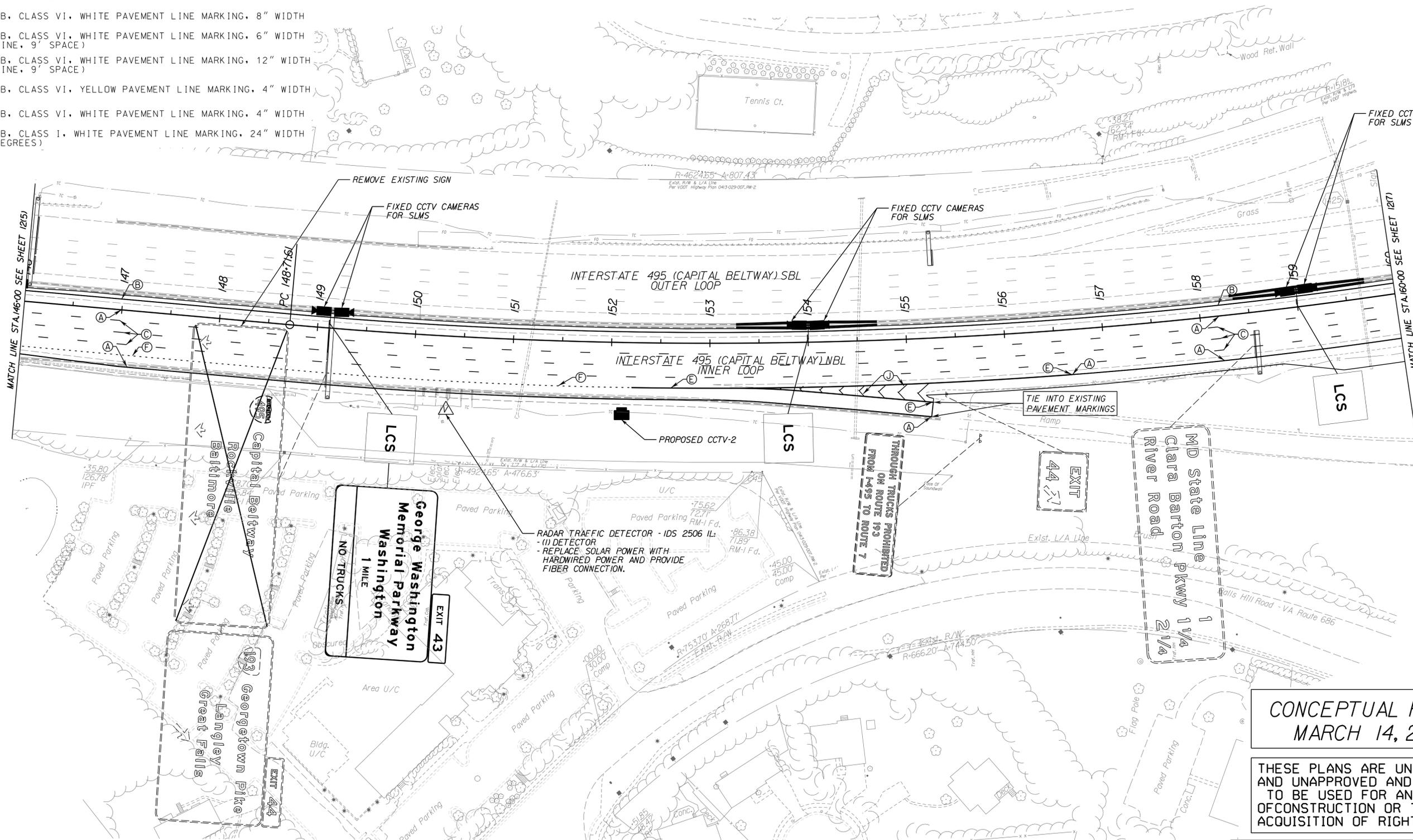
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	12(16)

PAVEMENT MARKING LEGEND

- (A) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH
- (B) TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 6" WIDTH
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CONCEPTUAL PLANS
 MARCH 14, 2014

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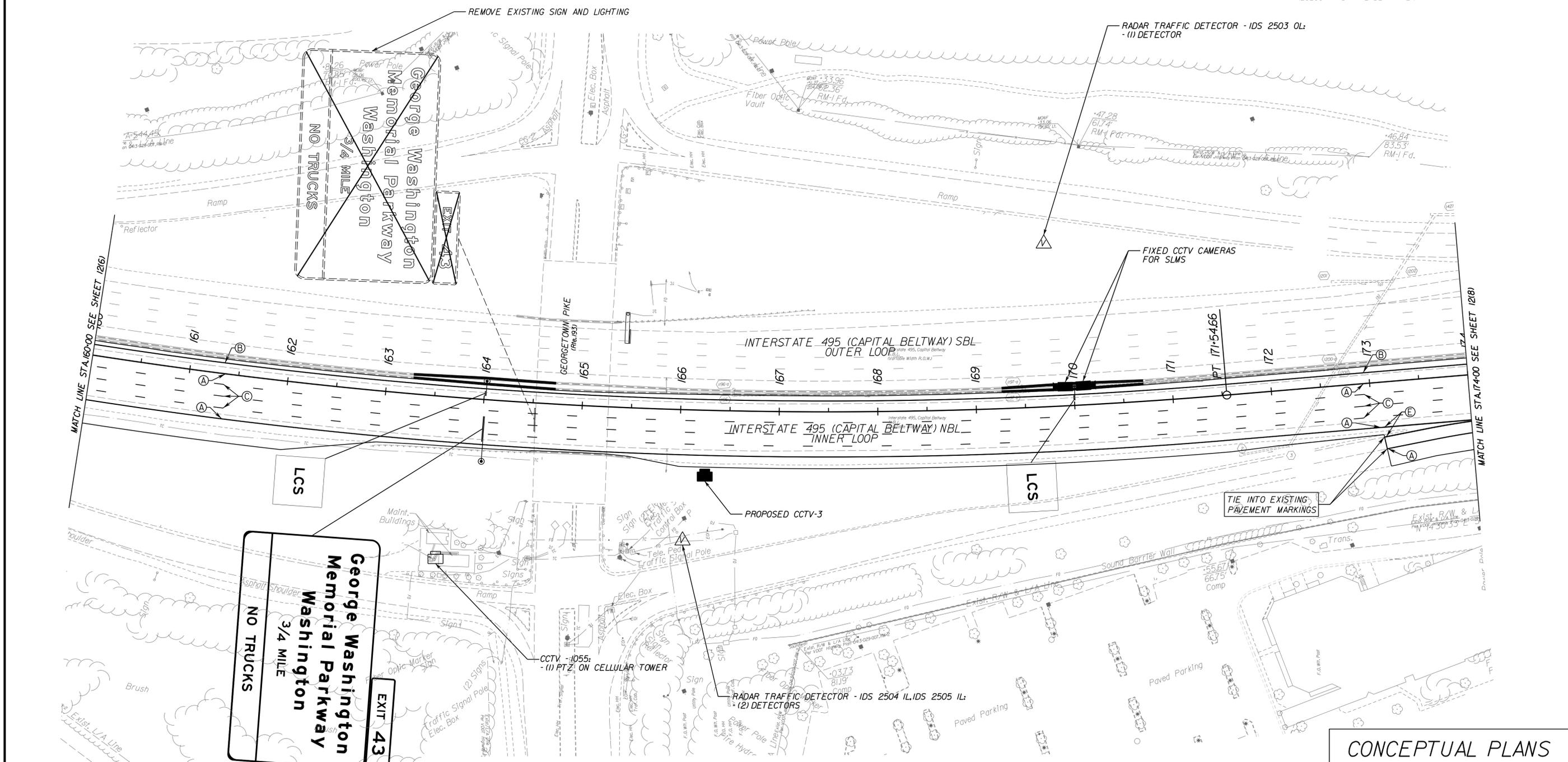
SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 12(16)
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3/13/2014

PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wilmot, Requardt & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	12(7)

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



PAVEMENT MARKING LEGEND

- | | |
|---|--|
| (A) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH | (F) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (3' LINE, 9' SPACE) |
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| (E) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 8" WIDTH | (J) TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING, 24" WIDTH (45 DEGREES) |

CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 12(7)
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3/13/2014

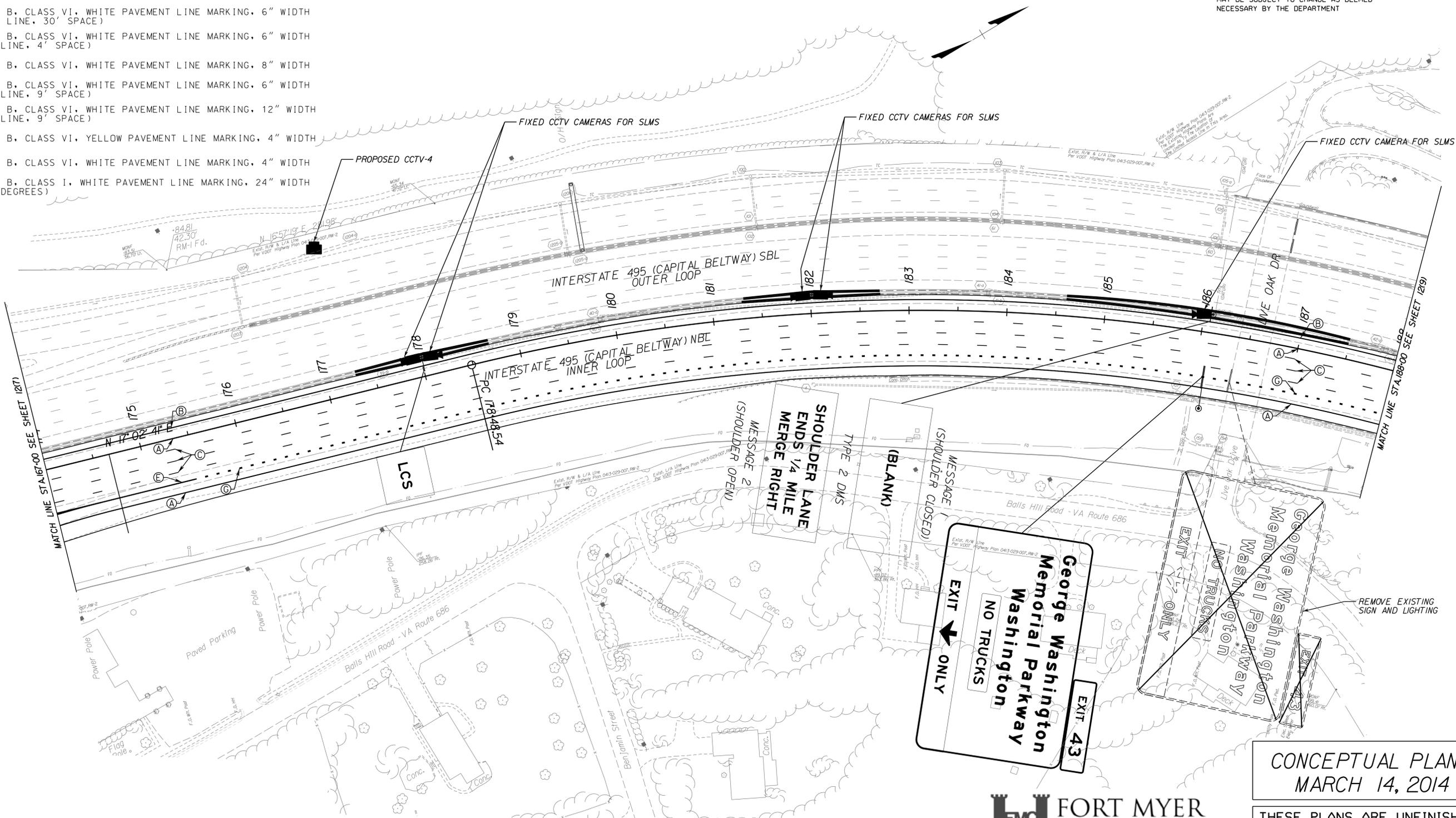
PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Whitman, Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	1218

PAVEMENT MARKING LEGEND

- (A) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH
- (B) TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 6" WIDTH
- (C) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (10' LINE, 30' SPACE)
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CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 1218
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3/13/2014

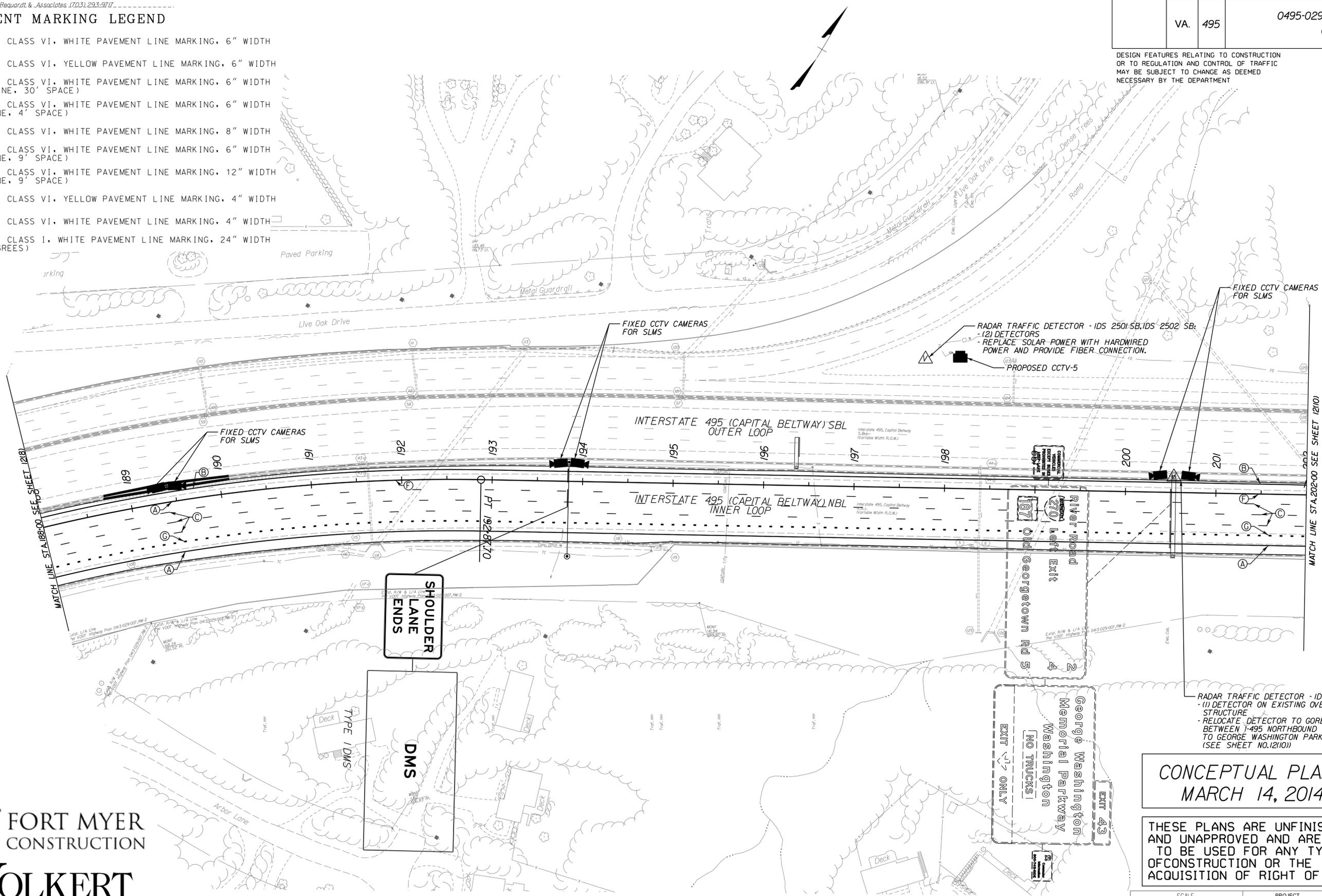
PROJECT MANAGER Paul Nishimoto (57) 483-2622
 SURVEYED BY DATE VDOT
 DESIGN BY Whitman Requardt & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	12(19)

PAVEMENT MARKING LEGEND

- (A) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH
- (B) TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 6" WIDTH
- (C) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH (10' LINE, 30" SPACE)
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3/13/2014



CONCEPTUAL PLANS
 MARCH 14, 2014

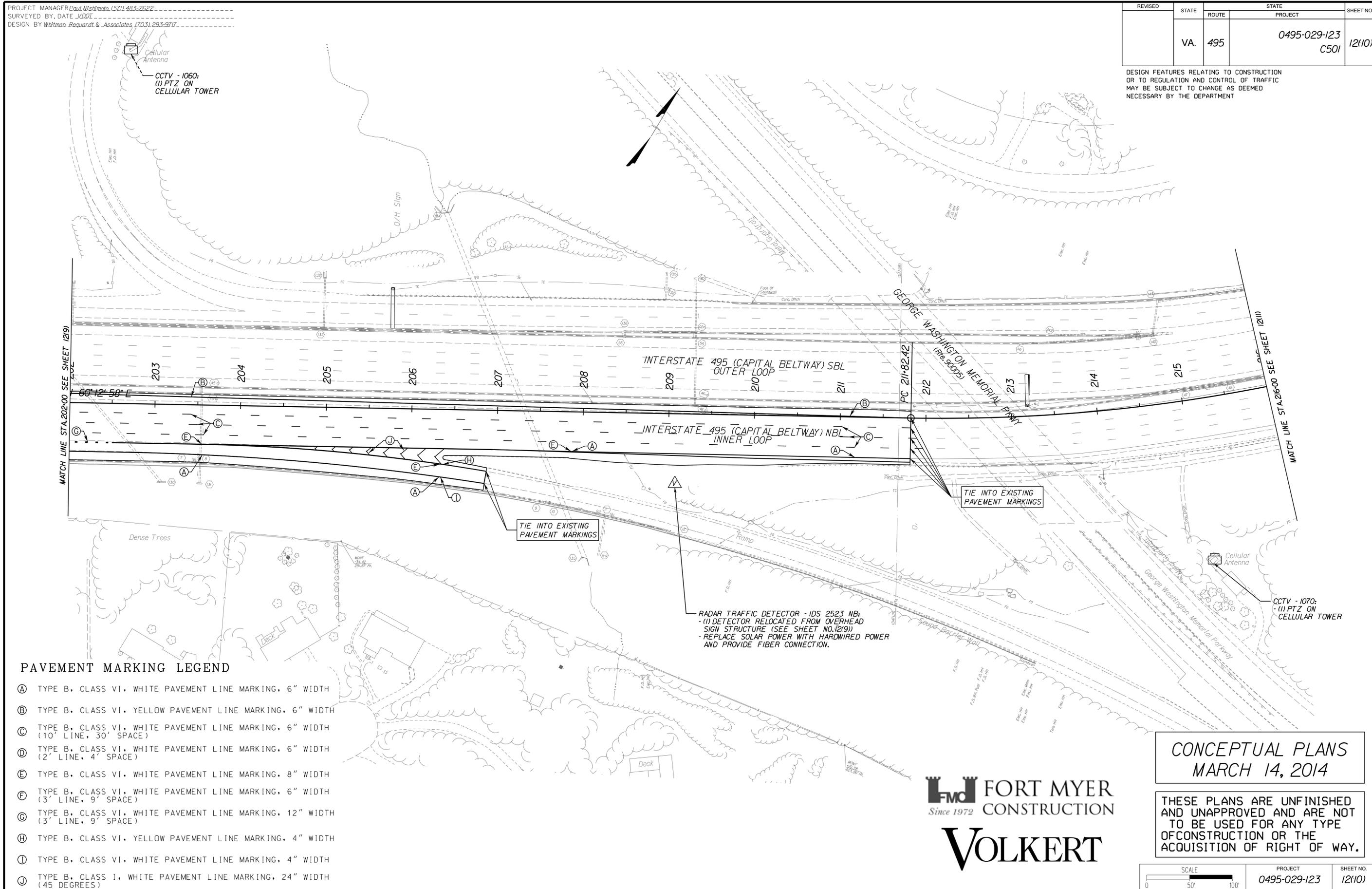
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-123	12(19)

PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Wátmaa Reardon & Associates (703) 293-9717

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-123 C501	12(10)

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



PAVEMENT MARKING LEGEND

- Ⓐ TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH
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- Ⓝ TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING, 24" WIDTH (45 DEGREES)



CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE 0 50' 100'	PROJECT 0495-029-123	SHEET NO. 12(10)
---------------------	-------------------------	---------------------

3/13/2014

PROJECT MANAGER Paul Nishimoto (571) 483-2622
 SURVEYED BY, DATE VDOT
 DESIGN BY Waltmar Reardon & Associates (703) 293-9717

REVISED	STATE	STATE		SHEET NO.
		ROUTE	PROJECT	
	VA.	495	0495-029-123 C501	12(11)

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

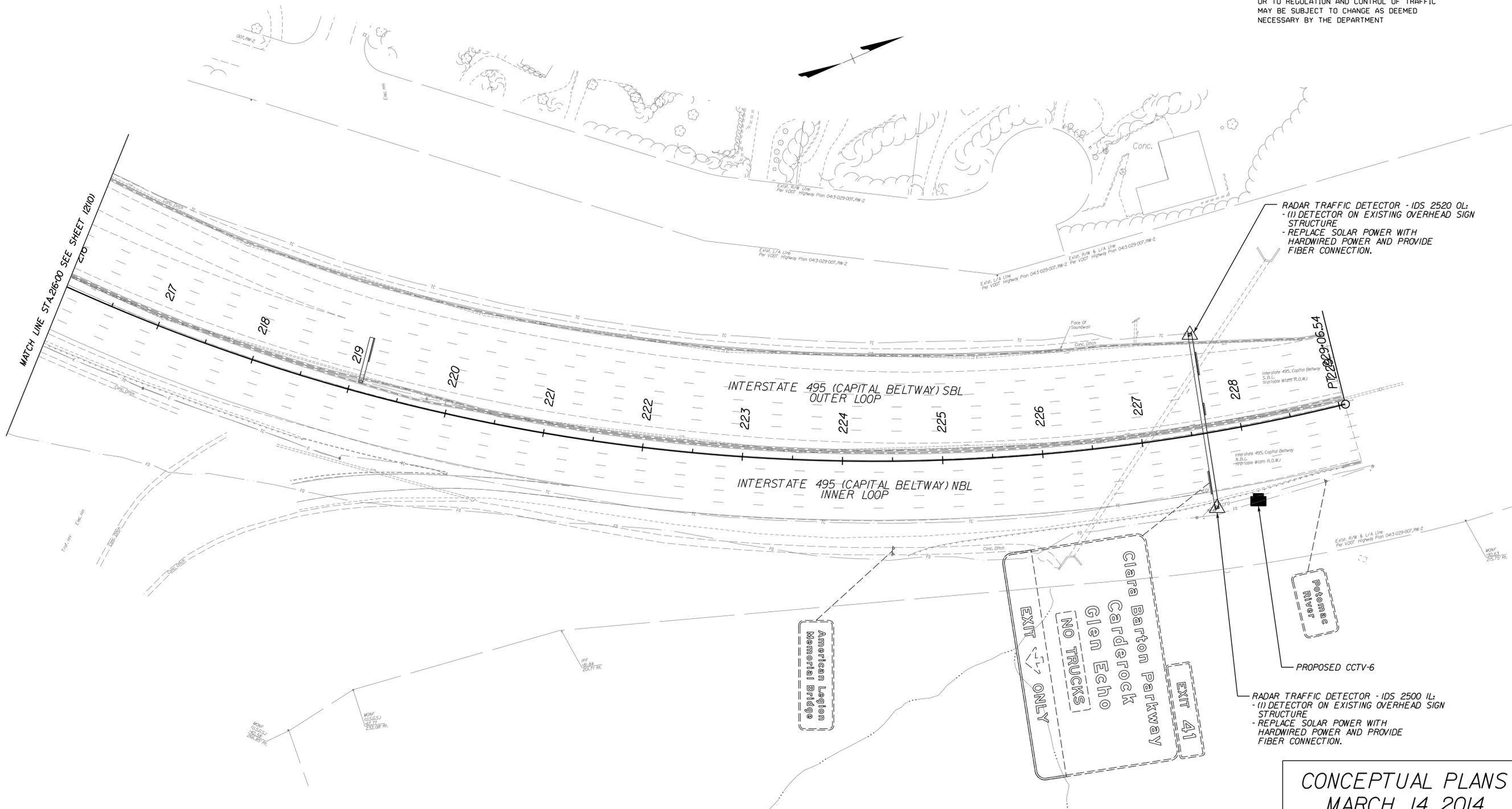
RADAR TRAFFIC DETECTOR - IDS 2520 OL:
 - (1) DETECTOR ON EXISTING OVERHEAD SIGN STRUCTURE
 - REPLACE SOLAR POWER WITH HARDWIRED POWER AND PROVIDE FIBER CONNECTION.

RADAR TRAFFIC DETECTOR - IDS 2500 IL:
 - (1) DETECTOR ON EXISTING OVERHEAD SIGN STRUCTURE
 - REPLACE SOLAR POWER WITH HARDWIRED POWER AND PROVIDE FIBER CONNECTION.

CONCEPTUAL PLANS
 MARCH 14, 2014

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-123	12(11)



3/13/2014

4.2.8

Compliance Statement

4.2.8 Offeror's Technical Proposal: FMCC'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 the RFP. FMCC's proposed limits of construction including all 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 which may or may not be required. FMCC's design concept does not require Design Exceptions and/or Design Waivers that are not identified or included in the RFP or Addendum #1.



Submitted by



**FORT MYER
CONSTRUCTION**

2237 33rd Street, N.E.
Washington, D.C. 20018
(202) 636-9535
www.fortmyer.com

Price Proposal

I-495 Northern Section Shoulder Use South of Old Dominion Overpass to George Washington Memorial Parkway

Fairfax County, Virginia

Submitted to



State Project No.:
(FO) 0495-029-123, P101, C501

Federal Project No.:
STP-495-5(094)

Contract ID No.:
C00105130DB72

Submitted by



in association with
VOLKERT

March 14, 2014

4.0.1.2

Price Proposal Checklist

ATTACHMENT 4.0.1.2

**DESIGN-BUILD PRICE PROPOSAL
CHECKLIST**

**Project Name: I-495 Northern Section Shoulder Use
in Fairfax County, Virginia
Contract ID Number: C00105130DB72**

➤ **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))**
 - DBE Requirements Forms (C-111, C-49 and C-112) as applicable (Attachments 4.3.5(a), 4.3.5(b) and 4.3.5(c))**
 - CD-ROM containing the entire Price Proposal in a single cohesive Adobe PDF file**
-

4.3.1

Cost Breakdown Summary

ATTACHMENT 4.3.1
PRICE PROPOSAL FORM

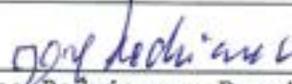
4.3.1 Offeror shall specify the pricing information for the items below, the dollars amount shall be in whole numbers:

Price Proposal Cost Breakdown Summary;

Design Services, LS	\$ <u>1,229,000.00</u>
Mobilization (Construction), LS	\$ <u>760,000.00</u>
Quality Assurance (QA) (Construction), LS	\$ <u>407,000.00</u>
Quality Control (QC) (Construction), LS	\$ <u>222,000.00</u>
Earthwork, LS	\$ <u>350,000.00</u>
Roadway Incidentals, LS	\$ <u>1,040,614.00</u>
Drainage (Structures), LS	\$ <u>N/A</u>
Utilities, LS	\$ <u>20,000.00</u>
Pavement, LS	\$ <u>5,000,000.00</u>
Full Depth Transverse Joint Repair, LS	\$ <u>200,000.00</u>
Permanent Traffic Control/Signage, LS	\$ <u>250,000.00</u>
Maintenance of Traffic, LS	\$ <u>800,000.00</u>
ITS Components, LS	\$ <u>4,000,000.00</u>
Barrier Modification, LS	\$ <u>1,100,000.00</u>
Bridge Mounted signs Removal and Replacement, LS	\$ <u>10,000.00</u>
All Others Costs, LS	\$ <u>N/A</u>

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): Fifteen Million, Three Hundred Eighty-Eight Thousand,
Six Hundred Fourteen Dollars and zero cents (\$ 15,388,614.00)

Signature:  Date: March 12, 2014

Jose Rodriguez, President

Design-Builder: FORT MYER CONSTRUCTION CORPORATION

Vendor No.: F034

4.3.2

Price Adjustments

Exhibit 6.3(b)

Form C-16a
August 9, 2013

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
ASPHALT PRICE ADJUSTMENT (PG76-22 or PG 70-28)
DESIGN-BUILD PROJECTS**

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

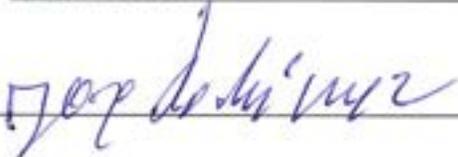
PROJECT NUMBER: State: (FO) 0495-029-123, P101, C501
Federal: STP-495-5(094)

DISTRICT: Fairfax County

Bid Prices in this contract for items containing PG 76-22 or PG 70-28 asphalt cement were developed using an f.o.b. price of \$ 660.00 per IMPERIAL ton for PG 76-22 or PG 70-28. This quote is project specific.

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

DATE: March 13, 2014

SIGNATURE: 

Fort Myer Construction Corporation
(Firm or Corporation)

F034

(Vendor No.)

**EXHIBIT 6.3 (c)
ADJUSTMENT FOR FUEL**

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

November 5, 2012

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

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

The current monthly quantity for eligible items of work selected by the Design-Builder for fuel adjustment in its work packages will be 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.

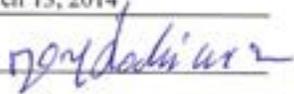
In the event any of the base fuel prices in this contract increase more than 100 percent (i.e. fuel prices double), the Department will review each affected item of work and give the Design-Build written notice if work is to stop on any affected item of work. The Department reserves the right to reduce, 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: March 13, 2014

Signature: 

Design-builder: Fort Myer Construction

Vendor No.: F034

EXHIBIT 6.3(d)
ADJUSTMENT FOR STEEL

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

June 30, 2011

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

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

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.

Sample Calculation of a Price Adjustment (increase)

Project bid on April 28, 2004.

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

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

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

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

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

Adjustment formula is as follows:

$$A = B \times P \times Q$$

Where;

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

$$B = \$0.2816$$

$$P = (161.1 - 139.6) / 139.6 - 0.10 = 0.054$$

$$Q = 450,000 \text{ lb.}$$

$$A = 0.2816 \times 0.054 \times 450,000$$

$$A = \$6,842.88 \text{ pay adjustment to Design-Builder}$$

Sample Calculation of a Price Adjustment (decrease)

Project bid on April 28, 2004.

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

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

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

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

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

Adjustment formula is as follows:

$$A = B \times P \times Q$$

Where;

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

$$B = \$0.2816$$

$$P = (156.6 - 136.3) / 156.6 - 0.10 = 0.030$$

$$Q = 450,000 \text{ lb.}$$

$$A = 0.2816 \times 0.030 \times 450,000$$

$$A = \$3,801.60 \text{ credit to Department}$$

MASTER LISTING

STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT

March 18, 2009

BLS Series I. D.

ITEM NUMBER	ITEM DESCRIPTION	UNITS	Number WPU used in \$ adjust.
00519	SHEET PILE, STEEL	SF	avg. 1017 & 101
00540	REINF. STEEL	LB	101704
00542	EPOXY COATED REINF. STEEL	LB	101704
00560	STRUCTURAL STEEL JB-1	LB	avg. 1017 & 101
11030	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
11181	PATCH.HYDR.CEM.CONC. PAVE.	SY	101704
13290	GUARDRAIL GR-8 (NCHRP 350 TL-3)	LF	avg. 1017 & 101
13292	GUARDRAIL GR-8A (NCHRP 350 TL-3)	LF	avg. 1017 & 101
13294	GUARDRAIL GR-8B (NCHRP 350 TL-3)	LF	avg. 1017 & 101
13310	GUARDRAIL TERMINAL GR-6 (NCHRP 350)	LF	avg. 1017 & 101
13320	GUARDRAIL GR-2	LF	avg. 1017 & 101
13323	GUARDRAIL GR-2A	LF	avg. 1017 & 101
13331	RAD. GUARDRAIL GR-2	LF	avg. 1017 & 101
13333	RAD. GUARDRAIL GR-2A	LF	avg. 1017 & 101
13335	GUARDRAIL GR-3	LF	avg. 1017 & 101
13341	GUARDRAIL TER. GR-6(WEATHERING STEEL)	LF	avg. 1017 & 101
13351	GUARDRAIL GR-8	LF	avg. 1017 & 101
13352	GUARDRAIL GR-8A	LF	avg. 1017 & 101
13353	GUARDRAIL GR-8B	LF	avg. 1017 & 101
13355	GUARDRAIL GR-10	LF	avg. 1017 & 101
13421	MEDIAN BARRIER MB-3	LF	avg. 1017 & 101
13450	MEDIAN BARRIER MB-5	LF	avg. 1017 & 101
13451	MEDIAN BARRIER MB-5A	LF	avg. 1017 & 101
13452	MEDIAN BARRIER MB-5B	LF	avg. 1017 & 101
13545	REINF. STEEL	LB	101704
14502	REINFORCING STEEL	LB	101704
15290	PATCH.CEM.CONC.PAVE.TY.CRCP-A	SY	101704
15302	PATCH.CEM.CONC.PAVE. TY. II	SY	101704
15305	PATCH.CEM.CONC.PAVE.TY. IV-A	SY	101704
17323	GUARDRAIL BEAM *	LF	avg. 1017 & 101
17325	RADIAL GUARDRAIL BEAM *	LF	avg. 1017 & 101
17327	RUB RAIL	LF	avg. 1017 & 101
17353	CABLE GR-3	LF	avg. 1017 & 101
17521	GUARDRAIL BEAM (WEATHERING STEEL)	LF	avg. 1017 & 101
17523	RADIAL GUARDRAIL BEAM (WEATHERING STEEL)	LF	avg. 1017 & 101
17525	RUB RAIL (WEATHERING STEEL)	LF	avg. 1017 & 101
22501	FENCE FE-W1	LF	avg. 1017 & 101
22643	FENCE FE-CL	LF	avg. 1017 & 101
22645	FENCE FE-CL VINYL COATED	LF	avg. 1017 & 101
23043	WATER GATE FE-4 TY.III	LF	avg. 1017 & 101
23501	FENCE FE-W1 (FABRIC ONLY)	LF	avg. 1017 & 101
45522	4" STEEL ENCASE. PIPE	LF	101706
45532	6" STEEL ENCASE. PIPE	LF	101706
45562	16" STEEL ENCASE. PIPE	LF	101706
45572	18" STEEL ENCASE. PIPE	LF	101706

45582	24" STEEL ENCASE. PIPE	LF	101706
45584	24" JACKED STEEL ENCASUREMENT PIPE	LF	101706
45592	30" STEEL ENCASE. PIPE	LF	101706
50402	SIGN POST STEEL 3"	LF	101706
50404	SIGN POST STEEL 4"	LF	101706
50406	SIGN POST STEEL 6"	LF	101706
50410	SIGN POST STEEL 10"	LF	101706
50412	SIGN POST STEEL 12"	LF	101706
50414	SIGN POST STEEL 14"	LF	101706
50416	SIGN POST STEEL 16"	LF	101706
50418	SIGN POST STEEL 18"	LF	101706
51317	SIG. POLE MP-1 20' ONE ARM 30'	EA	101706
51319	SIG. POLE MP-1 20' ONE ARM 32'	EA	101706
51325	SIG. POLE MP-1 20' ONE ARM 38'	EA	101706
51327	SIG. POLE MP-1 20' ONE ARM 40'	EA	101706
51329	SIG. POLE MP-1 20' ONE ARM 42'	EA	101706
51331	SIG. POLE MP-1 20' ONE ARM 44'	EA	101706
51337	SIG. POLE MP-1 20' ONE ARM 50'	EA	101706
51339	SIG. POLE MP-1 20' ONE ARM 52'	EA	101706
51341	SIG. POLE MP-1 20' ONE ARM 54'	EA	101706
51344	SIG. POLE MP-1 20' ONE ARM 56'	EA	101706
51346	SIG. POLE MP-1 20' ONE ARM 58'	EA	101706
51347	SIG. POLE MP-1 20' ONE ARM 60'	EA	101706
51348	SIG. POLE MP-1 20' ONE ARM 62'	EA	101706
51368	SIG.POLE MP-1 20'TWO ARMS 36'& 42'	EA	101706
51400	SIG.POLE MP-1 CO.LU.ONE ARM 38	EA	101706
51402	SIG.POLE MP-1 CO.LU.ONE ARM 40	EA	101706
51408	SIG.POLE MP-1 CO.LU.ONE ARM 46	EA	101706
51412	SIG.POLE MP-1 CO.LU.ONE ARM 50	EA	101706
51414	SIG.POLE MP-1 CO.LU.ONE ARM 52	EA	101706
51416	SIG.POLE MP-1 CO.LU.ONE ARM 54	EA	101706
51418	SIG.POLE MP-1 CO.LU.ONE ARM 56	EA	101706
51420	SIG.POLE MP-1 CO.LU.ONE ARM 58	EA	101706
51422	SIG.POLE MP-1 CO.LU.ONE ARM 60	EA	101706
55162	LIGHTING POLE LP-1 30'-4'	EA	101706
55163	LIGHTING POLE LP-1 30'-6'	EA	101706
55166	LIGHTING POLE LP-1 30'-12'	EA	101706
55169	LIGHTING POLE LP-1 35'-6'	EA	101706
55171	LIGHTING POLE LP-1 35'-10'	EA	101706
55176	LIGHTING POLE LP-1 40'-8'	EA	101706
55185	LIGHTING POLE LP-2 TYPE A	EA	101706
55186	LIGHTING POLE LP-2 TYPE B	EA	101706
55187	LIGHTING POLE LP-2 TYPE C	EA	101706
55188	LIGHTING POLE LP-2 TYPE D	EA	101706
55189	LIGHTING POLE LP-2 TYPE E	EA	101706
55190	LIGHTING POLE LP-2 TYPE F	EA	101706
55192	LIGHTING POLE LP-2 TYPE H	EA	101706
60452	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
61700	REINF. STEEL	LB	101704
61704	CORROSION RESISTANT REINF. STEEL	LB	101704
61705	EPOXY COATED REINF. STEEL	LB	101704
61750	STRUCT.STEEL HIGH STRG.PLT.GIRDERS	LB	avg. 1017 & 101
61811	STR.STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
61812	STR.STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
61813	STR.STEEL PLATE GIRDER ASTM A709 GRADEHPS50W	LB	avg. 1017 & 101
61814	STR.STEEL PLATE GIRDER ASTM A709 GRADEHPS70W	LB	avg. 1017 & 101
61820	STR.STEEL ROLLED BEAM ASTM A709 GRADE 36	LB	avg. 1017 & 101

61821	STR.STEEL ROLLED BEAM ASTM A709 GRADE50	LB	avg. 1017 & 101
61822	STR.STEEL ROLLED BEAM ASTM A709 GRADE50W	LB	avg. 1017 & 101
61990	STEEL GRID FLOOR	SF	avg. 1017 & 101
64110	STEEL PILES 10"	LF	avg. 1017 & 101
64112	STEEL PILES 12"	LF	avg. 1017 & 101
64114	STEEL PILES 14"	LF	avg. 1017 & 101
64768	DRIVING TEST FOR 12" STEEL PILE	LF	avg. 1017 & 101
64778	DRIVING TEST FOR 14" STEEL PILE	LF	avg. 1017 & 101
65200	REINF. STEEL	LB	101704
65204	CORROSION RESISTANT REINF. STEEL	LB	101704
65205	EPOXY COATED REINF. STEEL	LB	101704
67086	PED. FENCE 6'	LF	avg. 1017 & 101
67088	PED. FENCE 8'	LF	avg. 1017 & 101
67089	PED. FENCE 10'	LF	avg. 1017 & 101
68100	REINF. STEEL	LB	101704
68104	CORROSION RESISTANT REINF. STEEL	LB	101704
68105	EPOXY COATED REINF. STEEL	LB	101704
68107	STR.STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
68108	STR. STEEL PLATE GIRDER ASTM A709 GR50W	LB	avg. 1017 & 101
68109	STR. STEEL PLATE GIRDER ASTM A709 GR.HPS50W	LB	avg. 1017 & 101
68110	STR. STEEL PLATE GIRDER ASTM A709 GR.HPS70W	LB	avg. 1017 & 101
68112	STR.STEEL ROLLED BEAM ASTM A709 GR.36	LB	avg. 1017 & 101
68113	STR.STEEL ROLLED BEAM ASTM A709 GR.50	LB	avg. 1017 & 101
68114	STR.STEEL ROLLED BEAM ASTM A709 GR. 50W	LB	avg. 1017 & 101
68115	STRUCT. STEEL	LB	avg. 1017 & 101
68270	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
69060	SHEET PILES, STEEL	SF	avg. 1017 & 101
69100	REINF. STEEL	LB	101704
69104	CORROSION RESISTANT REINF. STEEL	LB	101704
69105	EPOXY COATED REINF. STEEL	LB	101704
69110	STEEL PILES 10"	LF	avg. 1017 & 101
69112	STEEL PILE 12"	LF	avg. 1017 & 101
69113	DRIVING TEST FOR 12" STEEL PILE	LF	avg. 1017 & 101

I elect to use this provision

I elect not to use this provision

Date: MARCH - 21 - 2014

Signature: 

Design-Builder: FORT MYER CONSTRUCTION CORP.

Vendor No.: F034

4.3.3

Proposal Guaranty

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

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

SIGNED, sealed and dated this 12th Day of March, 20 14

WHEREAS, the above said principal is herewith submitting its proposal for: I-495 Northern Section Shoulder Use, Contract ID # C00105130DB72
PROJECT NUMBER: (FO) 0495-029-123, P101, C501

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

Fort Myer Construction Corporation

(Principal*)
By: Jose Rodriguez

Officer, Partner or Owner) (Seal)
Jose Rodriguez, President

Western Surety Company

(Surety Company)
By: Don K. Kawamoto

Don K Kawamoto (Attorney-in-Fact**) (Seal)
333 S. Wabash Avenue, Chicago, IL 60604

(Address)

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

By: _____
(Surety Company)

(Principal*)

(Attorney-in-Fact**) (Seal)

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

By: _____
(Address)

*Note: If the principal is a joint venture, each party thereof must be named and execution made by same hereon. If there is more than one surety to the bid bond, each surety must be named and execution shall be made by same hereon.
Electronic Bid Only: In lieu of completing the above section of the Contract Performance Bond, the Principal shall file an Electronic Bid Bond when bidding electronically. By signing below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the Commonwealth of Virginia under the same conditions of the bid bond as shown above.

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

**Attach copy of Power of Attorney

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

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

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

- In Unlimited Amounts -

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

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

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



WESTERN SURETY COMPANY

A handwritten signature in black ink, appearing to read "Paul T. Bruflat".

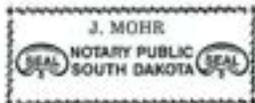
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

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

My commission expires

June 23, 2015



A handwritten signature in black ink, appearing to read "J. Mohr".

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 12th day of March, 2014.



WESTERN SURETY COMPANY

A handwritten signature in black ink, appearing to read "L. Nelson".

L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

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

4.3.4

Sworn Statement Forms

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

PROJECT: (FO) 0495-029-123, P101, C501

FHWA: STP-495-5(094)

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 HA VING IT NOTARIZED OR BY SIGNING THE UNSWORN DECLARATION UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES. A SEPARATE FORM MUST BE SUBMITTED BY EACH PRINCIPAL OF A JOINT VENTURE BID.**

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

AFFIDAVIT

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

Signed at Fairfax, Virginia, this 12 day of March, 20 14
County (City), STATE
Fort Myer Construction Corporation By: [Signature] Jose Rodriguez, President
(Name of Firm) (Signature) Title (print)
STATE of Virginia COUNTY (CITY) of Fairfax

To-wit: I Monica Rose Marburg, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Jose Rodriguez

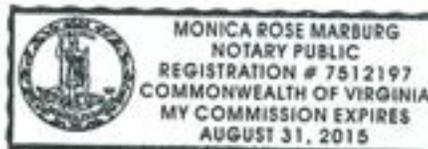
personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 12th day of March, 20 14
[Signature] My Commission expires August 31, 2015
Notary Public Monica Rose Marburg

**OR
UNSWORN DECLARATION**

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

Signed at _____, this _____ day of _____, 20 ____
County (City), STATE
By: _____
(Name of Firm) (Signature) Title (print)



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

PROJECT: (FO) 0495-029-123, P101, C501

FHWA: STP-495-5(094)

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	Location of Principal Office
(FO) 0495-029-123, P101, C501	STP-495-5(094)
ARTBA	Washington, DC
ABC Metropolitan Washington	Calverton, MD

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

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

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

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

(Continued)

ORDER NO.:
CONTRACT ID. NO.:

Form C-105
page 2

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 Fairfax, Virginia , this 12 day of March , 20 14
County (City), STATE
FORT MYER CONSTRUCTION CORPORATION By: Jose Rodriguez Jose Rodriguez, President
(Name of Firm) (Signature) Title (print)
STATE of Virginia COUNTY (CITY) of Fairfax
To-wit:
I Monica Rose Marburg , a Notary Public in and for the State and
County(City) aforesaid, hereby certify that this day Jose Rodriguez
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 12 day of March , 20 14
Monica Rose Marburg My Commission expires August 31, 2015
Notary Public Monica Rose Marburg



4.3.5

DBE Documentation

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
MINIMUM DBE REQUIREMENTS

PROJECT NO. (FO) 0495-029-123, P101, C501

F.IWA NO. STP-495-5(094)

*** INSTRUCTIONS ***

THIS FORM CAN BE USED BY THE CONTRACTOR TO SUBMIT THE NAMES OF DBE FIRMS TO BE UTILIZED ON THE PROJECT. THE CONTRACTOR SHALL INDICATE THE DESCRIPTION OF THE CATEGORY (S, M, SP or H) AND THE TYPE OF WORK THAT EACH DBE WILL PERFORM AND THE ALLOWABLE CREDIT PER ITEM(S). ADDITIONAL SHEETS TO SHOW THE ALLOWABLE CREDIT PER ITEM MAY BE ATTACHED IF NECESSARY. PLEASE NOTE: THE AMOUNT OF ALLOWABLE CREDIT FOR A DBE SUPPLIER IS 80% OF THE TOTAL COST OF THE MATERIALS OR SUPPLIES OBTAINED AND 100% FOR A DBE MANUFACTURER OF THE MATERIALS AND SUPPLIES OBTAINED. A CONTRACTOR MAY COUNT 100% OF THE FEES PAID TO A DBE HAULER FOR THE DELIVERY OF MATERIALS AND SUPPLIES TO THE PROJECT SITE, BUT NOT FOR THE COST OF THE MATERIALS AND SUPPLIES THEMSELVES.

DBE REQUIREMENT 11 %

PERCENT ATTAINED BY BIDDER 24.4 %

NAMES(S) AND CERTIFICATION NO. OF DBE(S) TO BE USED	USED AS SUBCONTR. (S) MFG. (M) SUPPLIER (SP) HAULER (H)	TYPE OF WORK AND ITEM NO(S)	\$ AMOUNT OF ALLOWABLE CREDIT PER ITEM
<u>Portico Realty Services LLC</u> <u>658429</u>	<u>S</u>	<u>Electrical</u>	<u>\$ 3,600,000.00</u>
<u>Geoconcepts Engineering Inc.</u> <u>626642</u>	<u>S</u>	<u>Geotech Design / Testing</u>	<u>\$ 162,000.00</u>

TOTAL \$ 3,762,000.00

TOTAL CONTRACT VALUE JR 15,388,614.00 x REQUIRED DBE 11 % = JR 1,692,747.54
\$ ~~(FO) 0495-029-123, P101, C501~~ = \$ ~~STP-495-5(094)~~

I/WE CERTIFY THAT THE PROPOSED DBE(S) SUBMITTED WILL BE USED ON THIS CONTRACT AS STATED HEREON AND ASSURE THAT DURING THE LIFE OF THE CONTRACT. I/WE WILL MEET OR EXCEED THE PARTICIPATION ESTABLISHED HEREON BY THE DEPARTMENT.

FORT MYER CONSTRUCTION CORPORATION
BIDDER

BY


SIGNATURE

Jose Rodriguez, President
TITLE

BY

March 12, 2014
DATE

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: (FO) 0495-029-123, P101, C501

Federal Project No.: STP-495-5(094)

This form is to be submitted in accordance with the Department's Special Provision for Section 107.15.

It is hereby certified by the below signed Contractors that there exists a written quote, acceptable to the parties involved preliminary to a binding subcontract agreement stating the details concerning the work to be performed and the price which will be paid for the aforementioned work. This document is not intended to, nor should it be construed to, contain the entire text of the agreement between the contracting parties. This document does not take the place of, nor may it be substituted for, an official subcontracting agreement in those situations that may require such an agreement. A copy of the fully executed *subcontract agreement* shall be submitted to the Engineer within fourteen (14) business days after contract execution.

It is further certified that the aforementioned mutually acceptable quote and fully executed subcontract agreement represent the entire agreement between the parties involved and that no conversations, verbal agreements, or other forms of non-written representations shall serve to add to, delete, or modify the terms as stated.

The prime Contractor further represents that the aforementioned mutually acceptable quote and fully executed subcontract agreement shall remain on file for a period of not less than one year following completion of the prime's contract with the Department or for such longer period as provisions of governing Federal or State law or regulations may require. For purposes of this form, the term Prime Contractor shall refer to any Contractor utilizing a DBE subcontractor, regardless of tier, in which they are claiming DBE credit toward the contract goal.

Contractors further jointly and severally represent that said binding agreement is for the performance of a "commercially useful function" as that term is employed in 49 C.F.R. Part 26.55 (c), (d).

**TO BE SIGNED BY THE SUBCONTRACTOR TO THE PRIME CONTRACTOR, AND ANY LOWER TIER
SUBCONTRACTORS HAVING A CONTRACT WITH THE BELOW NAMED DBE FIRM**

Prime Contractor Fort Myer Construction Corporation

By:  Jose Rodriguez, President
Signature Title

Date: March 12, 2014

First Tier Subcontractor if Applicable Volkert, Inc.

By:  senior vice President
Signature Title

Date: 3/12/14

Second Tier
Subcontractor if
Applicable

By: _____
Signature

_____ Title

Date: _____

Third Tier
Subcontractor if
Applicable

By: _____
Signature

_____ Title

Date: _____

DBE Contractor

GeoConcepts Engineering, Inc.

By: 
Signature

President

_____ Title

Date: 03/05/14

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: (FO) 0495-029-123, P101, C501
Federal Project No.: STP-495-5(094)

This form is to be submitted in accordance with the Department's Special Provision for Section 107.15.

It is hereby certified by the below signed Contractors that there exists a written quote, acceptable to the parties involved preliminary to a binding subcontract agreement stating the details concerning the work to be performed and the price which will be paid for the aforementioned work. This document is not intended to, nor should it be construed to, contain the entire text of the agreement between the contracting parties. This document does not take the place of, nor may it be substituted for, an official subcontracting agreement in those situations that may require such an agreement. A copy of the fully executed *subcontract agreement* shall be submitted to the Engineer within fourteen (14) business days after contract execution.

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The prime Contractor further represents that the aforementioned mutually acceptable quote and fully executed subcontract agreement shall remain on file for a period of not less than one year following completion of the prime's contract with the Department or for such longer period as provisions of governing Federal or State law or regulations may require. For purposes of this form, the term Prime Contractor shall refer to any Contractor utilizing a DBE subcontractor, regardless of tier, in which they are claiming DBE credit toward the contract goal.

Contractors further jointly and severally represent that said binding agreement is for the performance of a "commercially useful function" as that term is employed in 49 C.F.R. Part 26.55 (c), (d).

**TO BE SIGNED BY THE SUBCONTRACTOR TO THE PRIME CONTRACTOR, AND ANY LOWER TIER
SUBCONTRACTORS HAVING A CONTRACT WITH THE BELOW NAMED DBE FIRM**

Prime Contractor Fort Myer Construction Corporation

By:  Jose Rodriguez, President
Signature Title

Date: March 12, 2014

First Tier Subcontractor if Applicable DMY Engineering Consultants Inc.

By:  Vice President
Signature Title

Date: 3/6/2014

Second Tier
Subcontractor if
Applicable

By: _____
Signature Title
Date: _____

Third Tier
Subcontractor if
Applicable

By: _____
Signature Title
Date: _____

DBE Contractor

DMY Engineering Consultants Inc.

By:  _____
Signature Title
Date: 3/6/2014

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: (FO)0495-029-123, P101, C501

Federal Project No.: STP-495-5(094)

This form is to be submitted in accordance with the Department's Special Provision for Section 107.15.

It is hereby certified by the below signed Contractors that there exists a written quote, acceptable to the parties involved preliminary to a binding subcontract agreement stating the details concerning the work to be performed and the price which will be paid for the aforementioned work. This document is not intended to, nor should it be construed to, contain the entire text of the agreement between the contracting parties. This document does not take the place of, nor may it be substituted for, an official subcontracting agreement in those situations that may require such an agreement. A copy of the fully executed *subcontract agreement* shall be submitted to the Engineer within fourteen (14) business days after contract execution.

It is further certified that the aforementioned mutually acceptable quote and fully executed subcontract agreement represent the entire agreement between the parties involved and that no conversations, verbal agreements, or other forms of non-written representations shall serve to add to, delete, or modify the terms as stated.

The prime Contractor further represents that the aforementioned mutually acceptable quote and fully executed subcontract agreement shall remain on file for a period of not less than one year following completion of the prime's contract with the Department or for such longer period as provisions of governing Federal or State law or regulations may require. For purposes of this form, the term Prime Contractor shall refer to any Contractor utilizing a DBE subcontractor, regardless of tier, in which they are claiming DBE credit toward the contract goal.

Contractors further jointly and severally represent that said binding agreement is for the performance of a "commercially useful function" as that term is employed in 49 C.F.R. Part 26.55 (c), (d).

TO BE SIGNED BY THE SUBCONTRACTOR TO THE PRIME CONTRACTOR, AND ANY LOWER TIER SUBCONTRACTORS HAVING A CONTRACT WITH THE BELOW NAMED DBE FIRM

Prime Contractor Fort Myer Construction Corporation

By:  Jose Rodriguez, President
Signature Title

Date: March 12, 2014

First Tier
Subcontractor if
Applicable

Portico Services, LLC
By:  DIRECTOR OF OPERATIONS
Signature Title

Date: 3/6/14

Second Tier
Subcontractor if
Applicable

By: _____
Signature Title
Date: _____

Third Tier
Subcontractor if
Applicable

By: _____
Signature Title
Date: _____

DBE Contractor

PORTICO SERVICES, LLC

By: [Signature]
Signature Title
Date: 3/10/14

4.4.6

Schedule of Items

Attachment 4.4.6
State Project (FO) 0495-029-123, P101, C501

SCHEDULE OF ITEMS

This Schedule of Items shall identify the total material quantities and costs of each proposed pay item, using item codes and units of measure that are consistent with VDOT's list of standard and non-standard item codes. Any pay items considered for price adjustments shall be identified. The values and quantities shall be clearly supported by the escrowed pricing documents.

Date: 3/14/2014

VDOT Item Code ¹	Item Description	Fuel (F) or Price (P) Adjustment	App Quantity	Unit ¹	Budgeted Cost (\$)
00100	Mobilization (Construction)		1	LS	\$ 750,159.94
24290	Maintenance of Traffic		1	LS	\$ 507,999.99
00104	Design Fees		1	LS	\$ 1,228,946.11
25593	Quality Assurance (Construction)		1	LS	\$ 407,343.13
25595	Quality Control (Construction)		1	LS	\$ 222,010.16
00101	Construction Survey		1	LS	\$ 83,253.81
00120	REGULAR EXCAVATION	F	7679	CY	\$ 337,415.26
00140	BORROW EXCAVATION	F	450	CY	\$ 23,584.50
00588	UNDERDRAIN UD-4		4848	LF	\$ 53,812.80
00595	OUTLET PIPE		121	LF	\$ 5,372.40
00596	ENDWALL EW-12		3	EA	\$ 5,994.27
10017	CEM.S.AGR.BAS.MATL.TY.I N.21A		1652	TON	\$ 81,460.12
10128	AGGR. BASE MATL. TY. I NO. 21B		4082	TON	\$ 150,748.26
11181	Full Depth Patch Repairs		840	SY	\$ 154,660.80
10499	NS PAVEMENT HIGH FRICTION SURFACE COURSE		11146	SY	\$ 266,055.22
10598	NS ASPHALT CONCRETE TY. BM-25.0D + 0.4	P F	35154	TON	\$ 3,427,866.54
10628	FLEXIBLE PAVE PLANING 0"-2"	F	1206	SY	\$ 3,352.68
10629	FLEXIBLE PAVE. PLANING ABOVE 2"-4"	F	54201	SY	\$ 240,852.44
10631	NS FLEXIBLE PAVEMENT PLANING ABOVE 4"	F	12100	SY	\$ 73,931.00
10651	STONE MATRIX ASP. SMA-9.5(76-22)	P F	6614	TON	\$ 1,079,272.52
11071	NS SAW-CUT HYDR.CEM CONC.PAVE.		12825	LF	\$ 42,707.25
11150	GRAVITY FILL POLYMER CRACK SEALING		9610	LF	\$ 74,669.70
13320	GUARDRAIL GR-2		525	LF	\$ 10,899.00
13392	FIXED OBJECT ATTACH. GR-FOA-2 TY. I		1	EA	\$ 1,764.98
13393	FIXED OBJECT ATTACH. GR-FOA-2 TY. II		1	EA	\$ 732.63
13460	MEDIAN BARRIER MB-7D		3111	LF	\$ 318,597.51
13478	NS MEDIAN BARRIER -- REFACE NB SIDE OF DOUBLE BARRIER (MOD DETAIL 2)		7712	LF	\$ 749,992.00
17451	GUARDRAIL DELINEATOR		7	EA	\$ 116.55
27022	TOPSOIL CLASS B 2"		0.6	ACRE	\$ 10,989.50
27102	REGULAR SEED		115	LB	\$ 1,276.50
27103	OVERSEEDING		70	LB	\$ 854.70
27210	FERTILIZER (10-20-10)		0.15	TON	\$ 183.16
27250	LIME		1.2	TON	\$ 1,998.00
66927	NS BRIDGE SUBSTRUCTURE -- TL-5 PIER PROTECTION SYSTEM STD BPPS-1, OLD DOMINION DR.		1	LS	\$ 24,115.85
66927	NS BRIDGE SUBSTRUCTURE -- TL-5 PIER PROTECTION SYSTEM STD BPPS-1, GEORGETOWN PK, I-		1	LS	\$ 39,462.31
66927	NS BRIDGE SUBSTRUCTURE -- TL-5 PIER PROTECTION SYSTEM STD BPPS-1, GEORGETOWN PK, I-		1	LS	\$ 39,462.31
66927	NS BRIDGE SUBSTRUCTURE -- TL-5 PIER PROTECTION SYSTEM STD BPPS-1, LIVE OAK DR, NB & S		1	LS	\$ 21,923.90
70520	NS ENVIR. PROTECTION -- EROSION & SEDIMENT CONTROL		1	LS	\$ 24,421.12
85004	NS GLARE SCREEN (24")		4708	LF	\$ 151,220.96
85004	NS GLARE SCREEN (30")		4708	LF	\$ 158,942.08
85004	NS REMOVE GLARE SCREEN		7712	LF	\$ 30,308.16
85012	NS SPECIAL DESIGN MOVABLE BARRIER		1	EA	\$ 155,677.82
24160	CONSTRUCTION SIGNS		500	SF	\$ 12,210.00
24290	TRAFFIC BARRIER SER. CONC.		8000	LF	\$ 257,920.00
50108	SIGN PANEL		1714	SF	\$ 60,881.28

50902	NS TRAFFIC SIGN, DMS STRUCTURE TYPE 1 FULL SPAN (105')		1	EA	\$ 139,795.36
50902	NS TRAFFIC SIGN, DMS STRUCTURE TYPE 1 FULL SPAN (160')		1	EA	\$ 147,842.11
50902	NS TRAFFIC SIGN, DMS STRUCTURE TYPE 2 ON POLE (BUTTERFLY)		1	EA	\$ 61,091.65
50902	NS TRAFFIC SIGN, DMS STRUCTURE TYPE 3 (32')		1	EA	\$ 70,555.94
50902	NS TRAFFIC SIGN, CANTILEVER (50')		4	EA	\$ 291,685.84
50902	NS TRAFFIC SIGN, CANTILEVER (40')		1	EA	\$ 66,187.89
50902	NS TRAFFIC SIGN, CANTILEVER (20')		5	EA	\$ 185,445.10
50902	NS TRAFFIC SIGN, CANTILEVER (15')		3	EA	\$ 102,528.72
51260	NS CONCRETE FOUNDATION TRAFFIC SIGNS		260	CY	\$ 324,113.40
51963	NS REMOVE EXISTING SIGN (STA 149+15)		1	EA	\$ 2,828.41
51963	NS REMOVE EXISTING SIGN FROM BRIDGE		3	EA	\$ 7,594.98
54042	TY.B CL I PAVE. LINE MARK. 24"		384	LF	\$ 3,260.16
54075	TY.B CL VI PAVE. LINE MARK. 4"		200	LF	\$ 754.00
54076	TY.B CL VI PAVE. LINE MARK. 6"		34673	LF	\$ 132,450.86
54077	TY.B CL VI PAVE. LINE MARK. 8"		1425	LF	\$ 7,039.50
54078	TY.B CL VI PAVE. LINE MARK. 12"		675	LF	\$ 5,319.00
54105	ERAD. OF EXIST.PAVE.MARKING		26796	LF	\$ 26,528.04
54217	SNOW PLOW RAISED PAVE MARK ASPH CONC		443	EA	\$ 14,065.25
54554	CONSTR.PAVE.MARK (TY.F,CL.I) 5"		6600	LF	\$ 4,224.00
54568	NS CONSTR.P.M.TY.F (CL.I) 6"		67716	LF	\$ 28,440.72
56042	NS CONDUIT POWER LINES FOR SIGNS - TWO 2" CONDUITS		3000	LF	\$ 33,300.00
56205	TEST BORE		19	EA	\$ 32,901.92
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL LED FULL MATRIX WALK-IN ACCESS, TYPE 1 SIGN		2	EACH	\$ 247,141.72
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL LED FULL MATRIX FRONT ACCESS, TYPE 2 SIGN		1	EACH	\$ 65,333.15
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL LED, TYPE 3 SIGN		1	EACH	\$ 25,621.08
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL LED, TYPE 4 SIGN		9	EACH	\$ 297,975.33
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL HARDENED ETHERNET SWITCH		4	EACH	\$ 19,394.80
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL POLE MOUNTED ROADSIDE DMS CABINET		2	EACH	\$ 22,349.76
59071	NS COMMUNICATION EQUIP. FURNISH AND INSTALL FIBER OPTIC CABLE		300	LF	\$ 999.00
56205	TEST BORE		8	EACH	\$ 13,853.44
59050	NS COMMUNICATION EQUIP. CCTV CAMERA (DIGITAL)		6	EACH	\$ 75,641.10
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL POLE MOUNTED ROADSIDE CCTV CABINET PER		6	EACH	\$ 98,912.22
59050	NS COMMUNICATION EQUIP. CCTV 50' POLE		8	EACH	\$ 118,482.40
51260	NS CONCRETE FOUNDATION CCTV 50' POLE		26	CY	\$ 32,411.34
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL HARDENED ETHERNET SWITCH		6	EACH	\$ 29,092.20
51960	NS INSTALL ELECTRICAL SERVICE SE-9		2	EACH	\$ 34,518.14
55020	2 CONDUCTOR CABLE		24000	LF	\$ 79,920.00
55588	JUNCTION BOX JB-53		15	EACH	\$ 18,882.00
56030	2" CONDUIT		14000	LF	\$ 77,700.00
56038	4" CONDUIT		14000	LF	\$ 108,780.00
56052	BORED CONDUIT 4"		6720	LF	\$ 193,939.20
56200	TRENCH EXCAVATION ECI-1		7000	LF	\$ 54,390.00
59050	NS COMMUNICATION EQUIP. JUNCTION BOX (FIBER OPTIC)		27	EACH	\$ 33,987.60
59050	NS COMMUNICATION EQUIP. UNDERGROUND SPLICE ENCLOSURE		12	EACH	\$ 18,544.16
59050	NS COMMUNICATION EQUIP. PRE-TERMINATED FIBER PATCH PANEL		3	EACH	\$ 5,401.50
59050	NS COMMUNICATION EQUIP. FIBER DISTRIBUTION CENTER		1	EACH	\$ 6,926.72
59071	NS COMMUNICATION EQUIP. CONDUCTOR CABLE FIBER OPTIC 48 STRAND SINGLE MODE		7000	LF	\$ 23,310.00
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL POLE MOUNTED ROADSIDE LCS CABINET		9	EACH	\$ 68,574.51
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL HARDENED ETHERNET SWITCH		9	EACH	\$ 43,638.30
59050	NS COMMUNICATION EQUIP. CCTV CAMERA (DIGITAL) - FIXED		28	EACH	\$ 275,412.48
59050	NS COMMUNICATION EQUIP. SERVER FOR ANALYTICS FOR SLMS		1	EACH	\$ 34,411.57
59050	NS COMMUNICATION EQUIP. ANALYTICS LICENSE FOR MONITORING AND ALARMS		1	EACH	\$ 34,411.57
59050	NS COMMUNICATION EQUIP. WORK STATIONS FOR MONITORING		3	EACH	\$ 33,301.53
59050	NS COMMUNICATION EQUIP. PRE-TERMINATED FIBER PATCH PANEL		4	EACH	\$ 7,202.00
59050	Temporary Lighting		1	LS	\$ 16,850.76
56030	1" Metal Conduit		1120	LF	\$ 18,648.00

56030	8 Conductor Cable		10000	LF	\$ 22,200.00
59050	Furnish and Install Pole Mounted Roadside CCTV Fix		15	EA	\$ 114,209.85
59050	Furnish and Install Grd. Mounted Cabinet		2	EA	\$ 26,274.90
TOTAL					\$ 15,388,614.00

¹ Use five-digit item codes and units of measure that are consistent with VDOT's list of standard and non-standard item codes (i.e. 00100-Mobilization; 00120-Regular Excavation, etc...).

4.4.7

Monthly Payment Schedule



FORT MYER CONSTRUCTION CORPORATION

2237 33rd Street, NE ? Washington, DC 20018-1594 ? (202) 636-9535 ? FAX (202) 526-8572

March 14 2014

**I-495 Northern Section Shoulder Use
Project No. (FO) 0495-029-123,P101,C501**

Monthly Draw

Month	Year	Monthly Draw	Cumulative Draw
May	2014	\$ 800,000.00	\$ 800,000.00
June	2014	\$ 1,800,000.00	\$ 2,600,000.00
July	2014	\$ 1,800,000.00	\$ 4,400,000.00
August	2014	\$ 2,000,000.00	\$ 6,400,000.00
September	2014	\$ 2,200,000.00	\$ 8,600,000.00
October	2014	\$ 2,600,000.00	\$ 11,200,000.00
November	2014	\$ 2,650,000.00	\$ 13,850,000.00
December	2014	\$ 900,000.00	\$ 14,750,000.00
January	2015	\$ 250,000.00	\$ 15,000,000.00
February	2015	\$ 150,000.00	\$ 15,150,000.00
March	2015	\$ 100,000.00	\$ 15,250,000.00
April	2015	\$ 70,000.00	\$ 15,320,000.00
May	2015	\$ 50,000.00	\$ 15,370,000.00
June	2015	\$ 18,614.00	\$ 15,388,614.00



Submitted by



Since 1972

**FORT MYER
CONSTRUCTION**

2237 33rd Street, N.E.
Washington, D.C. 20018
(202) 636-9535
www.fortmyer.com

Post Notice of Intent to Award Submittal

I-495 Northern Section Shoulder Use South of Old Dominion Overpass to George Washington Memorial Parkway

Fairfax County, Virginia

Submitted to



State Project No.:
(FO) 0495-029-123, P101, C501

Federal Project No.:
STP-495-5(094)

Contract ID No.:
C00105130DB72

Submitted by



**FORT MYER
CONSTRUCTION**

in association with
VOLKERT

March 26, 2014



FORT MYER CONSTRUCTION CORPORATION

2237 33rd Street, NE • Washington, DC • 20018 | p: 202.636.9535 | f: 202.526.8572

March 24, 2014

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

Re: Post Notice of Intent to Award Submittal
Design-Build Project
I-495 Northern Section Shoulder Use
From: South of Old Dominion Overpass
To: George Washington Memorial Parkway
Fairfax County, VA
Project No. (FO) 0495-029-123, P101, C501 | Contract ID # C00105130DB72

Dear Ms. Williams:

In response to your Notice of Intent to Award letter, dated March 21, 2014, **Fort Myer Construction Corporation (FMCC)** is pleased to present this Submittal in accordance with the requirements listed in the RFP Part 1, Section 4.4 of the I-495 Northern Section Shoulder Use Design-Build project. Enclosed are the paper copy of the Post Notice of Intent to Award Submittal, a CD-ROM containing the Post Notice of Intent to Award Submittal, a CD-ROM containing the Proposal Schedule source document, and the Escrow Proposal Documents.

The FMCC team is excited to serve the Virginia Department of Transportation and the various project stakeholders. Accordingly, we present to you a design-build team equipped with the experience, knowledge, and resources to successfully deliver the I-495 Northern Section Shoulder Use project, in partnership with VDOT and with comprehensive care for the impacts of the work.

Should you have any additional questions, please contact me, or others listed in our RFP submittal document. We look forward to working with the VDOT on this project.

Sincerely,

Fort Myer Construction Corporation


Manuel Fernandes, FMCC Vice President
mfernandes@fortmyer.com

4.4.1

Organizational Chart



Principal Oversight
Manuel Fernandes
Dennis Morrison, PE

Design-Build
Project Manager
Ardie Kalantar

Design Manager
Phil Lohr, PE

QA Manager
Chris Blevins, PE

Construction
Manager
John Constantino

Roadway/Utilities
Matt Kaiser, PE

ITS
Mike Glickman, PE, PTOE

Drainage / SWM
Cesar Vargas, PE

Signing & Striping
Rohit Ajmera, PE

Environmental Compliance
Ruth Gardner

Lighting
Joe Marsh, PE

Stakeholder Coordination
/ Public Outreach
Martha Kemp

MOT
Harshit Thaker, PE

Geotechnical
Paul Burkart, PE

QC Testing
Ron Casey

QA Testing
Frank Farzad

Electrical / ITS
Supervising Technician
Tom D'Amour, ME

Asphalt Paving
Steve Campbell

Safety Manager
Hector Sealey

 Key Personnel

 Fort Myer Construction Corporation

 GeoConcepts Engineering, Inc. (DBE)

 Volkert, Inc.

 DMY Engineering Consultants Inc. (DBE)

 Portico Services, LLC (DBE)

4.4.2

Key Personnel

ATTACHMENT 4.4.2

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Ardeshir Kalantar, Civil Engineer & Senior Project Manager
b. Project Assignment:	Design-Build Manager
c. Name of Firm with which you are now associated:	Fort Myer Construction Corporation
d. Years experience: With this Firm <u>20</u> Years With Other Firms <u>16</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:	Civil Engineer and Project Manager with Fort Myer Construction since 1994. With 37 years of experience in heavy construction, I have held the positions of Construction Engineer, Project Superintendent, Consulting Engineer, Project Manager, and am currently performing duties as senior project manager. During my construction career, I have been directly responsible for skillful and meticulous preparation, management, and construction of bridges, highways, roadways, commercial and industrial parks, residential developments, purification systems, and numerous water and sewage projects.
e. Education: Degree(s)/Year/Specialization:	
Georgia Tech- Southern Tech College, Atlanta, GA	1974 - 1978
B.S. in Civil Engineering Structural Design	
High Power Electrical Engineering College, Tehran, Iran	1970 - 1972
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	
Project Title: Route 7 - VDOT B18 Roadway Widening, with current firm (FMCC)	
Contract No: (NFO)0007-029-128	
Date: May 2013 – in progress Contract Value: \$19.5 million	
Location: Route 7 North & South bounds, from Rolling Holly Drive to Reston Avenue, Fairfax, VA	
Description: The project widens Route 7 from four to six lanes with a raised median and includes: a 10-foot-wide shared-use path in both directions, lengthened turn lanes, new traffic signal at the intersection of Redberry Court and the relocated Woody's Golf Course entrance, and improved intersection operation, particularly at Georgetown Pike, Route 7 and Seneca Road.	
Project Title: I-66 Pavement Rehabilitation Project, with current firm (FMCC)	
Contract No: VDOT Project No.: 0066-029-882, N501	
Date: December 2010 – November 2012 Contract Value: \$46.2 million	
Location: From Route 50 to 495 Capital Beltway (Eastbound & Westbound) Fairfax County Virginia	
Description: This design-build rehabilitation project involved full-depth patching of concrete pavement and asphalt overlay across all six lanes on a 6.5 mile section of a highly traveled roadway connecting the spawning northern Virginia communities, the Dulles access roadway, and the District of Columbia.	
Project Title: Reconstruction of Pennsylvania Avenue, S.E, with current firm (FMCC)	
Contract No: DC DOT Project No.: ARA-1300 (015)	
Date: December 2009 – December 2011 Contract Value: \$29 million Location: Washington, DC	
Description: The project consisted of over 56,000 cy of excavation, 31,000 tons of select backfill material, and 37,000 tons of hot mix asphalt for total replacement of existing roadway with flexible pavement 12" in depth. The project also entailed modification and enhancements to the existing traffic signalization and street lighting system, installation of median islands to create turning lanes for vehicular traffic, improvement of sidewalk for pedestrian and bikers, and installation of trees and shrubbery. Furthermore, this project includes over 6,100 lf of 4" to 16" Ductile Iron pipe water line replacements.	

I-81 Widening and Lengthening of Interchange Ramps at Exit 80**Owner** – VDOT **Contractor** – W-L Construction

Role and Description – *Area Construction Engineer*. Responsible for providing construction inspection oversight of interchange modification. This project included the extension and widening of substandard ramps to meet current design guidelines. Provided oversight of the contractor to verify compliance with contract documents. Reviewed documentation and materials test reports. Provided oversight of materials testing on subgrade, asphalt and pavement markings. Project challenges including maintenance-of-traffic in close proximity to interstate and heavy truck traffic.

Firm – VDOT **Date** – Mar. 2009-Aug. 2009**Interstate 77 & 81 Sign Replacement Project****Owner** – VDOT **Contractor** – Richardson Wayland Electrical Co. LLC

Role and Description – *Area Construction Engineer*. Responsible for providing construction inspection oversight of inspectors and the contractor to verify compliance with contract documents. This project involved the replacement of a series of overhead sign structures in Wythe County over Interstates 77 and 81. Reviewed and approved documentation and materials test reports. Provided foundation approval for the sign supports. Project challenges including maintenance-of-traffic in close proximity to interstate traffic, temporary nighttime interstate closures during sign erection; and heavy truck traffic.

Firm – VDOT **Dates** – Jan. 2008- Nov. 2008**Route 81 Twin Bridge Replacement over Scratch Gravel Road****Owner** – VDOT **Contractor** – DLB, Inc.

Role and Description – *District Construction Engineer*. Provided oversight of the project construction staff which included the area construction engineer, inspectors and material technicians. This \$7-million construction project involved replacing two structurally deficient bridges on I-81 in Smyth County as well as long-term lane closure on I-81 with detours on the adjacent Route 11 at key times. To minimize the disruption, Mr. Blevins initiated several time saving techniques such as a wide spread communication plan to localities, emergency services, and the public through public meetings and media. The project was finished on-time and on-budget.

Firm – VDOT **Dates** – Oct. 2011- Aug. 2012**Replacement of Route 94 Bridge over the New River****Owner** – VDOT **Contractor** – R R Dawson B

Role and Description – *Area Construction Engineer/District Construction Engineer*. Provided construction inspection oversight of this \$10 million bridge replacement project. This realignment project included replacing a structurally deficient & functionally obsolete bridge that had been closed due to vehicular damaged. Project highlights included an accelerated schedule due to a 20 mile detour, drilled shafts and steel piles foundations with continuous structural steel girders superstructure. Mr. Blevins provided oversight of the inspection team to verify compliance with contract documents. Reviewed documentation and materials test reports. Provided oversight of materials testing on subgrade, asphalt, pavement markings, and concrete. Monitored the schedule, budget, and compliance with work zone safety, environmental, and EEO/DBE regulations. Provided oversight of document control procedures and quality including the materials notebook, reviewed daily work reports, and submitted progress reports. Conducted punch list inspection of various phased work. Worked with designers and contractor to resolve design, construction, schedule, and budget issues and analyzed and negotiated change orders. The project was completed ahead of time and on-budget.

Firm – VDOT **Dates** – Mar. 2009- Aug. 2010**Route 600 Road Construction****Owner** – VDOT **Contractor** – Elk Knob Construction

Role and Description – *Area Construction Engineer*. Responsible for providing construction inspection oversight of this roadway reconstruction project. This project included the reconstruction and widening of 2.14 miles of Route 600 in Grayson County. Provided oversight of the inspection team to verify compliance with contract documents. Reviewed documentation and materials test reports. Provided oversight of materials testing on subgrade, base stone and asphalt including nuclear density testing for subgrade and asphalt.

Firm – VDOT **Dates** – Feb. 2008 – Dec. 2008

ATTACHMENT 4.4.2

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Phil Lohr, P.E., Assistant Vice President
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Volkert, Inc.
d. Years experience: With this Firm <u>14</u> Years With Other Firms <u>4</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: Name of Firm: Volkert, Inc. Start Date: 1999 End Date: Present Position: Assistant Vice President and Senior Civil Engineer Manages civil and roadway engineering design, leads engineering design development, manages coordination of project disciplines including roadway, H&H, drainage, stormwater management, E&S, environmental, structures, traffic (control device design, MOT/TMP, traffic analyses). Provides client management, agency review coordination, schedule and budget management, and quality control/quality assurance development/review. Coordinates all subconsultant work. Name of Firm: Lim & Associates Start Date: 1997 End Date: 1998 Position: Civil Engineer Designed sewer plans and assisted in field surveying, field inspections/review.
e. Education: Degree(s)/Year/Specialization: B.C.E., 1993, Civil Engineering M.S., 1995, Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1988/ Professional Engineer /Virginia # 0402 018236
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. Note your specific responsibilities and authorities for each assignment, not those of the firm.2. Note whether experience is with current firm or with other firm.3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Martin Luther King Expressway Extension PPTA Project, Portsmouth, Virginia, VDOT, Elizabeth River Crossing LLC Role and Description – Civil Project Manager. Responsible for daily coordination and technical supervision of civil design work for the design of a \$207-million, 1-mile, 4-lane, limited-access expressway (urban principal arterial), including a new urban flyover interchange, a new urban interchange, modifications an interchange, the widening of I-264 to add auxiliary lanes, 2 bridge widenings, side road improvements, retaining walls, and new SWM facilities. Implemented QC and continuously verifies compliance with the Design Quality Management Plan and that all submissions were ready for audits. Coordinated civil design with structural, geotechnical, ITS, and toll design and participates in coordination bi-weekly meetings to address issues and concerns. Responsible for roadway design, H&H analyses, SWM, erosion and sediment controls, landscaping, TMP and coordination with structural, ITS, lighting, and toll system design. Project involved development of complex sequence-of-construction plans and a Type C TMP to maintain 70,000+ vehicles per day on I-264 through 4 phases of construction. Optimized the project footprint for the location of SWM ponds to minimize the need for additional right-of-way. With an extremely fast-track design, the project progressed from 30% roadway plans to RFC (100%) drawings within a span of approximately 10 months. Firm – Volkert, Inc. Dates – Apr. 2012-May 2013 Courtland Interchange on Route 58, Southampton County, VDOT Role and Description – Project Engineer. Daily technical supervision and coordination of civil design of a \$24 million new interchange on Route 58. This includes the development and implementation of a QA/QC plan (using VDOT checklists) and continuous verification of adherence to the plan. The unconventional

design includes a roundabout at Route 58 EB exit ramp and Route 742, a roundabout at Route 742 and Route 58 Business, ramps, 2 new prestressed concrete bulb-t bridges, roadway widening and improvements, retaining walls, constructed wetlands, E&SC, and a Trns*port™ estimate. Guided development of the IJR and TMP and coordinates with Volkert's bridge designers. The design reduces wetland and right-of-way impacts, minimizes utility impacts, eliminates left turns, provides safer access, and calms traffic. The innovative SWM design includes 1.5 acres of surface-flow constructed wetlands. This cost-effective and innovative wetland technology is ideal for the high groundwater elevations in the area and is capable of removing more than 9 lbs. of pollutants per year while expanding the natural ecosystem.

Firm – Volkert, Inc. **Dates** – Apr 2012-Sep. 2014

I-81, Exit 310 Interchange, Frederick County, VDOT

Role and Description – *Design QC Review*. Conducted QA/QC of the project including design plans, quantity calculations, Trns*port cost estimates, and submittal packages for Phase 1 design of modifications to the I-81/Route 37 interchange. Checked drawings and computations for correct and appropriate logic, accurate calculations, completeness, and compliance to VDOT standards. The conventional rural diamond interchange will be redesigned to a cloverleaf interchange in compliance with VDOT and FHWA standards. Phase 1 involves complete construction and right-of-way plans to relocate the outer ramps of the I-81/ Route 37 interchange to spread the existing diamond ramps to accommodate the future loop ramps, extend the acceleration and deceleration lanes, add turn lanes to Route 37 at the I-81 and Route 11 interchanges, extend Route 37, realign Tasker Road, and modify the Route 37/Route 11 interchange. The project involves preliminary design of alternatives A and B for future implementation.

Firm – Volkert, Inc. **Dates** – May 2009-June 2014

I-65 / Corridor X Interchanges, Birmingham, AL, ALDOT

Role and Description – *Project Manager*. Managed a large multidisciplinary team to design 7 interchanges, the widening of 5.4 miles of I-65 from 6 lanes to as many as 15 lanes, addition of collector-distributor roads, and 2 miles of a new controlled-access highway. Developed, implemented, and monitored the QA/QC plan, verified compliance, and assured submissions were ready for QA audits. Led coordination meetings and closely collaborated with the FHWA Area Engineer to confirm compliance with FHWA requirements and to obtain approvals. The \$280-million project included 27 bridges including 6 with tall piers ranging in height from 50 to 90 feet. The main interchange is a 4-level directional interchange with 13 bridges connecting I-65 to the new controlled-access highway. Project involved traffic analyses to determine design solutions and devise complex sequence-of-construction and MOT plans that maintained 6 lanes of traffic (85,000 vehicles per day) on I-65 at all times during multiple phases of construction. The project was showcased in *Roads and Bridges* October 2007 issue as the #6 project for 2007 and was show-cased in the June 2008 issue featuring mega-projects.

Firm – Volkert, Inc. **Dates** – Nov. 2002- Apr. 2010

Route 3 Widening, Culpeper County, VDOT

Role and Description – *Project Manager*. Managed the development of Public Hearing plans to widen a 5-mile, 2-lane segment of roadway to a 4-lane, divided roadway. Developed and implemented a QA/QC plan (using VDOT checklists) and continuously verified adherence to the plan. Project involved the study and preliminary design of 2 alternatives; a preliminary H&H analysis; preliminary roadway, SWM/ hydraulic, and traffic management plans; Public Hearing plans for the selected alternative; and assistance with the public hearing. The selected plan widened the road on current alignment, incorporated left-turn lanes at all crossroads and median crossovers, right-turn lanes at all crossroads and most median crossovers, a raised median through the urbanized section to separate traffic; redesigned the curve at Route 739 (Clay Hill Road) for 60 mph; and included a 64-foot depressed grass median in the more rural section at the east end of the project. These improvements were designed to address the safety concerns which necessitated the project.

Firm – Volkert, Inc. **Dates** – Feb. 2010-Dec. 2011

ATTACHMENT 4.4.2

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: John Constantino, Construction Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: Fort Myer Construction Corporation
d. Years experience: With this Firm: <u>9</u> Years With Other Firms: <u>20</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: Current: Fort Myer Construction (9 years including 1993 - 2002 and 2014 - present) Worked as a foreman overseeing detailed scheduling, skillful and meticulous site set-up, all activities of active on-site project management, labor, and safety. Key projects included National Airport, SESW freeway, WSSC projects, Previous: Civil Construction (11 years from 2002 - 2013) Held the position of General Superintendent and was responsible for overseeing all field operations including scheduling, work execution, planning, ordering materials, quantities consolidations, quality control, change order negotiations, etc.
e. Education: Degree(s)/Year/Specialization: High School degree in Portugal. GED in United States to get HS equivalency Associates Degree in Howard Community College in Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Prior to commencement of construction, John will hold the following certifications: Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) Project Title: MD-355 Southbound Bridge over I-495 Outer Loop Client: Maryland State Highway Administration Date: 2007 - 2008 Contract Value: \$4.5 million Location: Maryland Description: This complex project required careful work on a bridge over the outer loop of I-495. The Maryland 355 bridge over the capitol beltway required complete reconstruction including demolition, new deck installation, parapets, asphalt and sidewalk paving. Also included in the project was painting of the girders, traffic signal work, fence and barrier work. Careful traffic management was paramount at this extremely busy junction. Preventative erosion and sediment control measures were implemented.

Project Title: Roadway Widening of Kenilworth Ave from Ivy Lane North

Client: Maryland State Highway Administration

Date: 2008 - 2009 | Contract Value: \$2 million

Location: Maryland

Description: Widened shoulder to add one travel lane. Additional thru lane prevented bottleneck of traffic. Site prep, excavation, underdrain, placement of GAB gravel, placement of asphalt, traffic signal work, striping and signage, maintenance of traffic. General work managing erosion and sediment control was also involved.

Project Title: Concrete Barrier Emergency Repairs

Client: VDOT

Date: 2002 - 2006 | Contract Value: \$1 million/ year

Location: I-495, I-95, I-66, I-395 all in Virginia

Description: This project involved repairing barrier when it was damaged from accidents or had deterioration from weather or roadway salt. Any barriers that were defective or had other issues were also replaced. Managing traffic control and implementing safety precautions was of utmost importance during this type of work.

Project Title: Reconstruction of 14th Street and Park Road

Client: DDOT

Date: 2010 - 2012 | Contract Value: \$16 million

Location: Washington, DC

Description: Major utility reconstruction and storm drainage work was involved in this reconstruction job. This work required accurate and deliberate erosion and sediment control. The overall goal of this project was total reconstruction of roadway on park road from 17th to 14th street. Construction activities and upgrades included replacing sidewalks, installing granite curbs, asphalt paving, and installing signage, electrical work, and traffic signalization. 14th street from Columbia road to Newton Street NW included new sidewalks, curbs, asphalt, signage, electrical work, duct bank, and storm drain. Also encompassed was the installation of an interactive fountain feature and solar panels, along with other aesthetic and functional upgrades.

Project Title: Rock Creek and Potomac Parkway from P Street to Virginia Ave

Client: Federal Highway Administration

Date: 2008 - 2009 | Contract Value: \$ 4-5 million

Location: Washington, DC

Description: This project included bridge overlay, concrete patchwork on roadway, asphalt paving of a pedestrian trail, storm drainage, signage installation, electrical work, and a new traffic control system. Implemented erosion and sediment control plan.

ATTACHMENT 4.4.2

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Thomas P. D'Amour, Jr., Director of Operations, Electrical/IT Supervisor
b. Project Assignment: Electrical/ITS Supervising Technician
c. Name of Firm with which you are now associated: Portico Services, LLC
d. Years experience: With this Firm <u>7</u> Years With Other Firms <u>33</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: For almost four decades, I have held leadership roles including responsibility for overseeing large, seamless projects. My primary responsibilities include supervision of day to day activities, scheduling, quality control, and interfacing with customers. Resonsiple for ensuring client satisfaction and all subcontractor negotiations. Experience with major equipment purchases and systems design. 1973 – 1983 C. G. Estabrook, Inc. Electrical Contractor, General Manager 1983 – 2007 S. Rock/Estabrook Corp, Electrical Contractor, President 2007 – Present Portico Services, Electrical Contractor, Director of Operations
e. Education: Degree(s)/Year/Specialization: <ul style="list-style-type: none">• 1970 – 1973 University of Maryland, Education for Industry• 1974 George Washington University, Power System Design• Successful completion of OSHA training in electrical safety for Arc Flash Protection and Lockout/Tagout
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1984 / Master Electrician/ VA #27100224719; 1992 / Master Electrician / Maryland #4579
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Project Title: City of Newport News Signal Integration and Installation Contract No: VDOT F-76 Date: December 2011 to May 2013 Contract Value: \$8,800,000.00 Description: Supervisor, Portico Services, Prime Contractor As the project supervisor, I handled seamless operations of city-wide signal integration and installation. My primary responsibilities include overseeing day to day activities, scheduling, quality control, and interacting directly with customers. Additionally, I ensured client satisfaction and handle all subcontractor negotiations. Major equipment purchases and major systems design are also part of my core authorities. Project Title: City of Virginia Beach Signal Integration Date: November 2009 to May 2011 Contract Value: \$5,500,000.00 Description: Supervisor, Portico Services, Prime Contractor As the project supervisor, I monitored efficient operations of city-wide signal integration. I was in charge of overseeing day to day activities, scheduling, managing our team, and interacting directly with customers. I also ensured client satisfaction and managed all negotiations with subcontractors. Project Title: I-95 4 th Lane Widening, Northern Virginia Contract No: VDOT K-66 Date: March 2008 to October 2010 Contract Value: \$4,700,000.00 Description: Director, Shirley Contracting Prime, Portico Services, Subcontractor (Lighting, Signage, IT, Electrical Distribution) As the director and working as a subcontractor, I monitored skillful and well-organized installation of lighting, signage, IT, and electrical distribution on the I-95 4 th lane widening project for VDOT.

4.4.3

DPOR License Information of Key Personnel

ATTACHMENT 4.4.3

State Project No. (FO)0495-029-123, P101, C501

SCC and DPOR Information - Individuals

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 individuals listed are active and in good standing.

DPOR INFORMATION FOR INDIVIDUALS (RFP Sections 4.4.3.1 and 4.4.3.2)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Volkert, Inc.	Dennis Morrison, PE	Alexandria, VA	7716 Northington Ct Gainesville, VA 20155	Professional Engineer	0402 044791	06-30-2014
Volkert, Inc.	Phil Lohr, PE	Alexandria, VA	5400 Shawnee Rd, Ste 301 Alexandria, VA 22312	Professional Engineer	0402 046938	12-31-2015
Volkert, Inc.	Chris Blevins, PE	Alexandria, VA	19116 Musick Drive Bristol, VA 24202	Professional Engineer	0402 038111	01-31-2016
Volkert, Inc.	Mike Glickman, PE	Alexandria, VA	2211 Lamp Post Lane Frederick, MD 21701	Professional Engineer	0402 038666	07-31-2015
Volkert, Inc.	Matt Kaiser, PE	Alexandria, VA	5720 Nordeen Oak Ct Burke, VA 22015	Professional Engineer	0402 037672	12-31-2014
Volkert, Inc.	Rohit Ajmera, PE	Alexandria, VA	9463 Fairfax Blvd, Apt 301 Fairfax, VA 22031	Professional Engineer	0402 046618	06-30-2014
Volkert, Inc.	Cesar Vargas, PE	Alexandria, VA	10 Palomino Place Fredericksburg, VA 22406	Professional Engineer	0402 021932	01-31-2015
Volkert, Inc.	Harshit Thaker, PE	Alexandria, VA	12921 Ethel Rose Way Boysds, MD 20841	Professional Engineer	0402 049174	06-30-2014
Volkert, Inc.	Joe Marsh, PE	Mobile, AL	3809 Moffett Rd Mobile, AL 36618	Professional Engineer	0402 049887	04-30-2014
Portico Services, LLC	Tom D'amour, ME	Manassas, VA	10101 Grosvenor Place, L06 Rockville, MD 20852	Master Electrician	2710 024719	10-31-2014
Geoncepts Engineering, Inc.	Paul Purkart, PE	Ashburn, VA	19955 Highland Vista Drive, Suite 170 Ashburn, VA 20147	Professional Engineer	0402 021556	03-31-2014

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

EXPIRES ON

06-30-2014

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

NUMBER

0402044791

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

DENNIS C MORRISON
7716 NORTHINGTON CT
GAINESVILLE, VA 20155



Gordon N. Dixon
Gordon N. Dixon, Director

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PROFESSIONAL ENGINEER LICENSE

PHILIP M LOHR
VOLKERT & ASSOCIATES, INC.
5400 SHAWNEE RD
STE 301
ALEXANDRIA, VA 22312



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**CHRIS VERNON BLEVINS SR
19116 MUSICK DRIVE
BRISTOL, VA 24202**



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PROFESSIONAL ENGINEER LICENSE

MICHAEL GLICKMAN
2211 LAMP POST LANE
FREDERICK, MD 21701



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**MATTHEW JOHN KAISER
5720 NORDEEN OAK CT
BURKE, VA 22015**



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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

ROHIT AJMERA
9463 FAIRFAX BLVD APT #301
APT 301
FAIRFAX, VA 22031



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01-31-2015

NUMBER

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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

CESAR ENRIQUE VARGAS
10 PALOMINO PLACE
FREDERICKSBURG, VA 22406



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06-30-2014

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

NUMBER

0402049174

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
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PROFESSIONAL ENGINEER LICENSE

HARSHIT KARTIKEY THAKER
12921 ETHEL ROSE WAY
BOYDS, MD 20841



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Gordon N. Dixon, Director

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EXPIRES ON
04-30-2014

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Telephone: (804) 367-8500

NUMBER
0402049887

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

JOSEPH DAVID MARSH
VOLKERT, INC.
3809 MOFFETT RD
MOBILE, AL 36618



Debra N. Davis
Debra N. Davis, Director

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COMMONWEALTH OF VIRGINIA
BOARD FOR APPLICANTS
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402049887 EXPIRES: 04-30-2014

JOSEPH DAVID MARSH
VOLKERT, INC.
3809 MOFFETT RD
MOBILE, AL 36618



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POCKET CARD

COMMONWEALTH OF VIRGINIA
BOARD FOR CONTRACTORS
TRADESMAN

MASTER ELECTRICIAN
NUMBER: 2710024719 EXPIRES: 12-31-2014

THOMAS PHILIP D'AMOUR JR.
10101 GROSVENOR PLACE
L06
ROCKVILLE, MD 20852



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9902 Mayland Dr., Suite 400, Richmond, VA 23233

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EXPIRES ON
03-31-2014

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

NUMBER
0402021556

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

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



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA
BOARD FOR APPLSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402021556 EXPIRES: 03-31-2014

PAUL EDWARD BURKART
GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
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(FOLD)

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
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4.4.4

DBE Participation



4.4.4 DBE Requirements: Fort Myer Construction Corporation is committed to achieving the 11 percent (11%) DBE participation goal for the entire value of the contract. Not only are we meeting that goal, our current proposed DBE subcontracting plan significantly exceeds the goal and is as follows:

Portico Reality Services, LLC (VDOT DBE certification number 658429) will be performing approximately 23% of the contract value. They will be performing the electrical, ITS, DMS, and CCTV work on the project.

GeoConcepts Engineering Inc. (VDOT DBE certification number 626642) will be performing a little over 1% of the contract value. Their work on the project includes the geotechnical testing.

4.4.5

Proposal Schedule

Proposal Schedule

Proposal Schedule Narrative



4.5.4 – Proposal Schedule Narrative

Pre-Construction

The I-495 Northern Section Shoulder Use Project schedule has been developed using Primavera P6, compatible with VDOT's scheduling software. The following settings have been used:

- Schedule units are work days (8 hours)
- Retained logic scheduling methodology
- Calculates start-to-start lags from early start
- Critical path is set to longest path
- Total float equals late finish minus early finish

The schedule is based on:

- A 5-day work week
- A 7-day calendar for design and submittals
- Durations include time lost due to normal weather. Work day durations reflect increases due to lost days
- Saturday and second shift work may be implemented when needed

The project has been scheduled to achieve the following completion dates:

- Interim milestone – December 31, 2014
- Final completion – June 30, 2015

As requested, the attached schedule shows in detail the design and construction of the shoulder lane. The remaining schedule is shown in sufficient detail to provide a description of the construction work and installation of Intelligent Transportation System (ITS).

Some of the work identified in different phases is scheduled to progress concurrently.

Design Phase

During this phase the scope of the project will be validated including identification of supplemental survey work to be completed by April 15, 2014 (under a separate land use permit). Concurrent with or upon completion of any required survey, the design will be accomplished, the maintenance of traffic plans will be initiated, and the public involvement plan will be developed and implemented. Right-of-way acquisition is not anticipated for this project. A submittal package will be prepared for VDOT that will include engineering design, E&S controls, MOT plan, and construction schedule for approval. It is anticipated that work in this phase, including VDOT plan approval, will be completed by May 30, 2014.

Construction Phase

This phase will begin with the installation of traffic control and erosion and sediment control devices. The existing outside shoulder will be saw cut at the edge of pavement and removed to full depth. New full-depth pavement will be constructed for the shoulder, which will become part of the outside travel lane in the final configuration. Full-depth joint repairs will be done next. This will be followed by mill and overlay of the main lanes (one lane at a time) and striping of the lanes. Upon completion of the overlay operations, modifications to storm drains, concrete barrier and guardrail will be constructed. Landscaping and permanent signs will be installed. It is anticipated that this work will be completed by November 25, 2014.

Intelligent Transportation System

Based on the approved plans, a separate package will be prepared and submitted to VDOT for approval of ITS material. During



the construction of full-depth shoulder, ITS structural foundations and conduits will be installed. On completion of the pavement markings ITS structures and devices will be installed. It is anticipated that this work will be completed (including the 15-day testing period) by December 31, 2014.

Post Interim Completion Period

During this period the ITS system will be tested (i.e., the 60-day testing period). Any seasonal landscaping plans will be completed and the project and any items remaining on the punch-list will be finished. The project will be completed on or before the required completion date of June 30, 2015.

Delay Avoidance

The project has the potential for delays resulting from the following potential conditions:

- Severe winter weather conditions
- Conflicts with unknown utilities
- Delays in the acquisition of regulatory agency approvals or permits

The above items will be closely monitored and included in schedule updates. Potential delays will be addressed proactively at the earliest possible time.

DBE Participation

The baseline schedule will identify activities performed or partially performed by DBE firms.

Critical Path

The critical path report located on the following pages shows logical relationships, durations, and critical path based on the longest path and interim milestones.

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float	A M J J A S O N D J F M A M J J A S O N D J F M A											
A1350	FURNISH AND INSTALL SURFACE ASPHALT (SHOULDER USE LANE)	5	15-Oct-14	22-Oct-14	3	■ FURNISH AND INSTALL SURFACE ASPHALT (SHOULDER USE LANE)											
A1370	FURNISH AND INSTALL SURFACE ASPHALT - THRU LANE #01	5	20-Oct-14	27-Oct-14	3	■ FURNISH AND INSTALL SURFACE ASPHALT - THRU LANE #01											
A1380	FURNISH AND INSTALL SURFACE ASPHALT - THRU LANE #02	4	23-Oct-14	29-Oct-14	3	■ FURNISH AND INSTALL SURFACE ASPHALT - THRU LANE #02											
A1390	FURNISH AND INSTALL SURFACE ASPHALT - THRU LANE #03	4	27-Oct-14	31-Oct-14	3	■ FURNISH AND INSTALL SURFACE ASPHALT - THRU LANE #03											
A1400	FURNISH AND INSTALL SURFACE ASPHALT - THRU LANE #04	4	29-Oct-14	04-Nov-14	3	■ FURNISH AND INSTALL SURFACE ASPHALT - THRU LANE #04											
A1410	FURNISH AND INSTALL SURFACE ASPHALT - SHOULDER	4	04-Nov-14	10-Nov-14	3	■ FURNISH AND INSTALL SURFACE ASPHALT - SHOULDER											
A1415	FURNISH AND INSTALL HIGH FRICTION SURFACE COATING	5	10-Nov-14	17-Nov-14	29	■ FURNISH AND INSTALL HIGH FRICTION SURFACE COATING											
A1420	PERMANENT STRIPING	5	17-Nov-14	24-Nov-14	29	■ PERMANENT STRIPING											
DRAINAGE/GUARDRAIL		95	10-Jul-14	20-Nov-14	31	▼ 20-Nov-14, DRAINAGE/GUARDRAIL											
A1480	FURNISH AND INSTALL DRAINAGE ITEMS (OUTLET PIPE/ENDWALLS)	20	10-Jul-14	07-Aug-14	10	■ FURNISH AND INSTALL DRAINAGE ITEMS (OUTLET PIPE/ENDWALLS)											
A1490	FURNISH AND INSTALL ALL NEW GUARDRAIL	3	17-Nov-14	20-Nov-14	31	■ FURNISH AND INSTALL ALL NEW GUARDRAIL											
ITS/CCTV/DMS		215	30-May-14	31-Dec-14	1	▼ 31-Dec-14, ITS/CCTV/DMS											
PRE-CONSTRUCTION		166	30-May-14	12-Nov-14	1	▼ 12-Nov-14, PRE-CONSTRUCTION											
A1510	FURNISH ITS/DMS/CCTV SUBMITTALS BASED ON APPROVED PLANS	0	30-May-14	30-May-14	1	■ FURNISH ITS/DMS/CCTV SUBMITTALS BASED ON APPROVED PLANS											
A1520	VDOT APPROVAL OF ITS/DMS/CCTV MATERIAL ITEMS	21	30-May-14	20-Jun-14	1	■ VDOT APPROVAL OF ITS/DMS/CCTV MATERIAL ITEMS											
A1530	FABRICATION OF ITS/DMS/CCTV STRUCTURES	145	20-Jun-14	12-Nov-14	1	■ FABRICATION OF ITS/DMS/CCTV STRUCTURES											
A1540	ITS MATERIAL STRUCTURES ARRIVE ON SITE	0	12-Nov-14	12-Nov-14	1	■ ITS MATERIAL STRUCTURES ARRIVE ON SITE											
CONSTRUCTION		194	20-Jun-14	31-Dec-14	1	▼ 31-Dec-14, CONSTRUCTION											
A1550	LAYOUT OF ITS/CCTV/DMS SYSTEM CONDUITS AND STRUCTURES	5	20-Jun-14	27-Jun-14	24	■ LAYOUT OF ITS/CCTV/DMS SYSTEM CONDUITS AND STRUCTURES											
A1560	FURNISH AND INSTALL ITS/CCTV/DMS STRUCTURE FOUNDATIONS	25	27-Jun-14	01-Aug-14	24	■ FURNISH AND INSTALL ITS/CCTV/DMS STRUCTURE FOUNDATIONS											
A1570	FURNISH AND INSTALL ITS/CCTV/DMS CONDUITS AND PULL CABLE	70	04-Jul-14	10-Oct-14	24	■ FURNISH AND INSTALL ITS/CCTV/DMS CONDUITS AND PULL CABLE											
A1580	FURNISH AND INSTALL ITS/CCTV/DMS STRUCTURES, DEVICES AND INTEGRATION	24	12-Nov-14	16-Dec-14	1	■ FURNISH AND INSTALL ITS/CCTV/DMS STRUCTURES, DEVICES AND INTEGRATION											
A1585	15 DAY VDOT TESTING PERIOD FOR ITS/DMS/CCTV SYSTEM	15	16-Dec-14	31-Dec-14	1	■ 15 DAY VDOT TESTING PERIOD FOR ITS/DMS/CCTV SYSTEM											
POST INTERIM COMPLETION PERIOD		182	31-Dec-14	30-Jun-15	0	▼ 30-Jun-15, POST INTERIM COMPLETION PERIOD											
A1595	60 DAY VDOT TESTING PERIOD FOR ITS/DMS/CCTV SYSTEM	60	31-Dec-14	01-Mar-15	1	■ 60 DAY VDOT TESTING PERIOD FOR ITS/DMS/CCTV SYSTEM											
A1600	INTERIM MILESTONE	0		31-Dec-14	2	◆ INTERIM MILESTONE											
A1610	PUNCH LIST	128	31-Dec-14	29-Jun-15	2	■ PUNCH LIST											
A1620	INTELLIGENT TRANSPORTATION SYSTEM ACCEPTANCE TESTING AND APPROVAL	87	02-Mar-15	30-Jun-15	0	■ INTELLIGENT TRANSPORTATION SYSTEM ACCEPTANCE TESTING AND APPROVAL											
A1630	FINAL COMPLETION	0		30-Jun-15	0	◆ FINAL COMPLETION											

■ Actual Work
 ■ Critical Remaining Work
 ▼ Summary
■ Remaining Work
 ◆ Milestone

4.4.6

Schedule of Items

Attachment 4.4.6
State Project (FO) 0495-029-123, P101, C501

SCHEDULE OF ITEMS

This Schedule of Items shall identify the total material quantities and costs of each proposed pay item, using item codes and units of measure that are consistent with VDOT's list of standard and non-standard item codes. Any pay items considered for price adjustments shall be identified. The values and quantities shall be clearly supported by the escrowed pricing documents.

Date: 3/14/2014

VDOT Item Code ¹	Item Description	Fuel (F) or Price (P) Adjustment	App Quantity	Unit ¹	Budgeted Cost (\$)
00100	Mobilization (Construction)		1	LS	\$ 759,159.94
24290	Maintenance of Traffic		1	LS	\$ 507,999.99
00104	Design Fees		1	LS	\$ 1,228,946.11
25593	Quality Assurance (Construction)		1	LS	\$ 407,343.13
25595	Quality Control (Construction)		1	LS	\$ 222,010.16
00101	Construction Survey		1	LS	\$ 83,253.81
00120	REGULAR EXCAVATION	F	7679	CY	\$ 337,415.26
00140	BORROW EXCAVATION	F	450	CY	\$ 23,584.50
00588	UNDERDRAIN UD-4		4848	LF	\$ 53,812.80
00595	OUTLET PIPE		121	LF	\$ 5,372.40
00596	ENDWALL EW-12		3	EA	\$ 5,994.27
10017	CEM S AGR BAS MATL TY I N 21A		1652	TON	\$ 81,460.12
10128	AGGR BASE MATL TY I NO 21B		4082	TON	\$ 150,748.26
11181	Full Depth Patch Repairs		840	SY	\$ 154,660.80
10499	NS PAVEMENT HIGH FRICTION SURFACE COURSE		11146	SY	\$ 266,055.22
10598	NS ASPHALT CONCRETE TY BM-25 0D + 0.4	P F	35154	TON	\$ 3,427,866.54
10628	FLEXIBLE PAVE PLANING 0"-2"	F	1206	SY	\$ 3,352.68
10629	FLEXIBLE PAVE PLANING ABOVE 2"-4"	F	54201	SY	\$ 240,652.44
10631	NS FLEXIBLE PAVEMENT PLANING ABOVE 4"	F	12100	SY	\$ 73,931.00
10651	STONE MATRIX ASP SMA-9.5(76-22)	P F	6614	TON	\$ 1,079,272.52
11071	NS SAW-CUT HYDR CEM CONC PAVE		12825	LF	\$ 42,707.25
11150	GRAVITY FILL POLYMER CRACK SEALING		9610	LF	\$ 74,669.70
13320	GUARDRAIL GR-2		525	LF	\$ 10,899.00
13392	FIXED OBJECT ATTACH GR-FOA-2 TY I		1	EA	\$ 1,764.98
13393	FIXED OBJECT ATTACH GR-FOA-2 TY II		1	EA	\$ 732.63
13460	MEDIAN BARRIER MB-7D		3111	LF	\$ 318,597.51
13478	NS MEDIAN BARRIER -- REFACE NB SIDE OF DOUBLE BARRIER (MOD DETAIL 2)		7712	LF	\$ 749,992.00
17451	GUARDRAIL DELINEATOR		7	EA	\$ 116.55
27022	TOPSOIL CLASS B 2"		0.6	ACRE	\$ 10,989.50
27102	REGULAR SEED		115	LB	\$ 1,276.50
27103	OVERSEEDING		70	LB	\$ 854.70
27210	FERTILIZER (10-20-10)		0.15	TON	\$ 183.16
27250	LIME		1.2	TON	\$ 1,998.00
66927	NS BRIDGE SUBSTRUCTURE -- TL-5 PIER PROTECTION SYSTEM ST'D BPPS-1, OLD DOMINION DR		1	LS	\$ 24,115.85
66927	NS BRIDGE SUBSTRUCTURE -- TL-5 PIER PROTECTION SYSTEM ST'D BPPS-1, GEORGETOWN PK, I		1	LS	\$ 39,462.31
66927	NS BRIDGE SUBSTRUCTURE -- TL-5 PIER PROTECTION SYSTEM ST'D BPPS-1, GEORGETOWN PK, I		1	LS	\$ 39,462.31
66927	NS BRIDGE SUBSTRUCTURE -- TL-5 PIER PROTECTION SYSTEM ST'D BPPS-1, LIVE OAK DR, NB & S		1	LS	\$ 21,923.50
70520	NS ENVIR PROTECTION -- EROSION & SEDIMENT CONTROL		1	LS	\$ 24,421.12
85004	NS GLARE SCREEN (24")		4708	LF	\$ 151,220.96
85004	NS GLARE SCREEN (30")		4708	LF	\$ 158,942.08
85004	NS REMOVE GLARE SCREEN		7712	LF	\$ 30,308.16
85012	NS SPECIAL DESIGN MOVABLE BARRIER		1	EA	\$ 155,677.82
24160	CONSTRUCTION SIGNS		500	SF	\$ 12,210.00
24290	TRAFFIC BARRIER SER. CONC		8000	LF	\$ 257,920.00
50108	SIGN PANEL		1714	SF	\$ 60,881.28

50902	NS TRAFFIC SIGN, DMS STRUCTURE TYPE 1 FULL SPAN (105')		1	EA	\$ 139,795.36
50902	NS TRAFFIC SIGN, DMS STRUCTURE TYPE 1 FULL SPAN (160')		1	EA	\$ 147,842.11
50902	NS TRAFFIC SIGN, DMS STRUCTURE TYPE 2 ON POLE (BUTTERFLY)		1	EA	\$ 61,091.65
50902	NS TRAFFIC SIGN, DMS STRUCTURE TYPE 3 (32')		1	EA	\$ 70,555.94
50902	NS TRAFFIC SIGN, CANTILEVER (50')		4	EA	\$ 291,685.84
50902	NS TRAFFIC SIGN, CANTILEVER (40')		1	EA	\$ 66,187.89
50902	NS TRAFFIC SIGN, CANTILEVER (20')		5	EA	\$ 185,445.10
50902	NS TRAFFIC SIGN, CANTILEVER (15')		3	EA	\$ 102,528.72
51260	NS CONCRETE FOUNDATION TRAFFIC SIGNS		260	CY	\$ 324,113.40
51963	NS REMOVE EXISTING SIGN (STA 149+15)		1	EA	\$ 2,828.41
51963	NS REMOVE EXISTING SIGN FROM BRIDGE		3	EA	\$ 7,594.98
54042	TY B CL I PAVE. LINE MARK. 24"		384	LF	\$ 3,260.16
54075	TY B CL VI PAVE. LINE MARK. 4"		200	LF	\$ 754.00
54076	TY B CL VI PAVE. LINE MARK. 6"		34673	LF	\$ 132,450.86
54077	TY B CL VI PAVE. LINE MARK. 8"		1425	LF	\$ 7,039.50
54078	TY B CL VI PAVE. LINE MARK. 12"		675	LF	\$ 5,319.00
54105	ERAD. OF EXIST PAVE MARKING		26796	LF	\$ 26,528.04
54217	SNOW PLOW RAISED PAVE MARK ASPH CONC		443	EA	\$ 14,065.25
54554	CONSTR PAVE MARK (TY F,CL I) 8"		6600	LF	\$ 4,224.00
54568	NS CONSTR P M TY F (CL I) 6"		67716	LF	\$ 28,440.72
56042	NS CONDUIT POWER LINES FOR SIGNS - TWO 2" CONDUITS		3000	LF	\$ 33,300.00
56205	TEST BORE		19	EA	\$ 32,901.92
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL LED FULL MATRIX WALK-IN ACCESS, TYPE 1 SIGN		2	EACH	\$ 247,141.72
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL LED FULL MATRIX FRONT ACCESS, TYPE 2 SIGN		1	EACH	\$ 65,333.15
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL LED, TYPE 3 SIGN		1	EACH	\$ 25,621.08
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL LED, TYPE 4 SIGN		9	EACH	\$ 297,975.33
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL HARDENED ETHERNET SWITCH		4	EACH	\$ 19,394.80
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL POLE MOUNTED ROADSIDE DMS CABINET		2	EACH	\$ 22,349.76
59071	NS COMMUNICATION EQUIP. FURNISH AND INSTALL FIBER OPTIC CABLE		300	LF	\$ 999.00
56205	TEST BORE		8	EACH	\$ 13,853.44
59050	NS COMMUNICATION EQUIP. CCTV CAMERA (DIGITAL)		6	EACH	\$ 75,641.10
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL POLE MOUNTED ROADSIDE CCTV CABINET PER		6	EACH	\$ 98,912.22
59050	NS COMMUNICATION EQUIP. CCTV 50' POLE		8	EACH	\$ 118,482.40
51260	NS CONCRETE FOUNDATION CCTV 50' POLE		26	CY	\$ 32,411.34
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL HARDENED ETHERNET SWITCH		6	EACH	\$ 29,092.20
51960	NS INSTALL ELECTRICAL SERVICE SE-9		2	EACH	\$ 34,518.14
55020	2 CONDUCTOR CABLE		24000	LF	\$ 79,920.00
55588	JUNCTION BOX JB-S3		15	EACH	\$ 18,882.00
56030	2" CONDUIT		14000	LF	\$ 77,700.00
56038	4" CONDUIT		14000	LF	\$ 108,780.00
56052	BORED CONDUIT 4"		6720	LF	\$ 193,939.20
56200	TRENCH EXCAVATION ECI-1		7000	LF	\$ 54,390.00
59050	NS COMMUNICATION EQUIP. JUNCTION BOX (FIBER OPTIC)		27	EACH	\$ 33,987.60
59050	NS COMMUNICATION EQUIP. UNDERGROUND SPLICE ENCLOSURE		12	EACH	\$ 16,544.16
59050	NS COMMUNICATION EQUIP. PRE-TERMINATED FIBER PATCH PANEL		3	EACH	\$ 5,401.50
59050	NS COMMUNICATION EQUIP. FIBER DISTRIBUTION CENTER		1	EACH	\$ 6,926.72
59071	NS COMMUNICATION EQUIP. CONDUCTOR CABLE FIBER OPTIC 48 STRAND SINGLE MODE		7000	LF	\$ 23,310.00
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL POLE MOUNTED ROADSIDE LCS CABINET		9	EACH	\$ 68,574.51
59050	NS COMMUNICATION EQUIP. FURNISH AND INSTALL HARDENED ETHERNET SWITCH		9	EACH	\$ 43,638.30
59050	NS COMMUNICATION EQUIP. CCTV CAMERA (DIGITAL) - FIXED		28	EACH	\$ 275,412.48
59050	NS COMMUNICATION EQUIP. SERVER FOR ANALYTICS FOR SLMS		1	EACH	\$ 34,411.57
59050	NS COMMUNICATION EQUIP. ANALYTICS LICENSE FOR MONITORING AND ALARMS		1	EACH	\$ 34,411.57
59050	NS COMMUNICATION EQUIP. WORK STATIONS FOR MONITORING		3	EACH	\$ 33,301.53
59050	NS COMMUNICATION EQUIP. PRE-TERMINATED FIBER PATCH PANEL		4	EACH	\$ 7,202.00
59050	Temporary Lighting		1	LS	\$ 16,650.76
56030	1" Metal Conduit		1120	LF	\$ 18,648.00

56030	8 Conductor Cable		10000	LF	\$ 22,200.00
59050	Furnish and Install Pole Mounted Roadside CCTV Fix		15	EA	\$ 114,209.85
59050	Furnish and Install Grd. Mounted Cabinet		2	EA	\$ 26,274.90
TOTAL					\$ 15,388,614.00

⁶ Use five-digit item codes and units of measure that are consistent with VDOT's list of standard and non-standard item codes (i.e. 00100-Mobilization; 00120-Regular Excavation, etc...).

4.4.7

Monthly Payment Schedule



FORT MYER CONSTRUCTION CORPORATION

2237 33rd Street, NE • Washington, DC 20018-1594 • (202) 636-9535 • FAX (202) 526-8572

April 3, 2014

**I-495 Northern Section Shoulder Use
Project No. (FO) 0495-029-123,P101, C501**

Monthly Draw

Month	Year	Monthly Draw	Cumulative Draw
June	2014	\$ 1,700,000.00	\$ 1,700,000.00
July	2014	\$ 1,800,000.00	\$ 3,500,000.00
August	2014	\$ 1,800,000.00	\$ 5,300,000.00
September	2014	\$ 2,000,000.00	\$ 7,300,000.00
October	2014	\$ 2,200,000.00	\$ 9,500,000.00
November	2014	\$ 2,600,000.00	\$ 12,100,000.00
December	2014	\$ 1,750,000.00	\$ 13,850,000.00
January	2014	\$ 900,000.00	\$ 14,750,000.00
February	2015	\$ 250,000.00	\$ 15,000,000.00
March	2015	\$ 150,000.00	\$ 15,150,000.00
April	2015	\$ 100,000.00	\$ 15,250,000.00
May	2015	\$ 70,000.00	\$ 15,320,000.00
June	2015	\$ 50,000.00	\$ 15,370,000.00
July	2015	\$ 18,614.00	\$ 15,388,614.00

4.4.8

Escrow Proposal Documents

4.4.8 – Escrow Proposal Documents

Included on the following page is Attachment 11.7.1, Escrow Proposal Documents Checklist. The Escrow Proposal Document is included separately in a sealed package.

ATTACHMENT 11.7.1

ESCROW PROPOSAL DOCUMENTS CHECKLIST

**Project Name: I-495 Northern Section Shoulder Use in
Fairfax County, Virginia
Contract ID Number: C00105130DB72**

➤ Format:

- Usual cost estimating format as long as information is clearly presented and ascertainable
- Submitted in the language (i.e., English) of the Specifications

➤ Subcontractors

- If Offeror's Proposal is based upon subcontracting any part of the work, each subcontractor whose total subcontract price exceeds ten percent (10%) of the Total Proposal Price proposed by the Offeror, shall provide separate Escrow Documents to be included with those of the Offeror. Such documents shall be opened and examined in the same manner and at the same time as the examination described above for the highest-scored Offeror.

➤ Cost Items (All costs shall be identified)

- Clearly itemizes the estimated costs of performing the work of each item contained in Offeror's schedule of values.
- Cost items shall be separated into sub-items as required to present a detailed cost estimate and allow a detailed cost review.

- Includes estimates for:
 - design professionals and consultants itemized by discipline both for development of the design
 - all quantity take-offs
 - crew size and shifts
 - equipment
 - calculations of rates of production and progress
 - copies of quotes from subcontractors and suppliers
 - memoranda, narratives, drawings and sketches showing site or work area layouts and equipment
 - add/deduct sheets
 - geotechnical reviews and consultant reports
 - all other information used by the Offeror to arrive at the prices contained in the Proposal.

- Broken down into estimate categories for each bid items such as direct labor, repair labor, equipment ownership and operation, expendable materials, permanent materials and subcontract costs as appropriate. Plant and equipment, indirect costs, bond rates and calculations, insurance costs and financing should be detailed.

- Allocation of indirect costs, contingencies, and mark-up shall be identified.

- For cost items amounting to less than \$10,000, estimated unit costs are acceptable without a detailed cost estimate, provided that labor, equipment, materials and subcontracts, as applicable, are included, and provided that indirect costs, contingencies, and mark-up, as applicable, are allocated.



Submitted by



**FORT MYER
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