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
VDOT

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 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.

<table>
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<th>Letter of Submittal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
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<tr>
<td>Offeror’s full legal name and address</td>
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<td>Section 4.1.1</td>
<td>4</td>
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<tr>
<td>Authorized representative’s original signature</td>
<td>NA</td>
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<td>Declaration of intent</td>
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<td>NA</td>
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<td>Point of Contact information</td>
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<tr>
<td>Principal Officer information</td>
<td>NA</td>
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<td>Offeror’s Corporate Structure</td>
<td>NA</td>
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<td>5</td>
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<tr>
<td>Full Legal Name of Lead Contractor and Lead Designer</td>
<td>NA</td>
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<td>Offeror’s VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.1.8</td>
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</tr>
<tr>
<td>DBE statement confirming Offeror is committed to achieving the required DBE goal</td>
<td>NA</td>
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<td>5</td>
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<tr>
<td>Interim and Final Completion Date(s)</td>
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<td>Form (if any)</td>
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<td>Page Reference</td>
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<td>Offeror’s VDOT prequalification information</td>
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<td>Evidence of obtaining bonding</td>
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</tr>
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<td>Full size copies of DPOR licenses and SCC registrations</td>
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<td>SCC registration information - businesses</td>
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<td>DPOR registration information - businesses</td>
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<td>Compliance Statement</td>
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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

   Jose Rodriguez, President
   Fort Myer Construction Corporation

   ____________________________
   March 12, 2014
   DATE
Letter of Submittal
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

[Signature]
Manuel Fernandes, FMCC Vice President
mfernandes@fortmyer.com
4.2.1

Affiliated and Subsidiary Companies
ATTACHMENT 4.2.1
State Project No. (FO) 0495-029-123, P101, C501

Affiliated and Subsidiary Companies of the Offeror

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

<table>
<thead>
<tr>
<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
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<tbody>
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</table>

[X] The Offeror does not have any affiliated or subsidiary companies.

☐ Affiliated and/ or subsidiary companies of the Offeror are listed below.
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       Jose Rodriguez, President
Date            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.

[Signature] 3/12/14  Senior Vice President
[Date]  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.

\[Signature\] \hspace{1cm} \[Date\] \hspace{1cm} \[President\] \hspace{1cm} \[Title\]

GeoConcepts Engineering, 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.

[Signature] 3/13/2014 [President and CEO]
[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.  

[Signature] [Date]  
DIRECTOR  

[Signature]  
Name of Firm  

Page 11
4.2.3

Prequalification Certificate
F375
G. H. FOLTZ CONTRACTING, INC.
PREQ. EXP : 05/31/2014

--PREQ ADDRESS --------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
P.O. BOX 337
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.
WASHINGTON, DC 20018-1594
PHONE : 202-636-9535
FAX : 202-526-8572

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 # C0010S130DB72

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,

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

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

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

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

- In Unlimited Amounts -

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

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

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

WESTERN SURETY COMPANY

Paul T. 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, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinafore set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 12th day of March 2014.

WESTERN SURETY COMPANY

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, Clerk of the Commission

CISECOM
Document Control Number: 1402285695
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:

Clerk of the Commission

CIS0505
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, Clerk of the Commission

CISECOM
Document Control Number: 1311155890
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:
That GeoConcepts Engineering, Inc. is duly incorporated under the law of the Commonwealth of Virginia;
That the date of its incorporation is February 25, 1999;
That the period of its duration is perpetual; and
That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

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

Joel H. Peck, Clerk of the Commission
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:

[Signature]
Clerk of the Commission
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:

[Signature]
Clerk of the Commission
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

LLF/NCAPT
CIS0345
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
08-31-2014

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

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

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

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

Gordon N. Dixon, Director
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.

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
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<td>Fort Myer Construction Corporation</td>
<td>0150814-2</td>
<td>Corporation</td>
<td>Active, In Good Standing</td>
<td>2237 33rd Street NE Washington, DC 20018</td>
<td>Class A Contractor</td>
<td>2701 015396</td>
<td>08-31-2014</td>
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<tr>
<td>Volkert, Inc.</td>
<td>F136659-2</td>
<td>Foreign Corporation</td>
<td>Active, In Good Standing</td>
<td>5400 Shawnee Rd Alexandria, VA 22312</td>
<td>ENG, LA</td>
<td>0407 0022610</td>
<td>12-31-2015</td>
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<tr>
<td>Volkert, Inc.</td>
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<td>Foreign Corporation</td>
<td>Active, In Good Standing</td>
<td>3809 Moffett Rd, Suite 102 Mobile, AL 36618</td>
<td>ENG</td>
<td>0411 000940</td>
<td>02-29-2016</td>
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<tr>
<td>GeoConcepts Engineering, Inc.</td>
<td>0516767-1</td>
<td>Corporation</td>
<td>Active, In Good Standing</td>
<td>19955 Highland Vista Drive, Suite 170 Ashburn, VA 20147</td>
<td>ENG</td>
<td>0407 004404</td>
<td>12-31-2015</td>
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<td>DMY Engineering Consultants, Inc.</td>
<td>0768895-5</td>
<td>Corporation</td>
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<td>45662 Terminal Drive, Suite 110 Dulles, VA 20166</td>
<td>ENG</td>
<td>0407 005631</td>
<td>12-31-2015</td>
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<tr>
<td>Portico Services LLC</td>
<td>T024783-5</td>
<td>Foreign Limited Liability Company</td>
<td>Active, In Good Standing</td>
<td>10126 Residency Road Manassas, VA 20110</td>
<td>Class A Contractor</td>
<td>2705 112923</td>
<td>02-28-2015</td>
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4.2.6

Similar Experience
**ATTACHMENT 4.2.6(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-66 Pavement Rehabilitation</td>
<td>Name: Volkert, Inc. served as the lead designer.</td>
<td>Name of Client/Owner: Virginia Department of Transportation Phone: 703-259-1995 Project Manager: Susan Shaw, P.E. Phone: 703-259-1995 Email: <a href="mailto:Susan.shaw@VDOT.virginia.gov">Susan.shaw@VDOT.virginia.gov</a></td>
<td>November 2012</td>
<td>August 2012</td>
<td>$38,000</td>
<td>$46,000</td>
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**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.

**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.

**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

**Lead Contractor:** Fort Myer Construction Corporation

**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

**Notes:**

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

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

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

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

Lead Contractor: Fort Myer Construction Corporation

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.

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)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
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<tr>
<td>New York Avenue, NE from Florida Avenue/4th, Penn and Neal Streets</td>
<td>T.Y. Lin</td>
<td>District of Columbia Department of Transportation</td>
<td>Dec. 2012</td>
<td>Oct. 2013</td>
<td>$25,000</td>
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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:
## ATTACHMENT 4.2.6(b)
### LEAD DESIGNER - WORK HISTORY FORM

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)</th>
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<tbody>
<tr>
<td>Chattanooga Area ITS Early Deployment</td>
<td>Mastec, Inc.</td>
<td>Tennessee Department of Transportation Phone: (423) 892-3430 Project Manager: Ken Flynn Phone: (423) 892-3430 Email: <a href="mailto:ken.flynn@tn.gov">ken.flynn@tn.gov</a></td>
<td>2007</td>
<td>2007</td>
<td>$3,883</td>
<td>$154</td>
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### 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, 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**

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<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)</th>
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<tr>
<td>Name: I-66 Rehabilitation Design-Build</td>
<td>Name: Fort Myer Construction Corporation</td>
<td>Name of Client: Virginia Department of Transportation Phone: (703) 259-1995 Project Manager: Susan Shaw, P.E. Phone: (703) 259-1995 Email: <a href="mailto:susan.shaw@VDOT.virginia.gov">susan.shaw@VDOT.virginia.gov</a></td>
<td>November 2012</td>
<td>August 2012</td>
<td>$38,000</td>
<td>$1,150</td>
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<td>Location: Route 50 to Capital Beltway Fairfax County, Virginia</td>
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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/geometry, drainage, ITS, and lighting improvements. Volkert also conducted a site inventory and developed signing, striping, signal 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.

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 well so 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)*

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<th>f. Construction Contract Value (in thousands) (Original)</th>
<th>f. Construction Contract Value (Actual or Estimated)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
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<tbody>
<tr>
<td>I-295 Rehabilitation</td>
<td>Fort Myer Construction Corporation</td>
<td>District Department of Transportation Project Manager: Samuel Olatunji Phone: (202) 671-4637 Email: <a href="mailto:samuel.olatunji@dc.gov">samuel.olatunji@dc.gov</a></td>
<td>2004</td>
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<td>$25,734</td>
<td>$25,103</td>
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**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.**

1-295 (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
LOCATION MAP
FAIRFAX COUNTY

PROPOSED PROJECT
I-495
ACQUISITION OF RIGHT OF WAY.
OF CONSTRUCTION OR THE
TO BE USED FOR ANY TYPE
AND UNAPPROVED AND ARE NOT
THESE PLANS ARE UNFINISHED
MARCH 14, 2014
CONCEPTUAL PLANS

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 MANAGER

Whitman Requardt & Associates (703) 293-9717

0495-029-123

C501

VDOT
Paul Nishimoto (571) 483-2622

3/13/2014

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**INDEX OF SHEETS**

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
<th>STATIONS</th>
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<tbody>
<tr>
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<td>TITLE SHEET</td>
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<tr>
<td>I</td>
<td>LOCATION MAP</td>
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<tr>
<td>M</td>
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<td>SURVEY ALIGNMENT DATA SHEET</td>
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**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.**
### Survey Alignments

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<th>Bearing</th>
<th>Project Coordinates</th>
<th>North (Y)</th>
<th>East (X)</th>
<th>Elev. (Z)</th>
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### Conceptual Plans

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.

March 14, 2014
CONSTRUCTION ALIGNMENT DATA SHEET

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.
CONSTRUCTION ALIGNMENT DATA SHEET

L - 495 NORTHBOUND

Curve NBB002
PI = 131+87.79
T = 861.46'
L = 1,704.54'
R = 4,770.00'
123+26.33
PC =
PT =
135

Curve NBB003
PI = 160+34.88
T = 1,163.27'
L = 2,283.06'
R = 4,830.00'
148+71.61
PC =
PT =
150

E = 4.23%
V = 70 MPH

E = 4.18%
V = 70 MPH

ACQUISITION OF RIGHT OF WAY.
OF CONSTRUCTION OR THE TO BE USED FOR ANY TYPE AND UNAPPROVED AND ARE NOT THE PLANS ARE UNFINISHED MARCH 14, 2014

CONCEPTUAL PLANS MARCH 14, 2014

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CONSTRUCTION ALIGNMENT DATA SHEET

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.

- Curve NBB003
  - PI = 160+34.88
  - T = 1,163.27'
  - L = 2,283.06'
  - R = 4,830.00'
  - 148+71.61
  - PC = 171+54.66
  - PT = 178+48.54
  - E = 4.18%
  - V = 70 MPH

- Curve NBB004
  - PI = 186+04.22
  - T = 755.68'
  - L = 1,439.16'
  - R = 1,910.00'
  - 178+48.54
  - PC = 192+87.70
  - PT = 198+87.70
  - E = 7.95%
  - V = 70 MPH

ACQUISITION OF RIGHT OF WAY.

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

MARCH 14, 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.
CONSTRUCTION ALIGNMENT DATA SHEET

Project: 0495-029-123
Sheet: C501

Curve NBB004
PI = 186+04.22
T = 755.68'
L = 1,439.16'
R = 1,910.00'

PC = 178+48.54
PT = 192+87.70

Curve NBB005
PI = 221+05.40
T = 922.98'
L = 1,724.11'
R = 1,950.00'

PC = 211+82.42
PT = 229+06.54

STA. 211+82.42
END PROJECT

V = 70 MPH
E = MATCH EXISTING

V = 70 MPH
E = 7.95%

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

CONCEPTUAL PLANS
MARCH 14, 2014
CONSTRUCTION ALIGNMENT DATA SHEET

I-495 NORTHBOUND CONSTRUCTION BASELINE

Beginning chain 495REV2 description

1. Curve NBBO01
   - Station: 229+06.54
   - Chord Bear: N 34° 53' 12.82" E
   - Ahead: N 9° 33' 27.14" E
   - C.C.: N 476,706.88 E 3,654,476.66
   - P.T.: Station 229+06.54
     N 476,383.10 E 3,656,399.60
   - P.C.: Station 211+82.42
     N 475,014.46 E 3,655,445.28
   - Mid. Ord.: 187.47
   - Long Chord: 1,668.50
   - External: 207.41
   - Radius: 1,950.00
   - Degree: 2° 56' 17.68"
   - Delta: 50° 39' 31.36" (LT)
   - P.I.: Station 221+05.40
     N 475,472.93 E 3,656,246.35

2. Curve NBBO02
   - Station: 192+87.70
   - Chord Bear: N 38° 37' 49.58" E
   - Back: N 17° 02' 40.66" E
   - C.C.: N 472,415.60 E 3,654,749.59
   - P.T.: Station 192+87.70
     N 474,073.30 E 3,653,800.84
   - P.C.: Station 178+48.54
     N 472,975.45 E 3,652,923.49
   - Mid. Ord.: 133.95
   - Long Chord: 1,405.36
   - Radius: 1,910.00
   - Tangent: 755.68
   - Delta: 43° 10' 17.84" (RT)
   - P.I.: Station 186+04.22
     N 473,697.93 E 3,653,144.99

3. Curve NBBO03
   - Station: 140+30.87
   - Chord Bear: N 33° 53' 24.43" E
   - Ahead: N 44° 07' 38.43" E
   - C.C.: N 469,761.41 E 3,650,983.83
   - P.T.: Station 140+30.87
     N 469,761.41 E 3,650,983.83
   - P.C.: Station 123+26.33
     N 468,353.98 E 3,650,038.42
   - Mid. Ord.: 75.94
   - External: 77.17
   - Radius: 4,770.00
   - Length: 1,704.54
   - Tangent: 861.46
   - Degree: 1° 12' 04.21"
   - Delta: 20° 28' 27.99" (RT)
   - P.I.: Station 131+87.79
     N 469,143.06 E 3,650,384.04

4. Curve NBBO04
   - Station: 117+82.31
   - Chord Bear: N 22° 32' 38.24" E
   - C.C.: N 449,383.33 E 3,691,995.46
   - P.T.: Station 117+82.31
     N 467,855.66 E 3,649,820.17
   - P.C.: Station 100+00.00
     N 466,209.64 E 3,649,136.88
   - Long Chord: 1,782.20
   - External: 8.63
   - Radius: 46,043.27
   - Degree: 0° 07' 27.98"
   - Delta: 2° 13' 04.40" (RT)
   - P.I.: Station 108+91.27
     N 467,039.26 E 3,649,462.59

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.
**'95 CADD LEVEL STRUCTURE**

<table>
<thead>
<tr>
<th>HYDRAULICS - DRAINAGE</th>
<th>EROSION &amp; SEDIMENT CONTROL</th>
<th>TRAFFIC ENGINEERING</th>
</tr>
</thead>
</table>

**SURVEY**

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<tr>
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<tr>
<td>LEVEL 1</td>
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<tr>
<td>LEVEL 2</td>
<td>CENTERLINE, TRANSITION, CENTERLINE</td>
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<tr>
<td>LEVEL 3</td>
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**HYDRAULICS - DRAINAGE**

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<tbody>
<tr>
<td>LEVEL 6</td>
<td>BODIES OF WATER, STREAMS, LAKES, ETC.</td>
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<tr>
<td>LEVEL 7</td>
<td>BODIES OF WATER, STREAMS, LAKES, ETC.</td>
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<tr>
<td>LEVEL 8</td>
<td>BODIES OF WATER, STREAMS, LAKES, ETC.</td>
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**EROSION & SEDIMENT CONTROL**

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<tr>
<td>LEVEL 9</td>
<td>BRIDGES</td>
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<tr>
<td>LEVEL 10</td>
<td>MONITORING WELLS, VENT PIPES, ETC.</td>
</tr>
<tr>
<td>LEVEL 11</td>
<td>GAS PUMPS, GAS TANKS, FILLER CAPS, ETC.</td>
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**TRAFFIC ENGINEERING**

<table>
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<th>PROJECT</th>
<th>DESIGN</th>
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<tbody>
<tr>
<td>LEVEL 12</td>
<td>PROPERTY LINES, TEMPORARY EASEMENT, RIGHT OF WAY AND RIGHT OF WAY MONUMENTS</td>
</tr>
<tr>
<td>LEVEL 13</td>
<td>CEMETERY LOCATION &amp; GRAVES</td>
</tr>
<tr>
<td>LEVEL 14</td>
<td>PAVED DITCHES, RIPRAP</td>
</tr>
</tbody>
</table>

---

**CONCEPTUAL PLANS**

**FORT MYER VOLKERT CONSTRUCTION**

**CONSTRUCTION DATE:** MARCH 14, 2014

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**NOTE:** This document contains the plans for the '95 CADD LEVEL STRUCTURE project. The plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.
TYPICAL SECTIONS

NOT TO SCALE

NOTES:
1. FOR LIMITS OF MILL AND OVERLAY AND FULL DEPTH PAVER, REFER TO PLAN SHEETS.
2. REFER TO GEOTECHNICAL ENGINEERING DATA REPORT FOR PAVEMENT DESIGN.
3. VARIABLE WIDTH WALL AND OVERLAYS MAY BE NEEDED FOR SUPER ELEVATION.
4. FULL DEPTH PAVEMENTS SHALL BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDERS PRIOR TO THE PLACEMENT OF FINAL SUPER ELEVATION SURFACES. FOR ROLL-OVER \n   WHEN USING ASPHALT IS USED AS A CURING MATERIAL FOR THE CEMENT STABILIZED 
   GRADE, IT SHOULD BE CURED PERIODICALLY OR PAINTED WITH A ROLLING MILL TO 
   PROVIDE A CONTINUOUS SURFACE. PAVEMENT MATERIAL OR AGGREGATE OR SAND SHALL BE APPLIED AT A RATE 
   OF 0.2 GALLON PER SQUARE YARD. WHERE NECESSARY FOR MAINTENANCE OF TRAFFIC, COVER MATERIAL 
   SHALL BE LIQUID ASPHALT CRS-1, CRS-1H OR CMS-2 APPLIED AT A RATE OF 6.0 GALLONS PER 
   SQUARE YARD. WHERE NECESSARY, SEALCOATING MATERIAL TO BE APPLIED AS SHOWN IN THE 
  適用於任何類型

CONCEPTUAL PLANS
MARCH 14, 2014

NOT TO SCALE

DMS-029-013

VA. 0495-029-023
CSD

PLANNED BY:

PLOHR

d10513002a(1).dgn

Page 47
NOT TO SCALE

NOTES:

1. FOR LINES OF MILL AND OVERLAY AND FULL DEPTH PAVEMENT, REFER TO PLAN SHEETS.

2. REFER TO GEOTECHNICAL ENGINEERING DATA REPORT FOR PAVEMENT DESIGN.

3. Variable depth mill and overlay may be necessary for slope correction.

4. Full depth and joint repairs are to be performed on the full width of pavement and shoulder prior to the placement of final surface layers of asphalt.

5. Mill 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 on PCC pavement.

6. Final surface to be placed uniformly across the entire pavement.

7. When good asphalt is used as a bonding medium for the cement stabilized course, it shall be used before placement of asphalt course at a rate of 0.1% by weight of asphalt.

8. On the high side of the super elevation the slope is to match the super elevation without a rollover of the shoulder. On the low side of the super elevation the slope shall match existing, maintain maximum 5% rollover.

9. On tangent and low side of super elevation the slope of the lateral offset shall match existing, but maintain maximum 5% rollover.

10. Maximum 5% rollover. Existing expansion joint to be replaced where necessary for maintenance of traffic, cover material consisting of asphalt be placed at a ratio of 1:6.

11. Full depth sawcut at edge of existing mainline pavement to expose existing high friction surface coating to delineate shoulder use lane.

12. Sawcut (PCC only) to Full depth.


14. High friction surface coating to delineate shoulder use lane.

15. Full-depth placement of existing asphaltic material to expose existing full strength pavement with PCC or expose existing edge of PCC pavement.

TYPICAL SECTIONS

Pavement Tie-in

NOT TO SCALE

NOT TO SCALE

FULL DEPTH PATCH/ JOINT REPAIR

INSET A

INSET B

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.

NOT TO SCALE

NOT TO SCALE
TYPICAL SECTIONS

NOT TO SCALE

INSET A

INSET B

INSET C

INSET D

FULL DEPTH PATCH/JOINT REPAIR

NOTES:
1. FOR LIMITS OF MILL AND OVERLAY AND FULL DEPTH PAVEMENT, REFER TO PLANS SHEETS.
2. REFER TO GEOTECHNICAL ENGINEERING DATA REPORT FOR PAVEMENT DESIGN.
3. VARIABLE DEPTH MILL AND OVERLAY MAY BE NEEDED FOR SLOPE CORRECTION.
4. MILL AND OVERLAY REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.
5. ALL STAGES SHALL BE CLEANED OF ALL DEBRIS AFTER MILLING AND SEALED WITH TYPE 1 CONCRETE SEALANT IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR SEALING ENDS IN AC OR PCC PAVEMENT.
6. MILL SURFACE TO BE PLACED UNIFORMLY ACROSS THE ENTIRE PAVEMENT.
7. MILL AND OVERLAY REPAIR IS TO BE USED AS A CONCRETE REPAIR FOR THE SHOULDER. STABILIZED CONCRETE SHALL BE USED AS A CONCRETE REPAIR OR CONCRETE APPLIED AT A RATE OF 12' FOR ALLOWANCES TO MAINTAIN THE PROPER THICKNESS OF CONCRETE MATERIAL. CONSISTING OF WOOD AGGREGATE OR GRADING 6 SANS SHALL BE APPLIED AT A RATE OF 6' TO 12'.
8. MILL AND OVERLAY REPAIR THE SLOPE IS TO BE SLOPE MILL AND SUPER ELEVATION IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR SEALING ENDS IN AC OR PCC PAVEMENT.
9. MILL AND OVERLAY REPAIR FOR MILL AND OVERLAY PAVEMENT, MILL AND OVERLAY REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.
10. MILL AND OVERLAY REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.
11. MILL AND OVERLAY REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.
12. MILL AND OVERLAY REPAIRS ARE TO BE PERFORMED ON THE FULL WIDTH OF PAVEMENT AND SHOULDER PRIOR TO THE PLACEMENT OF FINAL SURFACE LAYERS OF ASPHALT.

FORT MYER CONSTRUCTION
VOLKERT

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.
**TYPICAL SECTIONS**

**NOT TO SCALE**

---

**INSET A**

---

**INSET B**

---

**INSET C**

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NOTE:

1. **FOR LIMITS OF MILL AND OVERLAY AND FULL DEPTH PAVEMENT,** REFER TO PLAN SHEETS.

2. **REFER TO GEOTECHNICAL ENGINEERING DATA REPORT FOR PAVEMENT REFERENCE.**

3. **FULL DEPTH MILL AND OVERLAY MAY BE NECESSARY**

4. **VARIABLE DEPTH MILL AND OVERLAY IS TO BE USED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR MILLING.**

5. **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.**

6. **LF FINAL SURFACE TO BE PLACED UNIFORMLY ACROSS THE ENTIRE PAVEMENT.**

7. **FOR SLOPE CORRECTION.**

8. **WITH TYPE B CRACK SEALANT IN ACCORDANCE WITH THE SPECIAL PROVISIONS.**

9. **FULL DEPTH PATCH/JOINT REPAIR**

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CONCEPTUAL PLANS

MARCH 14, 2014

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CONCEPTUAL PLANS
MARCH 14, 2014

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NOTE:
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. EXISTING MEDIAN BARRIER SHALL BE MODIFIED AS SHOWN.
4. FOR TRANSVERSE PAVEMENT TIE-IN DETAIL SEE TYPICAL SECTION SHEET 2A.
5. MEDIAN BUMP OUTS SHALL BE PLACED AT A LOCATION APPROVED BY VDOT SEE SPECIAL PROVISION.

DESIGN FEATURES RELATING TO CONSTRUCTION AND ACQUISITION OF RIGHT OF WAY MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

DATE: MARCH 14, 2014

DESIGN BY
SURVEYED BY, DATE
PROJECT MANAGER
3. A SHOULDER LANE MONITORING SYSTEM (SLMS) SHALL BE PROVIDED TO THE SOUTH END OF THE PROJECT TO THE END OF THE PROJECT LIMITS DURING ALL SEASONAL CONDITIONS. CCTV CAMERA LOCATIONS SHOWN ARE CONCEPTUAL ONLY AND DO NOT GUARANTEE ANY LEVEL OF COVERAGE.

CCTV CAMERA SITE

MONITORING SYSTEM

TRAFFIC DETECTOR SITE (EXPRESS LANES)

CCTV-1045:

SHORTAGE

CAMERA LOCATIONS AND QUANTITY SHOWN ARE CONCEPTUAL ONLY

PROJECT MANAGER

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CONCEPTUAL PLANS
MARCH 14, 2014

FORT MYER CONSTRUCTION

VOLKERT

PAGE 59
PAVEMENT MARKING LEGEND

1. Type B, Class VI, White Pavement Line Marking, 6" Width
2. Type B, Class VI, Yellow Pavement Line Marking, 6" Width
3. Type B, Class VI, White Pavement Line Marking, 4" Width
4. Type B, Class VI, White Pavement Line Marking, 3' Line, 9' Space
5. Type B, Class VI, White Pavement Line Marking, 8" Width
6. Type B, Class VI, White Pavement Line Marking, 2' Line, 4' Space
7. Type B, Class VI, White Pavement Line Marking, 6" Width
8. Type B, Class VI, Yellow Pavement Line Marking, 6" Width
9. Type B, Class VI, White Pavement Line Marking, 12" Width
10. Type B, Class VI, White Pavement Line Marking, 24" Width

INTERSTATE 495 CAPITAL BELTWAY
INNER LOOP

INTERSTATE 495 CAPITAL BELTWAY
OUTER LOOP

CONCEPTUAL PLANS
MARCH 14, 2014

FORT MYER CONSTRUCTION
VOLKERT

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.
PAVEMENT MARKING LEGEND
(1) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 6" WIDTH
(2) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 12" WIDTH
(3) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 18" WIDTH
(4) TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 4" WIDTH
(5) TYPE B, CLASS VI, YELLOW PAVEMENT LINE MARKING, 6" WIDTH
(6) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 48" WIDTH
(7) TYPE B, CLASS VI, WHITE PAVEMENT LINE MARKING, 96" WIDTH

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

PROPOSED CCTV-6

RADAR TRAFFIC DETECTOR - IDS 2500 OL:
- REPLACE SOLAR POWER WITH STRUCTURE
- HARDWIRED POWER AND PROVIDE FIBER CONNECTION.

PLAN NO:

CONCEPTUAL PLANS
MARCH 14, 2014

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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.
Price Proposal

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

Fairfax County, Virginia

State Project No.: (FO) 0495-029-123, P101, C501
Federal Project No.: STP-495-5(094)
Contract ID No.: C00105130DB72

Submitted to

Submitted by

in association with

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:

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<tr>
<td>Mobilization (Construction), LS</td>
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<td>Quality Assurance (QA) (Construction), LS</td>
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<td>Maintenance of Traffic, LS</td>
<td>$800,000.00</td>
</tr>
<tr>
<td>ITS Components, LS</td>
<td>$4,000,000.00</td>
</tr>
<tr>
<td>Barrier Modification, LS</td>
<td>$1,100,000.00</td>
</tr>
<tr>
<td>Bridge Mounted signs Removal and Replacement, LS</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>All Others Costs, LS</td>
<td>$N/A</td>
</tr>
</tbody>
</table>

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

Lump Sum (LS): 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
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: [Signature]

Fort Myer Construction Corporation
(Firm or Corporation)

F034
(Vendor No.)
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.virniadot.org/business/resources/masteroptionalfuelitems.pdf. The listing on the website 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:

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

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

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

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

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

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

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

_X_ I elect to use this provision  

_ _ I elect not to use this provision

Date: March 13, 2014
Signature: [Signature]
Design-builder: Fort Myer Construction
Vendor No.: F034
In the event the Design-Builder elects to seek adjustment for steel items designated in the Price Proposal/Contract as Price Adjustment Items such items will be subject to price adjustment as set forth herein. If new pay items which involve steel are established by Work Order, they will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

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

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

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

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

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

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

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

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

**Price increase/decrease will be computed as follows:**

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

Where:

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

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

This price adjustment is capped at 60 percent. This means the maximum “P” value for increase or decrease that can be used in the above equation is 50% (60%-10% threshold).

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

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

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

**DATE FOR RECEIPT OF PRICE PROPOSAL** _______________________

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

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

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

_________________________  _________________________
Design-Builder          Date
Sample Calculation of a Price Adjustment (increase)


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

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

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

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

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

Adjustment formula is as follows:

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

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

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

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


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

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

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

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

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

Adjustment formula is as follows:

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

Where;

\( A \) = Steel price adjustment in lump sum dollars

\( B \) = Average weighted price of steel submitted in the Price Proposal for Design-Build project in $ per pound

\( P \) = Adjusted percentage change in PPI average from shipping date to date of submitted Price Proposal minus 10% (0.10) threshold

\( Q \) = Total quantity of eligible steel shipped to fabricator in October 2004 for this project in pounds

\( B = \$0.2816 \)

\( P = \frac{(156.6 - 136.3)}{156.6} - 0.10 = 0.030 \)

\( Q = 450,000 \text{ lb.} \)

\[ A = 0.2816 \times 0.030 \times 450,000 \]

\( A = \$3,801.60 \text{ credit to Department} \)
### MASTER LISTING

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

March 18, 2009

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM DESCRIPTION</th>
<th>UNITS</th>
<th>Number WPU used in $ adjust.</th>
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<td>SF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>00540</td>
<td>REINF. STEEL</td>
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<tr>
<td>00542</td>
<td>EPOXY COATED REINF. STEEL</td>
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<td>101704</td>
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<td>00560</td>
<td>STRUCTURAL STEEL JB-1</td>
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<td>11030</td>
<td>REINF. STEEL BRIDGE APPR. SLAB</td>
<td>LB</td>
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<tr>
<td>11181</td>
<td>PATCH, HYDR. CEM. CONC. PAVE.</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>13290</td>
<td>GUARDRAIL GR-8 (NCHRP 350 TL-3)</td>
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<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
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<td>13323</td>
<td>GUARDRAIL GR-2A</td>
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<td>13331</td>
<td>RAD. GUARDRAIL GR-2</td>
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<td>13335</td>
<td>GUARDRAIL GR-3</td>
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<tr>
<td>13341</td>
<td>GUARDRAIL TER. GR-6(WEATHERING STEEL)</td>
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<td>13351</td>
<td>GUARDRAIL GR-8</td>
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<td>13352</td>
<td>GUARDRAIL GR-8A</td>
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<td>13355</td>
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<td>MEDIAN BARRIER MB-3</td>
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<td>17323</td>
<td>GUARDRAIL BEAM *</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17325</td>
<td>RADIAL GUARDRAIL BEAM *</td>
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<td>avg. 1017 &amp; 101</td>
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<tr>
<td>17327</td>
<td>RUB RAIL</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17353</td>
<td>CABLE GR-3</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17521</td>
<td>GUARDRAIL BEAM (WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17523</td>
<td>RADIAL GUARDRAIL BEAM (WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17525</td>
<td>RUB RAIL (WEATHERING STEEL)</td>
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<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>22501</td>
<td>FENCE FE-W1</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
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<td>22643</td>
<td>FENCE FE-CL</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>22645</td>
<td>FENCE FE-CL VINYL COATED</td>
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<td>WATER GATE FE-4 TY.III</td>
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<td>avg. 1017 &amp; 101</td>
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<tr>
<td>23501</td>
<td>FENCE FE-W1 (FABRIC ONLY)</td>
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<td>avg. 1017 &amp; 101</td>
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<tr>
<td>45522</td>
<td>4&quot; STEEL ENCASE. PIPE</td>
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<td>45532</td>
<td>6&quot; STEEL ENCASE. PIPE</td>
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<tr>
<td>45562</td>
<td>16&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
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<tr>
<td>45572</td>
<td>18&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
</tbody>
</table>
45582  24" STEEL ENCASE. PIPE  
45584  24" JACKED STEEL ENCASEMENT PIPE  
45592  30" STEEL ENCASE. PIPE  
50402  SIGN POST STEEL 3"  
50404  SIGN POST STEEL 4"  
50406  SIGN POST STEEL 6"  
50410  SIGN POST STEEL 10"  
50412  SIGN POST STEEL 12"  
50414  SIGN POST STEEL 14"  
50416  SIGN POST STEEL 16"  
50418  SIGN POST STEEL 18"  
51317  SIG. POLE MP-1 20' ONE ARM 30'  
51319  SIG. POLE MP-1 20' ONE ARM 32'  
51325  SIG. POLE MP-1 20' ONE ARM 38'  
51327  SIG. POLE MP-1 20' ONE ARM 40'  
51329  SIG. POLE MP-1 20' ONE ARM 42'  
51331  SIG. POLE MP-1 20' ONE ARM 44'  
51337  SIG. POLE MP-1 20' ONE ARM 50'  
51339  SIG. POLE MP-1 20' ONE ARM 52'  
51341  SIG. POLE MP-1 20' ONE ARM 54'  
51344  SIG. POLE MP-1 20' ONE ARM 56'  
51346  SIG. POLE MP-1 20' ONE ARM 58'  
51347  SIG. POLE MP-1 20' ONE ARM 60'  
51348  SIG. POLE MP-1 20' ONE ARM 62'  
51368  SIG.POLE MP-1 20'TWO ARMS 36'& 42'  
51400  SIG.POLE MP-1 CO.LU.ONE ARM 38  
51402  SIG.POLE MP-1 CO.LU.ONE ARM 40  
51408  SIG.POLE MP-1 CO.LU.ONE ARM 46  
51412  SIG.POLE MP-1 CO.LU.ONE ARM 50  
51414  SIG.POLE MP-1 CO.LU.ONE ARM 52  
51416  SIG.POLE MP-1 CO.LU.ONE ARM 54  
51418  SIG.POLE MP-1 CO.LU.ONE ARM 56  
51420  SIG.POLE MP-1 CO.LU.ONE ARM 58  
51422  SIG.POLE MP-1 CO.LU.ONE ARM 60  
55162  LIGHTING POLE LP-1 30'-4'  
55163  LIGHTING POLE LP-1 30'-6'  
55166  LIGHTING POLE LP-1 30'-12'  
55169  LIGHTING POLE LP-1 35'-6'  
55171  LIGHTING POLE LP-1 35'-10'  
55176  LIGHTING POLE LP-1 40'-8'  
55185  LIGHTING POLE LP-2 TYPE A  
55186  LIGHTING POLE LP-2 TYPE B  
55187  LIGHTING POLE LP-2 TYPE C  
55188  LIGHTING POLE LP-2 TYPE D  
55189  LIGHTING POLE LP-2 TYPE E  
55190  LIGHTING POLE LP-2 TYPE F  
55192  LIGHTING POLE LP-2 TYPE H  
60452  REINF. STEEL BRIDGE APPR. SLAB  
61700  REINF. STEEL  
61704  CORROSION RESISTANT REINF. STEEL  
61705  EPOXY COATED REINF. STEEL  
61750  STRUCT.STEEL HIGH STRG.PLT.GIRDERS  
61811  STR.STEEL PLATE GIRDER ASTM A709 GRADE50  
61812  STR.STEEL PLATE GIRDER ASTM A709 GRADE50  
61813  STR.STEEL PLATE GIRDER ASTM A709 GRADEHPS50W  
61814  STR.STEEL PLATE GIRDER ASTM A709 GRADEHPS70W  
61820  STR.STEEL ROLLED BEAM ASTM A709 GRADE 36
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<th>Description</th>
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<td>SF</td>
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<td>avg. 1017 &amp; 101</td>
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<td>LB</td>
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<td>69110</td>
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<td>DRIVING TEST FOR 12&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
</tbody>
</table>

I elect to use this provision

X I elect not to use this provision

Date: **March 21, 2014**

Signature: [Signature]

Design-Builder: Port Myer Construction Corp.

Vendor No.: **FO 34**
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE

As principal, and

Fort Myer Construction Corporation

Surety, are held and firmly bound unto the
Western Surety Company

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 ________ Day of ________ , 2014

WHEREAS, the above said principal is herewith submitting its proposal for: I-495 Northern Section Shoulder Use, Contract ID
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

By: [Signature]

Jose Rodriguez, President

Western Surety Company

By: [Signature]

Don K Kawamoto (Attorney-in-Fact) **(Seal)

333 S. Wabash Avenue, Chicago, IL 60604

Address

By: [Signature]

Attorney-in-Fact

Address

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

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

Electronic Bid Bond ID# ____________________________

Company/Bidder Name ____________________________

Signature and Title ____________________________

**Attach copy of Power of Attorney
POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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

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

- In Unlimited Amounts -

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

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

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

WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota  ss
County of Minnehaha

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

My commission expires
June 23, 2015

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinafore set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 12th day of March, 2014.

L. Nelson, Assistant Secretary
Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.
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 HAVING IT NOTARIZED OR BY SIGNING THE UNSwORN DECLARATION UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES. A SEPARATE FORM MUST BE SUBMITTED BY EACH PRINCIPAL OF A JOINT VENTURE BID.

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

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

Signed at Fairfax, Virginia, this 12th day of March, 2014
County (City), STATE

Fort Myer Construction Corporation
(Name of Firm)

By: Jose Rodriguez, President
(Signature) Title (print)

STATE of Virginia
COUNTY (CITY) of Fairfax

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

Subscribed and sworn to before me this 12th day of March, 2014
My Commission expires August 31, 2015

Notary Public
Monica Rose Marburg

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

(Name of Firm)

By: (Signature) Title (print)

MONICA ROSE MARBURG
NOTARY PUBLIC
REGISTRATION # 7512197
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES
AUGUST 31, 2015
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).

<table>
<thead>
<tr>
<th>NAME</th>
<th>Location of Principal Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>(FO) 0495-029-123, P101, C501</td>
<td>STP-495-5(094)</td>
</tr>
<tr>
<td>ARTBA</td>
<td>Washington, DC</td>
</tr>
<tr>
<td>ABC Metropolitan Washington</td>
<td>Calverton, MD</td>
</tr>
</tbody>
</table>

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

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

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

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

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

3. The bidder certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated above; and

(d) Where the bidders is unable to certify to any of the statements in this certification, the bidder shall show an explanation below.

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

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

Signed at Fairfax, Virginia County (City), STATE  this 12 day of March, 2014

FORT MYER CONSTRUCTION CORPORATION (Name of Firm) By: Jose Rodriguez, President  (Signature)  Title (print)

STATE of Virginia COUNTY (CITY) of Fairfax To-wit:

I, Monica Rose Marburg  (Name) aforesaid, hereby certify that this day personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 12 day of March, 2014 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 60% 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 %

<table>
<thead>
<tr>
<th>NAMES(S) AND CERTIFICATION NO. OF DBE(S) TO BE USED</th>
<th>USED AS</th>
<th>TYPE OF WORK AND ITEM NO(S)</th>
<th>$ AMOUNT OF ALLOWABLE CREDIT PER ITEM</th>
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<td>Portico Realty Services LLC 688429</td>
<td>S</td>
<td>Electrical</td>
<td>$3,600,000.00</td>
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<tr>
<td>Geoconcepts Engineering Inc. 6264A</td>
<td>S</td>
<td>Geotech Design/Testing</td>
<td>$168,000.00</td>
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</table>

JR 15,388,614.00
TOTAL JR 1,692,747.54

$ TOTAL CONTRACT VALUE $15,388,614.00 x REQUIRED DBE 11 % = $3,762,000.00

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

Jose Rodriguez, President

BY

Signature

DATE

March 12, 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: [Signature]

Jose Rodriguez, President
Title
Date: March 12, 2014

First Tier
Subcontractor if
Applicable
Volkert, Inc.

By: [Signature]

Senior Vice President
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 ___________________________
    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.: STF-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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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: ________________
Date: March 12, 2014

First Tier Subcontractor if Applicable: DMY Engineering Consultants Inc.

By: Vice President
Signature: ________________
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
Date: March 12, 2014

First Tier Subcontractor if Applicable
Portico Services, LLC

By: [Signature]
Title: Director of Operations
Date: 3/6/14
Second Tier
Subcontractor if Applicable

By: ___________________________ Signature ___________________________ Title ___________________________
    Date: ___________________________

Third Tier
Subcontractor if Applicable

By: ___________________________ Signature ___________________________ Title ___________________________
    Date: ___________________________

DBE Contractor

PECTRO SERVICES, LLC

By: ___________________________ Signature ___________________________ Title ___________________________
    Date: 3/20/14
4.4.6 Schedule of Items
## 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.

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<tr>
<th>VDOT Item Code ¹</th>
<th>Item Description</th>
<th>Fuel (F) or Price (P) Adjustment</th>
<th>App Quantity</th>
<th>Unit²</th>
<th>Budgeted Cost ($)</th>
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<td>59050</td>
<td>NS COMMUNICATION EQUIP. PRE-TERMINATED FIBER PATCH PANEL</td>
<td>3</td>
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<tr>
<td>59050</td>
<td>NS COMMUNICATION EQUIP. FIBER DISTRIBUTION CENTER</td>
<td>1</td>
<td>EACH</td>
<td>$6,526.72</td>
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</tr>
<tr>
<td>59071</td>
<td>NS COMMUNICATION EQUIP. CONDUCTOR CABLE FIBER OPTIC 48 STRAND SINGLE MODE</td>
<td>7000</td>
<td>LF</td>
<td>$23,310.00</td>
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</tr>
<tr>
<td>59050</td>
<td>NS COMMUNICATION EQUIP. FURNISH AND INSTALL POL MOUNTED ROADSIDE LCS CABINET</td>
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<td>EACH</td>
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<tr>
<td>59050</td>
<td>NS COMMUNICATION EQUIP. FURNISH AND INSTALL HARDCOATED ETHERNET SWITCH</td>
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<td>$43,638.30</td>
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<tr>
<td>59050</td>
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<td>28</td>
<td>EACH</td>
<td>$275,412.48</td>
<td></td>
</tr>
<tr>
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<td>EACH</td>
<td>$34,411.57</td>
<td></td>
</tr>
<tr>
<td>59050</td>
<td>NS COMMUNICATION EQUIP. ANALYTICS LICENSE FOR MONITORING AND ALARMS</td>
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<tr>
<td>59050</td>
<td>NS COMMUNICATION EQUIP. WORK STATIONS FOR MONITORING</td>
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<tr>
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<td>56030</td>
<td>1&quot; Metal Conduit</td>
<td>1120</td>
<td>LF</td>
<td>$18,648.00</td>
<td></td>
</tr>
<tr>
<td>Item Code</td>
<td>Description</td>
<td>Quantity</td>
<td>Unit</td>
<td>Cost</td>
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<tr>
<td>56030</td>
<td>8 Conductor Cable</td>
<td>10000</td>
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<td>EA</td>
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</table>

**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
March 14 2014

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

## Monthly Draw

<table>
<thead>
<tr>
<th>Month</th>
<th>Year</th>
<th>Monthly Draw</th>
<th>Cumulative Draw</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2014</td>
<td>$800,000.00</td>
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<td>June 2014</td>
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<tr>
<td>July 2014</td>
<td>$1,800,000.00</td>
<td>$4,400,000.00</td>
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<tr>
<td>August 2014</td>
<td>$2,000,000.00</td>
<td>$6,400,000.00</td>
<td></td>
</tr>
<tr>
<td>September 2014</td>
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<td>$8,600,000.00</td>
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<tr>
<td>October 2014</td>
<td>$2,600,000.00</td>
<td>$11,200,000.00</td>
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<td>November 2014</td>
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<tr>
<td>December 2014</td>
<td>$900,000.00</td>
<td>$14,750,000.00</td>
<td></td>
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<tr>
<td>January 2015</td>
<td>$250,000.00</td>
<td>$15,000,000.00</td>
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<tr>
<td>February 2015</td>
<td>$150,000.00</td>
<td>$15,150,000.00</td>
<td></td>
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<tr>
<td>March 2015</td>
<td>$100,000.00</td>
<td>$15,250,000.00</td>
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<td>April 2015</td>
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<td>May 2015</td>
<td>$50,000.00</td>
<td>$15,370,000.00</td>
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</tr>
<tr>
<td>June 2015</td>
<td>$18,614.00</td>
<td>$15,388,614.00</td>
<td></td>
</tr>
</tbody>
</table>
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

VDOT

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
Since 1972

in association with

VOLKERT

March 26, 2014
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

[Signature]

Manuel Fernandes, FMCC Vice President
mfernandes@fortmyer.com
4.4.1

Organizational Chart
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

Drainage / SWM
Cesar Vargas, PE

Environmental Compliance
Ruth Gardner

Stakeholder Coordination / Public Outreach
Martha Kemp

Geotechnical
Paul Burkart, PE

ITS
Mike Glickman, PE, PTOE

Signing & Striping
Rohit Ajmera, PE

Lighting
Joe Marsh, PE

MOT
Harshit Thaker, 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

Principal Oversight
Manuel Fernandes
Dennis Morrison, PE

Key Personnel

Fort Myer Construction Corporation
Volkert, Inc.
GeoConcepts Engineering, Inc. (DBE)
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 20 Years With Other Firms 16 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. 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.)

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.
**Brief Resume of Key Personnel anticipated for the Project.**

<table>
<thead>
<tr>
<th>a. Name &amp; Title:</th>
<th>Chris Blevins, P.E., Vice President of Construction Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>b. Project Assignment:</td>
<td>Quality Assurance Manager</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated:</td>
<td>Volkert, Inc.</td>
</tr>
<tr>
<td>d. Years experience:</td>
<td>With this Firm &gt;1 Years With Other Firms 25 Years</td>
</tr>
</tbody>
</table>

Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:

<table>
<thead>
<tr>
<th>Name of Firm:</th>
<th>Volkert, Inc.</th>
<th>Start Date: 2014</th>
<th>End Date: Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position:</td>
<td>Vice President of Construction Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible for QA management; contractor coordination; construction inspection; and schedule, cost, claims, and document management services.</td>
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</table>

<table>
<thead>
<tr>
<th>Name of Firm:</th>
<th>Virginia Department of Transportation</th>
<th>Start Date: 2010</th>
<th>End Date: 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position:</td>
<td>District Construction Engineer &amp; Project Development Engineer, Bristol District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible for directing, managing, and supporting preliminary engineering, pre-construction, and construction program activities to meet the goals of VDOT's Six-Year Program. Ensured quality control reviews are performed at prescribed intervals and directed program activities to ensure on-time project advertisement, construction and on-budget delivery. Managed the Materials Section of the Bristol District ensuring all materials were tested in accordance with the standards and specifications. Oversight of the Design-Build (D-B) team, which was responsible for several OTP3 and D-B projects underway on the Coalfields Expressway / Corridor Q. Provided expert guidance in the resolution of highly technical problems in all areas of the preliminary engineering, preconstruction, and construction programs.</td>
<td></td>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Name of Firm:</th>
<th>Virginia Department of Transportation</th>
<th>Start Date: 2008</th>
<th>End Date: 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position:</td>
<td>Area Construction Engineer &amp; Assistant Resident Engineer, Bristol District</td>
<td></td>
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<tr>
<td>Responsible for the direct oversight and management of contract construction for a wide range of projects related to highways, structures, drainage and maintenance in the Wytheville Residency. Oversight of preliminary engineering, right-of-way, and construction of wide range of transportation projects, managed construction inspectors, developed and assisted in administering the Six-Year Secondary Roads Construction Plan, and oversight of Land Development Section.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Name of Firm:</th>
<th>Virginia Department of Transportation</th>
<th>Start Date: 2004</th>
<th>End Date: 2008</th>
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<tr>
<td>Position:</td>
<td>Assistant District Bridge Engineer &amp; Acting District Bridge Engineer, Bristol District</td>
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<td></td>
</tr>
<tr>
<td>Responsible for managing the construction and maintenance design sections which included the selection and budgeting of bridge projects for the district. Provided technical guidance and supervision for three design teams and five bridge safety inspection teams to ensure their work was accomplished on time and on budget. Provided technical guidance to contractor’s inspection staff for resolution of construction issues.</td>
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</table>

<table>
<thead>
<tr>
<th>Name of Firm:</th>
<th>Virginia Department of Transportation</th>
<th>Start Date: 1998</th>
<th>End Date: 2004</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position:</td>
<td>Architect/Engineer I, Bridge Division, Bristol District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible for directing the daily activities of a design team. Provided accurate and timely design for both construction and maintenance projects. Developed and administered the maintenance budget for the Bristol District Bridge Division.</td>
<td></td>
<td></td>
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</tbody>
</table>

e. Education: Degree(s)/Year/Specialization: BS / Expected 2015 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #: 

2004 / Professional Engineer - Civil / Virginia #038111

g. Document the extent and depth of experience and qualifications relevant to the Project.

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.)
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  

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  

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  

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  
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 14 Years With Other Firms 4 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.
   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.**

<table>
<thead>
<tr>
<th>a. Name &amp; Title:</th>
<th>John Constantino, Construction Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>b. Project Assignment:</td>
<td>Construction Manager</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated:</td>
<td>Fort Myer Construction Corporation</td>
</tr>
<tr>
<td>d. Years experience:</td>
<td>With this Firm: 9 Years With Other Firms: 20 Years</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>e. Education: Degree(s)/Year/Specialization:</th>
</tr>
</thead>
<tbody>
<tr>
<td>High School degree in Portugal. GED in United States to get HS equivalency</td>
</tr>
<tr>
<td>Associates Degree in Howard Community College in Civil Engineering</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>g. Document the extent and depth of experience and qualifications relevant to the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Note your specific responsibilities and authorities for each assignment, not those of the firm.</td>
</tr>
<tr>
<td>2. Note whether experience is with current firm or with other firm.</td>
</tr>
<tr>
<td>3. Provide beginning and end dates for each assignment.</td>
</tr>
</tbody>
</table>

(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**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name &amp; Title: Thomas P. D’Amour, Jr., Director of Operations, Electrical/IT Supervisor</td>
</tr>
<tr>
<td>b. Project Assignment: Electrical/IT Supervising Technician</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated: Portico Services, LLC</td>
</tr>
<tr>
<td>d. Years experience: With this Firm 7 Years With Other Firms 33 Years</td>
</tr>
<tr>
<td>Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen (15) years:</td>
</tr>
<tr>
<td>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. Responsible for ensuring client satisfaction and all subcontractor negotiations. Experience with major equipment purchases and systems design.</td>
</tr>
<tr>
<td>1973 – 1983 C. G. Estabrook, Inc. Electrical Contractor, General Manager</td>
</tr>
<tr>
<td>1983 – 2007 S. Rock/Estabrook Corp, Electrical Contractor, President</td>
</tr>
<tr>
<td>2007 – Present Portico Services, Electrical Contractor, Director of Operations</td>
</tr>
<tr>
<td>e. Education: Degree(s)/Year/Specialization:</td>
</tr>
<tr>
<td>• 1970 – 1973 University of Maryland, Education for Industry</td>
</tr>
<tr>
<td>• 1974 George Washington University, Power System Design</td>
</tr>
<tr>
<td>• Successful completion of OSHA training in electrical safety for Arc Flash Protection and Lockout/Tagout</td>
</tr>
<tr>
<td>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</td>
</tr>
<tr>
<td>1984 / Master Electrician/ VA #27100224719; 1992 / Master Electrician / Maryland #4579</td>
</tr>
<tr>
<td>g. Document the extent and depth of experience and qualifications relevant to the Project.</td>
</tr>
<tr>
<td>1. Note your specific responsibilities and authorities for each assignment, not those of the firm.</td>
</tr>
<tr>
<td>2. Note whether experience is with current firm or with other firm.</td>
</tr>
<tr>
<td>3. Provide beginning and end dates for each assignment.</td>
</tr>
<tr>
<td>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</td>
</tr>
<tr>
<td>Project Title: City of Newport News Signal Integration and Installation</td>
</tr>
<tr>
<td>Contract No: VDOT F-76</td>
</tr>
<tr>
<td>Date: December 2011 to May 2013</td>
</tr>
<tr>
<td>Description: Supervisor, Portico Services, Prime Contractor</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Project Title: City of Virginia Beach Signal Integration</td>
</tr>
<tr>
<td>Date: November 2009 to May 2011</td>
</tr>
<tr>
<td>Description: Supervisor, Portico Services, Prime Contractor</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Project Title: I-95 4th Lane Widening, Northern Virginia</td>
</tr>
<tr>
<td>Contract No: VDOT K-66</td>
</tr>
<tr>
<td>Date: March 2008 to October 2010</td>
</tr>
<tr>
<td>Description: Director, Shirley Contracting Prime, Portico Services, Subcontractor (Lighting, Signage, IT, Electrical Distribution)</td>
</tr>
<tr>
<td>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 4th lane widening project for VDOT.</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Individual's Name</th>
<th>Office Location Where Professional Services will be Provided (City/State)</th>
<th>Individual's DPOR Address</th>
<th>DPOR Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volkert, Inc.</td>
<td>Dennis Morrison, PE</td>
<td>Alexandria, VA</td>
<td>7716 Northington Ct</td>
<td>Professional Engineer</td>
<td>0402 044791</td>
<td>06-30-2014</td>
</tr>
<tr>
<td>Volkert, Inc.</td>
<td>Phil Lohr, PE</td>
<td>Alexandria, VA</td>
<td>5400 Shawnee Rd, Ste 301</td>
<td>Professional Engineer</td>
<td>0402 046938</td>
<td>12-31-2015</td>
</tr>
<tr>
<td>Volkert, Inc.</td>
<td>Chris Blevins, PE</td>
<td>Alexandria, VA</td>
<td>19116 Musick Drive</td>
<td>Professional Engineer</td>
<td>0402 038111</td>
<td>01-31-2016</td>
</tr>
<tr>
<td>Volkert, Inc.</td>
<td>Mike Glickman, PE</td>
<td>Alexandria, VA</td>
<td>2211 Lamp Post Lane</td>
<td>Professional Engineer</td>
<td>0402 038666</td>
<td>07-31-2015</td>
</tr>
<tr>
<td>Volkert, Inc.</td>
<td>Matt Kaiser, PE</td>
<td>Alexandria, VA</td>
<td>5720 Nordeen Oak Ct</td>
<td>Professional Engineer</td>
<td>0402 037672</td>
<td>12-31-2014</td>
</tr>
<tr>
<td>Volkert, Inc.</td>
<td>Rohit Ajmera, PE</td>
<td>Alexandria, VA</td>
<td>9463 Fairfax Blvd, Apt 301</td>
<td>Professional Engineer</td>
<td>0402 046618</td>
<td>06-30-2014</td>
</tr>
<tr>
<td>Volkert, Inc.</td>
<td>Cesar Vargas, PE</td>
<td>Alexandria, VA</td>
<td>10 Palomino Place</td>
<td>Professional Engineer</td>
<td>0402 021932</td>
<td>01-31-2015</td>
</tr>
<tr>
<td>Volkert, Inc.</td>
<td>Harshit Thaker, PE</td>
<td>Alexandria, VA</td>
<td>12921 Ethel Rose Way</td>
<td>Professional Engineer</td>
<td>0402 049174</td>
<td>06-30-2014</td>
</tr>
<tr>
<td>Volkert, Inc.</td>
<td>Joe Marsh, PE</td>
<td>Mobile, AL</td>
<td>3809 Moffett Rd</td>
<td>Professional Engineer</td>
<td>0402 049887</td>
<td>04-30-2014</td>
</tr>
<tr>
<td>Portico Services, LLC</td>
<td>Tom D’amour, ME</td>
<td>Manassas, VA</td>
<td>10101 Grosvenor Place, L05</td>
<td>Master Electrician</td>
<td>2710 024719</td>
<td>10-31-2014</td>
</tr>
<tr>
<td>Geoncepts Engineering, Inc.</td>
<td>Paul Purkart, PE</td>
<td>Ashburn, VA</td>
<td>19955 Highland Vista Drive, Suite 170</td>
<td>Professional Engineer</td>
<td>0402 021556</td>
<td>03-31-2014</td>
</tr>
</tbody>
</table>
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
06-30-2014

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, Director
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
0402046938

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

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

Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
07-31-2015

NUMBER
0402038666

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

MICHAEL GLICKMAN
2211 LAMP POST LANE
FREDERICK, MD 21701

Gordon N. Dixon, Director
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2014

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

NUMBER
0402037672

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

MATTHEW JOHN KAISER
5720 NORDEEN OAK CT
BURKE, VA 22015

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
06-30-2014

NUMBER
0402046618

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

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

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
06-30-2014

NUMBER
0402049174

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

HARSHIT KARTIKEY THAKER
12921 ETHEL ROSE WAY
BOYDS, MD 20841

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Gordon N. Dixon, Director
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
04-30-2014

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

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

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

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

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COMMONWEALTH OF VIRGINIA
BOARD FOR CONTRACTORS
TRADESMAN

MASTER ELECTRICIAN
NUMBER: 2710024719 EXPIRES: 10-31-2014

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

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9992 Mayland Dr., Suite 400, Richmond, VA 23233

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.
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 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.
**I-495 NORTHERN SECTION SHOULDER USE**

### PRE-CONSTRUCTION

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Start Date</th>
<th>Finish Date</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1000</td>
<td>NOTICE OF INTENT TO AWARD</td>
<td>21-Mar-14</td>
<td>30-May-14</td>
<td>42</td>
</tr>
<tr>
<td>A1010</td>
<td>POST INTENT TO AWARD SUBmittALS AND APPROVALS</td>
<td>21-Mar-14</td>
<td>30-May-14</td>
<td>42</td>
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<tr>
<td>A1020</td>
<td>CTB APPROVAL/HWA APPROVAL NOTICE OF AWARD</td>
<td>14-Apr-14</td>
<td>30-May-14</td>
<td>42</td>
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<tr>
<td>A1030</td>
<td>DESIGN-BUILD CONTRACT EXECUTION</td>
<td>14-Apr-14</td>
<td>30-May-14</td>
<td>42</td>
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<tr>
<td>A1040</td>
<td>NOTICE TO PROCEED</td>
<td>09-May-14</td>
<td>29-May-14</td>
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### DESIGN PHASE

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<th>Activity ID</th>
<th>Activity Name</th>
<th>Start Date</th>
<th>Finish Date</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1130</td>
<td>WORK PACKAGE #02 - EROSION AND SEDIMENT CONTROL PLAN</td>
<td>09-May-14</td>
<td>09-May-14</td>
<td>0</td>
</tr>
<tr>
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**Critical Remaining Work**

- ONSITE MOBILIZATION
- ESTABLISH ONSITE BASELINE
- FURNISH AND INSTALL 8" AGGREGATE BASE MATERIAL, TYPE I, SIZE NO. 21B OR CTA
- FURNISH AND INSTALL 14" ASPHALT CONCRETE TYPE BM25.0D
- REPLACE NB SIDE OF DOUBLE BARRIER / MEDIAN BARRIER MB-7D
- FULL DEPTH JOINT REPAIRS

**Remaining Work**

- ESTABLISH LIMITS OF DISTURBANCE
- FURNISH AND INSTALL TEMPORARY TRAFFIC BARRIER
- REMOVE TEMPORARY TRAFFIC BARRIER
- FULL DEPTH EXCAVATION
- REPLACE NB SIDE OF DOUBLE BARRIER / MEDIAN BARRIER MB-7D
- FULL DEPTH JOINT REPAIRS

**Summary**

- ESTABLISH LIMITS OF DISTURBANCE
- FURNISH AND INSTALL TEMPORARY TRAFFIC BARRIER
- REMOVE TEMPORARY TRAFFIC BARRIER
- FULL DEPTH EXCAVATION
- REPLACE NB SIDE OF DOUBLE BARRIER / MEDIAN BARRIER MB-7D
- FULL DEPTH JOINT REPAIRS

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4.4.6

Schedule of Items
## 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.

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<th>Unit</th>
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**TOTAL**  
$153,884.814.00

*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 Mobility, 09120 Regular Excavation, etc...).*
4.4.7

Monthly Payment Schedule
April 3, 2014

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

Monthly Draw

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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.