I-495 NORTHERN SECTION SHOULDER USE
FAIRFAX COUNTY, VA

A Design-Build Project

From: South of Old Dominion Overpass  
To: George Washington Memorial Parkway

March 14, 2014

State Project No.: (F0) 0495-029-123, P101, C501
Federal Project No.: STP-495-5(094)
Contract ID No.: C00105130DB72
ATTACHMENT 4.0.1.1
Braddock Road (Route 620) and Pleasant Valley Road (Route 609)
Intersection Improvement in Fairfax County, Virginia
LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

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

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
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</thead>
<tbody>
<tr>
<td>Letter of Submittal Checklist and Contents</td>
<td>Attachment 4.0.1.1</td>
<td>Section 4.0.1.1</td>
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<td>Declaration of intent</td>
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<td>120 day declaration</td>
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<td>DBE statement confirming Offeror is committed to achieving the required DBE goal</td>
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<td>Final Completion Date</td>
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# ATTACHMENT 4.0.1.1

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

**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
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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 March 6, 2014—Addendum #1 (Date)

3. Cover letter of February 27, 2014—Q&A (Date)

March 13, 2014
SIGNATURE DATE
March 14, 2014

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

RE: Letter of Submittal (4.1) and Attachments (4.2)
I-495 Northern Shoulder Use
Fairfax County, Virginia / A Design-Build Project
Project No. (FO) 0495-029-123, P101, C501 / Contract ID #C00105130DB72

Dear Mr. Stevenson:

We are pleased to submit for your consideration one (1) original of our Letter of Submittal and Attachments to the Letter of Submittal, which bears original signatures, and one (1) CD-ROM containing the entire Letter of Submittal and Attachments in a single cohesive Adobe PDF file for this Design-Build (D-B) project in Fairfax County.

In preparing this proposal, Francis O. Day Co., Inc. (F.O. Day) has carefully reviewed the Request for Proposal dated 2/6/2014; attended the Pre-Bid Conference on 2/14/2014; reviewed the RFP Q&A’s dated 2/27/2014 and 3/11/2014; Addendum No. 1 dated 3/06/2014; and visited the project site.

F.O. Day will be the Lead Contractor and is the Offeror who has the overall authority on this project. F.O. Day is family-owned for over 60 years and has developed into an award-winning construction company (Site Development – Heavy/Highway – Asphalt) by building close relationships with our extended family of valued clients, trusted employees, and dedicated subcontractors and suppliers. F.O. Day has selected Johnson, Mirmiran & Thompson, Inc. (JMT) as our lead designer to provide all engineering services for this project. JMT is a multi-disciplined architectural/ engineering employee owned company that offers a full array of consulting and technology services for infrastructure projects throughout the United States. Both F.O. Day and JMT have been involved with innovative project delivery methods including design-build for more than 15+ years.

In accordance with Section 4.1 of the Instructions for Offerors we are submitting the following Letter of Submittal requirements for your review:

4.1.1 Authorized Representative Original Signature - This submittal is signed in ink by an authorized representative of Francis O. Day Company, Inc.

4.1.2 Declare of Intent - It is Francis O. Day Company, Inc.’s intent to enter into a contract with VDOT for the project in accordance with the terms of the RFP.

4.1.3 120 Day Declaration - Pursuant to Part 1, Section 8.2, Francis O. Day Company, Inc.’s offer will remain in full force for one hundred twenty (120) days after the date the proposal is submitted to VDOT (“Letter of Submittal & Price Proposal Due Date”).
4.1.4 **Point of Contact Information** - The point of contact and authorized representative for the F.O. Day D-B Team for all concerns related to this submittal is Mr. Robert T. Brooks, Vice President. Mr. Brooks contact information is as follows:
- F.O. Day 850 East Gude Drive, Suite A Rockville, MD 20850
- T 301-652-2400  F 301-424-3697  E Robertb@foday.com

4.1.5 **Principal Officer Information** - The Principal Officer for this contract is Mr. Francis O. Day, IV, Vice President. Mr. Day’s contact information is as follows:
- F.O. Day 850 East Gude Drive, Suite A Rockville, MD 20850
- T 301-652-2400  F 301-424-3697  E Mday@foday.com

4.1.6 **Offeror’s Corporate Structure** – F.O. Day is a corporation and will undertake full financial responsibility for the project and will have joint and several liability for the performance of the work required for the project. As noted in the enclosed Surety Commitment letter in Section 4.2.4 of the Attachments, F.O. Day has more than sufficient bonding capacity. There are no liability limitations.

4.1.7 **Full Legal Name of Lead Contractor and Lead Designer** - Francis O. Day Company, Inc. is the Offeror and Lead Contractor responsible for contract execution and construction and serves as the legal entity who will execute the Contract with VDOT. Johnson, Mirmiran & Thompson, Inc. (JMT) is F.O. Day’s Lead Designer and will be responsible for the overall design of the project.

4.1.8 **Offeror’s VDOT Prequalification Information** - F.O. Day’s prequalification status (No. D499) is Active and in good standing to bid on this Project as outlined in VDOT’s Rules Governing Prequalification Privileges. Evidence of F.O. Day’s prequalification with VDOT and good standing with the Commonwealth’s State Corporation Commission is included in Section 4.1.8 of the Attachments.

4.1.9 **DBE Statement (11% Commitment)** – The F.O. Day/JMT Team is committed to achieving the eleven percent (11%) DBE participation goal during the design and construction of the I-495 Northern Section Shoulder Use project. Additionally, our Team’s formal subcontracting program will ensure maximum use of SWaM firms as required by the Governor’s Executive Order No. 33.

4.1.10 **Interim Milestone and Final Completion Dates** - The F.O. Day/JMT Team will complete all work necessary to meet the Interim Milestone Date by December 31, 2014 and complete all work necessary to meet the Final Completion Date by March 31, 2015 in accordance with the dates set forth in Part 1, Section 2.4.1 of the RFP.

We forward to the opportunity to perform the engineering and construction services for this contract. Should you questions, please do not hesitate to contact us.

Yours Truly,

**FRANCIS O. DAY COMPANY, INC.**

[Signature]

Francis O. Day, IV
Vice President
Attachment 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.

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

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<thead>
<tr>
<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>Subsidiary</td>
<td>FO Day Bituminous Co., LLC</td>
<td>850 East Gude Dr., Suite A Rockville, MD 20850</td>
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<tr>
<td>Subsidiary</td>
<td>Forestville Asphalt Co., LLC</td>
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<td>Subsidiary</td>
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<td>Subsidiary</td>
<td>Charles County Asphalt Co., LLC</td>
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<td>Loudoun County Asphalt Co., LLC</td>
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<td>Affiliate</td>
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Attachment 4.2.2
Certification Regarding Debarment Forms
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.

__________________________  March 12, 2014  Vice President
Signature                  Date                   Title

Francis O. Day Company, 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] February 24, 2014 [Vice President]
[Date] [Title]

Johnson, Mirmiran & Thompson, 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]
March 12, 2014
Vice President
Date
Title

Quinn Consulting Services, 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] February 27, 2014 [Vice President]
Signature Date Title

DMY Engineering Consultants Inc.
Name of Firm
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

[Signature] February 28, 2014
Signature Date President
Title

EEE Consulting, 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] March 4, 2014 [Date]
Signature Date

[Title]
President

Athavale, Lystad & Associates, Inc.
Name of Firm
Attachment 4.2.3
Offeror’s VDOT Prequalification Information
D1026
DAY AND SONS, INC.
PREQ. EXP : 04/30/2014

--PREQ ADDRESS ------------------  WORK CLASSES (LISTED BUT NOT LIMITED TO)
517 PUMPHREY LANE              024 - JACKING AND BORING OF PIPE
GLEN BURNIE, MD 21061-0000      045 - UNDERGROUND UTILITIES
PHONE : 410-762-5582            101 - EXCAVATING
FAX   : 410-762-5584

BUSINESS CONTACT: DAY, KEVIN LAWRENCE
EMAIL: DAYANDSONSINC@AOL.COM

------DBE INFORMATION------
DBE TYPE : DBE
DBE CONTACT: N/A

D499
FRANCIS O. DAY CO., INC.
PREQ. EXP : 04/30/2014

--PREQ ADDRESS ------------------  WORK CLASSES (LISTED BUT NOT LIMITED TO)
850 EAST GUDE DRIVE, STE. A     002 - GRADING
ROCKVILLE, MD 20850-1387        003 - MAJOR STRUCTURES
PHONE : 301-652-2400            004 - ASPHALT CONCRETE PAVING
FAX   : 301-424-4443            007 - MINOR STRUCTURES
                                      045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: FEMIANO, DANIEL JOSEPH
EMAIL: DANF@FODAY.COM

------DBE INFORMATION------
DBE TYPE : N/A
DBE CONTACT: N/A
Attachment 4.2.4
Evidence of Obtaining Bonding
February 19, 2014

Commonwealth of Virginia
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Re: Contractor Prequalification Letter for Francis O. Day Company, Inc.
I-495 Northern Section Shoulder Use
Fairfax County, Virginia
Project No. (FO) 0495-029-123, P101, C501
Contract ID# C00105130DB72

To whom it may concern:

We understand that Francis O. Day Company, Inc. is submitting a proposal for the above referenced project. Accordingly, Francis O. Day Company, Inc. has asked us to provide you with the information required in the Instructions to Offerors.

As surety for Francis O. Day Company, Inc., the Federal Insurance Company, with A.M. Best Financial Strength Rating A++ and Financial Size Category XV, is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

The Federal Insurance Company has participated in the surety program of Francis O. Day Company, Inc. for the past 25 years and have had favorable experience and have a high regard for them as a surety customer.

Very truly yours,

FEDERAL INSURANCE COMPANY

Laurie L. Kessler
Attorney-in-fact
Attachment 4.2.5
SCC Registrations and DPOR Licenses
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.

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<th>DPOR Information (4.2.5.2)</th>
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<td>F048224-2</td>
<td>Corporation</td>
<td>Active</td>
<td>850 East Gude Drive Suite A Rockville, MD 20850</td>
<td>Class A Contractor</td>
<td>2705051002</td>
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<tr>
<td>Johnson, Mirmiran &amp; Thompson, Inc.</td>
<td>F149901-3</td>
<td>Corporation</td>
<td>Active</td>
<td>72 Loveton Circle Sparks, MD 21152</td>
<td>ENG, LA, ARC, LA</td>
<td>0407001314</td>
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<td>0411000441</td>
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<td>9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236</td>
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<td>272 Bendix Rd., St. 260 Virginia Beach, VA 23452</td>
<td>ENG, LS</td>
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<td>Quinn Consulting Services, Inc.</td>
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<td>Corporation</td>
<td>Active</td>
<td>14160 Newbrook Dr. Suite 229 Chantilly, VA 20151</td>
<td>ENG</td>
<td>0407003733</td>
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<td>DMY Engineering Consultants, Inc.</td>
<td>0768895-5</td>
<td>Corporation</td>
<td>Active</td>
<td>45662 Terminal Drive Suite 110 Dulles, VA 20166</td>
<td>ENG</td>
<td>0407005631</td>
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<td>0504941-6</td>
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<td>8525 Bell Creek Road Mechanicsville, VA 23116</td>
<td>ENG</td>
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**State of Incorporation:** MD MARYLAND  
**Stock Indicator:** S STOCK  
**Merger Ind:** S SURVIVOR  
**Conversion/Domestication Ind:**  
**Charter Fee:**  
**R/A Name:** TRAC - THE REGISTERED AGENT COMPANY  
**Street:** 201 N. UNION STREET  
**City:** ALEXANDRIA  
**State:** VA  
**Zip:** 22314  
**R/A Status:** 5 B.E. AUTH IN VI  
**Eff. Date:** 01/08/14  
**Loc:** 200  

**Accepted AR #:** 213 07 7551  
**Date:** 04/30/13  
**Location:** ALEXANDRIA CITY  
**Current AR #:** 213 07 7551  
**Date:** 04/30/13  
**Status:** A  
**Assessment Indicator:** 0  
**Year Fees:** 13  
**Penalty:** 100.00  
**Interest:** 1,500  
**Taxes:** BALANCE  
**Total Shares:** 1,500
**CISM0180**

**CORPORATE DATA INQUIRY**

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STATE OF INCORPORATION: VA VIRGINIA  STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR  CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y  MONITOR INDICATOR:
CHARTER FEE: 50.00  MON NO:
R/A NAME: JOHN H QUINN JR
STREET: 2208 S KNOLL ST  AR RTN MAIL:
CITY: ARLINGTON  STATE: VA ZIP: 22202 2134
R/A STATUS: 4 ATTORNEY  EFF. DATE: 10/24/97  LOC : 106
ACCEPTED AR#: 213 12 8953  DATE: 08/21/13  ARLINGTON COUNTY
CURRENT AR#: 213 12 8953  DATE: 08/21/13  STATUS: A  ASSESSMENT INDICATOR: 0
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13 100.00
CISM0180 CORPORATE DATA INQUIRY

CORP ID: 0768895 - 5 STATUS: 00 ACTIVE STATUS DATE: 09/06/13
CORP NAME: DMY ENGINEERING CONSULTANTS INC.

DATE OF CERTIFICATE: 09/06/2013 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND: Y
GOOD STANDING IND: Y MONITOR INDICATOR: 
CHARTER FEE: 50.00 MON NO: 
R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE AR RTN MAIL:
SUITE 110
CITY: DULLES STATE: VA ZIP: 20166
R/A STATUS: 1 DIRECTOR EFF. DATE: 09/06/13 LOC : 153
ACCEPTED AR#: 000 00 0000 DATE: LOUDOUN COUNTY
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CORP ID: F060584 - 2 STATUS: 00 ACTIVE STATUS DATE: 03/02/89
CORP NAME: ATHAVALE, LYSTAD & ASSOCIATES, INC.

DATE OF CERTIFICATE: 03/02/1989 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: REES BROOME, PC
STREET: 1900 GALLOWS RD STE 700 AR RTN MAIL:

CITY: TYSONS CORNER STATE: VA ZIP: 22182
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/01/12 LOC: 129
ACCEPTED AR#: 214 03 4212 DATE: 02/06/14 FAIRFAX COUNTY
CURRENT AR#: 214 03 4212 DATE: 02/06/14 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
14 100.00
BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
"CLASSIFICATIONS" H/H

FRANCIS O DAY CO INC
850 EAST GUDE DRIVE SUITE A
ROCKVILLE, MD 20850

Gordon N. Dixon, Director

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

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

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

PROFESSIONS: ENG, LA, ARC, LS

JOHNSON MIRMIRAN & THOMPSON INC
72 LOVETON CIRCLE
SPARKS, MD 21152

Gordon N. Dixon, Director
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG, LS

JOHNSON MIRMIRAN & THOMPSON INC
272 BENDIX ROAD
SUITE 260
VIRGINIA BEACH, VA 23452

Nick A. Christner, Interim Director

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151

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

EXPIRES ON
12-31-2015

NUMBER
0407005631

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

PROFESSIONS: ENG

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

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

PROFESSIONS: ENG

EEE CONSULTING INC
8525 BELL CREEK RD
MECHANICSVILLE, VA 23116

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.
Attachment 4.2.6
Lead Contractor and Designer Work History Forms
Attachment 4.2.6(a)
Lead Contractor Work History Forms
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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<td>I-270 West Spur at Democracy Boulevard and Westlake Terrace</td>
<td>Montgomery County, MD</td>
<td>The Wilson T. Ballard Company</td>
<td>Maryland State Highway Admin. District 3</td>
<td>September 2003 (Original)</td>
<td>November 2004 (Actual)</td>
<td>$17,023 (Original)</td>
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<td>Name:</td>
<td>Name:</td>
<td>Phone: 301.513.7300</td>
<td>Project Manager: Darrell Mobley (currently Director of Prince George’s County DPW&amp;T)</td>
<td>Phone: 301.883.5600</td>
<td>Email: <a href="mailto:dbmobley@co.pg.md.us">dbmobley@co.pg.md.us</a></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.

**Lead Contractor**

Francis O. Day Co., Inc. (F.O. Day) was the low bidder on this project in January 2001, and work commenced on July 9, 2001. This interstate paving project located in an urban area involved:

- Maintenance of traffic;
- Reconstruction of the Democracy Boulevard bridge over I-270 under traffic;
- Construction of a new HOV bridge;
- Widening of the existing Westlake Terrace Bridge;
- Installation of concrete barrier wall, retaining walls;
- Construction of a new noise wall;
- Temporary under-pinning for pier cap repairs;
- Reconstruction of existing ramp interchange at I-270 and Democracy Boulevard;
- Construction of new ramps from Democracy Boulevard to I-270;
- Storm drain;
- Asphalt paving;
- Signalization installations;
- Permanent signage (includes overhead and cantilever signs);
- Construction of traffic barrier W-beam; and
- Final pavement markings.

The reconstruction of the Democracy Boulevard bridge occurred under traffic in phases. The entire existing bridge was removed and replaced with new construction. The traffic was controlled via bolting down single face temporary barrier wall for each phase.

The newly constructed HOV Bridge was constructed via placing temporary barrier wall on both sides of I-270 with ingress/egress points created. This bridge had four piers and tied in to the existing Westlake Terrace Bridge.

The Westlake Terrace Bridge was widened one lane under traffic as well. I-270 was improved and overlaid with various HMA mixes as well.

**SIMILAR SCOPE ACTIVITIES**

- ITS Devices/Systems (DMS, CCTV, Vehicle Detection, RWIS)
- Electrical, Communications and Fiber Optic Conduit, Wiring and Hook-ups
- Configuring, Integrating and Testing New ATM Field Devices for Proper Operation and Control
- Field Support for System Software
- Integration and Testing
- Surveying
- Asphalt Paving
- Underlying concrete joint repairs
- Signing and Stripping
- Overhead Sign Structures/Lighting
- Dynamic Message Signs
- Drainage, E&S Control and SWM
- Concrete Barrier and Pier Protection
- Maintenance of Traffic
- Inspection, Testing, QA and QC

**PROJECT HIGHLIGHTS**

- Completed project on time within Owner adjusted time frame
ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location
b. Name of the prime design consulting firm responsible for the overall project design.
c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.
d. Contract Completion Date (Original)
e. Contract Completion Date (Actual or Estimated)
f. Contract Value (in thousands)
g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)

| Name: MD 650 (New Hampshire Avenue) from MD 212 (Powder Mill Road) to North of U.S. 29 | Name: Jacobs Civil, Inc. | Name of Client/Owner: Maryland State Highway Admin. District 3 | Phone: 301.513.7300 | Project Manager: Neil Haines (currently Resident Construction Engineer, Office of Construction) | Phone: 443.572.5233 | Email: nhaines@sha.state.md.us | March 2006 (Original) | Jan 2006 (Actual) | Substantial Completion | $9,597 Contract Value (Original) | $10,901 Contract Value (Final) | Construction Fee |

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.

Lead Contractor

Francis O. Day Co., Inc. (F.O. Day) was the low bidder on this unique project as it provided the infrastructure for the new Food and Drug Administration (FDA) White Oak Campus. This major arterial paving project in an urban area included the widening of MD 650 (New Hampshire Avenue) from MD 212 (Powder Mill Road) to north of U.S. 29 for a total length of 2.058 miles just outside the I-495 (Capital Beltway). Construction services on this project included:

- Construction of three 11-foot through lanes southbound;
- Four 11-foot through lanes northbound;
- 5-foot bike lanes in each direction, curb and gutter both sides;
- 5-foot sidewalk on both sides;
- 8-foot bike trail along part of northbound side;
- Retaining walls at the Shopping Center which included a brick form liner with stain applied;
- Widening of Lockwood Drive (east and west) including sidewalk and bike path construction;
- Widening of eastbound Powder Mill Road;
- Widening and removal of all ramps between MD 650 and U.S. 29;
- Improvements to Shopping Center parking lot;
- Stormwater management including newly constructed two SWM Ponds; and
- Grading and drainage improvements for all phases, permanent signs, pavement markings, and permanent signalization at five different intersections.

Through the course of the project, F.O. Day encountered an unknown tie-back system. F.O. Day worked aggressively with the MSHA to restore the structural integrity of the tie-back system and through redesign and construction, while significantly mitigating the impact to MSHA. This project also included numerous permanent utility relocations that required extensive coordination with the utility companies and F.O. Day, along MD 650.

The paving on the project consisted of 13,608 TN of 12.5 MM HMA, 9,036 TN of 25 MM HMA, 4,497 TN of 19 MM HMA, and 4,077 TN of 9.5 MM for Wege/Leveling. The Project also required 91,544 SY of Grinding of existing asphalt.

F.O. Day completed the Lockwood Drive portion of this project ahead of schedule at the acceptance of MSHA, based on the incentive program established.

SIMILAR SCOPE ACTIVITIES

- ITS Devices/Systems (DMS, CCTV, Vehicle Detection, RWIS)
- Electrical, Communications and Fiber Optic Conduit, Wiring and Hook-ups
- Configuring, Integrating and Testing New ATM Field Devices for Proper Operation and Control
- Field Support for System Software Integration and Testing
- Surveying
- Asphalt Paving
- Underlying concrete joint repairs
- Signing and Striping
- Overhead Sign Structures/Lighting
- Dynamic Message Signs
- Drainage, E&S Control and SWM
- Maintenance of Traffic
- Inspection, Testing, QA and QC
- Retaining Wall

PROJECT HIGHLIGHTS

- Nominated for an MdQI Partnering Award.
- Completed a portion ahead of schedule, which was key to the opening of FDA’s White Oak Campus.
- Completed the contract within the allotted Contract time of 450 Working Days
ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

<table>
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<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>
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<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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<td>Name: 1-270 from North of MD 189 (Falls Road) to Muddy Branch Road</td>
<td>Name: Maryland State Highway Administration</td>
<td>Name of Client/Owner: Maryland State Highway Admin. District 3</td>
<td>December 2007 (Original)</td>
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<td>Location: Montgomery County, MD</td>
<td>Phone: 301.513.7300</td>
<td>Project Manager: Brian Young (currently District Engineer)</td>
<td>Phone: 301.513.7300</td>
<td>Email: <a href="mailto:byoung@sha.state.md.us">byoung@sha.state.md.us</a></td>
<td>$10,133 Contract Value (Final)</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.

Lead Contractor

Francis O. Day Co., Inc. (F.O. Day) was the low bidder on this project in February 2007, and work commenced on April 23, 2007.

This interstate paving project in an urban area involved the resurfacing and safety improvements on I-270 from 1,000 feet north of MD 189 (Falls Road) to Muddy Branch Road. The work consisted of:

- Maintenance of traffic;
- Patching;
- 686,630 SY of grading;
- 80,745 Tons of gap graded resurfacing;
- ADA ramps; and
- Traffic barrier W-beam.

The maintenance of traffic included major detours at each interchange, resulting in numerous temporary signs and Variable Message Signs. The sidewalk ramp works were per ADA requirements. All storm drain located within the project limits was cleaned out and flushed. The majority of the permanent striping consisted of Preformed Patterned markings applied during surface paving operations, and all other was Thermoplastic. The Traffic Barrier W-Beam works consisted of special ‘Brown Polyester Coating’ applied prior to shipping. A ‘Road Weather Information Sensor Station’ was installed with detection loops for indicators as well.

SIMILAR SCOPE ACTIVITIES

- ITS Devices/Systems (DMS, CCTV, Vehicle Detection, RWIS)
- Electrical, Communications and Fiber Optic Conduit, Wiring and Hook-ups
- Configuring, Integrating and Testing New ATM Field Devices for Proper Operation and Control
- Field Support for System Software
- Integration and Testing
- Surveying
- Asphalt Paving
- Underlying concrete joint repairs
- Sign and Stripping
- Overhead Sign Structures/Lighting
- Dynamic Message Signs
- Drainage, E&S Control and SWM
- Concrete Barrier and Pier Protection
- Maintenance of Traffic
- Inspection, Testing, QA and QC

PROJECT HIGHLIGHTS

- Complete ahead of schedule.
Attachment 4.2.6(b)
Lead Designer Work History Forms
### LEAD DESIGNER - WORK HISTORY FORM

**LIMIT 1 PAGE PER PROJECT**

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<tr>
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<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>
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<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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<td>I-95/I-695 Interchange (Section 100) Preliminary and Final Design</td>
<td>Name: G.A. &amp; F.C. Wagman, Inc. / McLean Contracting Company A Joint Venture</td>
<td>Name of Client: Maryland Transportation Authority</td>
<td>April 2011 (Original)</td>
<td>April 2011 (Actual)</td>
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**Prime Designer**

**Design Work Performed at:** Sparks, MD (Corporate); Herndon, VA; and York, PA

Developed the planning and preliminary design for Section 100 of the I-95 Express Toll Lane project and final design on the I-95/I-695 Interchange. This $1B project involved complete replacement of three (3) major interchanges and mainline interstate design which implemented the latest technologies in Traffic and ITS Management. Section 100 is the first project within Maryland to implement both general purpose lanes and managed lanes in the same facility. Preliminary and final design services included:

- **Traffic/ITS/Lighting** - Designed the communications system for the toll facility as well as field equipment locations used for overall traffic management purposes. The systems included CCTV surveillance, Remote Weather Information Systems, Highway Advisory Radio, vehicle detection and classification and DMS systems were all included in the design. Interim plans used wireless communications to existing and temporary field devices were developed. Special provisions for all of the specialized ITS equipment were researched, developed and finalized for this project and for use with the adjacent projects. Responsible for electrical design drawings, specifications; voltage drop and computer lighting calculations; and coordination with utilities agencies. This project consisted of High Mast Lighting and Conventional Lighting design in accordance with MDOT/AASHTO requirements. Power distribution and branch circuit designs for both lighting and ITS elements were developed. Performance capacity and operational analyses, design of MOT plans, signing, pavement marking plans, and evaluated constructability issues. The signing plans included new guide signing on the I-95 and I-695 approaches to the interchange including the use of overhead sign structures.

- **Highway Design** - The preliminary design included developing and analyzing multiple concepts for General Purpose and Managed Lanes for I-95’s mainline. In addition, JMT evaluated multiple line and grade options for the I-695 MD 43, and I-895 interchanges. One of the unique challenges was the re-design of the existing “double-braded” directional I-695 interchange to a fully directional multilevel design serving both the Express Toll Lanes and the General Purpose lanes of I-95. The preliminary design encompassed an array of design elements i.e. horizontal and vertical alignment, typical sections, developing and reviewing design standards, minimizing impacts to the existing ROW and utilities. Final design included (11) lane-miles of I-95, (12) lane-miles of I-695, (1) lane-mile of local roads and (16) lane-miles of ramps.

- **Structural Engineering** - Prepared preliminary layouts of bridge structures in a complex network of multilevel interchange design at the MD 43, I-695 & I-895 interchanges that involved many elevated structures for the directional ramps. The preliminary structural design work included superstructure types, span arrangements, pier location and sizes and phased construction. Prepared final design plans for (22) bridges, (38) retaining walls, (7) noise barriers and (5) culverts at the I-95/I-695/I-895 interchange.

- **Additional Services** - Wetland and forest delineation, coordination with environmental agencies (MDE, USACOE, MHT, etc.), permitting requirements, drainage and SWAT, utility coordination and relocations, H/H analyses and an extensive public involvement and interagency coordination. JMT used focus group meetings with agencies and communities to establish the Purpose and Need, ARDS document and FONSI. Brochures, displays and material for the I-95 Section 100 website were prepared. All design was performed using GEOPAK and Microstation, in accordance with MDTA, AASHTO and MSHA guidelines.

This project received the ACEC/MD Honor Award for Studies, Research & Consulting Engineering Services; the Mid-Atlantic Award of Merit; the AICE/MD Excellence in Concrete Award; National Partnership for Highway Quality Award; and the MdQI Award of Excellence (Partnering Silver).

**SIMILAR SCOPE ACTIVITIES**

- ITS Devices/Systems (DMS, CCTV, Vehicle Detection, RWIS)
- Electrical, Communications and Fiber Optic Conduit, Wiring and Hook-ups
- Configuring, Integrating and Testing New ATM Field Devices for Proper Operation and Control
- Field Support for System Software
- Integration and Testing
- Surveying
- Asphalt Paving
- Underlying concrete joint repairs
- Signing and Striping
- Overhead Sign Structures/Lighting
- Dynamic Message Signs
- Drainage, E&S Control and SWM
- Concrete Barrier and Pier Protection
- Maintenance of Traffic
- Inspection, Testing, QA and QC

**PROJECT HIGHLIGHTS**

- First highway project in MD to implement general purpose lanes and express toll lanes together in the same facility.
- Implemented the latest technologies in Traffic and ITS Management.
- Led the design of improvements to several miles of I-95.
- Complete realignment of the I-95/I-695 interchange.
- JMT fast tracked the design in 10 months.
### LEAD DESIGNER - WORK HISTORY FORM

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)</th>
</tr>
</thead>
</table>
| **Name:** MD 200 Intercounty Connector (ICC) Contract C (Design-Build)  
**Location:** Montgomery and Prince George's Counties, MD  
**Design Work Performed at:** Dewberry & Davis, LLC  
**Prime Designer:** JMT  
| **Name:** ICC Constructors (IC3)  
- Shirley Contracting Company, LLC  
- Clark Construction Group, LLC  
- Trumbull Corporation  
- Atkinson Construction Co., LLC  
- Facchina Construction Co., Inc.  
- Dewberry & Davis, LLC  
| **Name of Client:** Maryland State Highway Admin.  
**Phone:** 410.545.0400  
**Project Manager:** Melinda Peters (Currently MSHA Administrator)  
**Email:** mpeters@sha.state.md.us  
| November 2011 (Original)  
| November 2011 (Actual)  
| $513,900 Contract Value (Original)  
| $513,900 Contract Value (Actual)  
| **$7,077 Design Fee**  |

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

This project, one of the largest Design-Build contracts in Maryland, included 3.8 miles of new roadway, MD 200, to accommodate three highway lanes in each direction from west of U.S. 29 to east of I-95. Three new interchanges were designed at MD 200/US 29, MD 200/Briggs Chaney Road, and MD 200/I-95. The work also included the reconstruction and widening of 1.3 miles of U.S. 29 from south of Briggs Chaney Road to south of Fairland Road and the reconstruction of 1.9 miles of C-D roads along I-95 from south of MD 198 to north of MD 212. JMT as a subconsultant to the IC3 was the Lead ITS/Electronic Toll Collection (ETC) Engineer and Structural Engineer in addition to support water resources design.

- **Traffic/ITS/Lighting** - Led the design of the ETC and the traffic management systems for Contract C. The system included CCTV surveillance, Dynamic Message Signs, vehicle detection systems, toll rate information signs, ETC toll gantries and the communication systems required to connect the field equipment to the central operations center. This project required constant coordination with utility companies. The design accommodates future improvements within the project limits, including several interchanges, light rail in the U.S. 29 median and electronic toll lanes in the I-95 median. Documents were in accordance with AASHTO, FHWA, MSHA and MDTA policies and coordinated to ensure compatibility and consistency with the overall ICC toll system. Also provided lighting design for the entire project. Both the U.S. 29 and Briggs Chaney Rd. Interchanges were designed for low level lighting using standard, decorative poles and fixtures. Along I-95, high mast lighting was utilized consistent with other highway structures. The work also included design of the power supply system for all lighting, toll gantries and signifying.

- **Structural Engineering** - The design of over 50 structures, including bridges, culverts, retaining walls and noise barriers, was led by JMT. This work included the design of toll gantries, sign structures and high mast light poles, coordination of four design consultants as well as the liaison between the design team and MDHA, MDTA and the contractor. JMT’s design work included 6 bridges, 3 noise barriers and 14 retaining walls. The bridges included both steel girder and concrete beam superstructures ranging from a 75 foot simple span to a 5-span 1,218 foot curved girder structure. Multiple plan packages were provided to facilitate early construction activities such as pier footings and ordering of long lead items such as structural steel. The bridges, retaining walls and noise barriers included many different aesthetic features unique to the project.

- **Water Resources** - Provided H/H studies, analysis and design; open/closed storm drain design; SWM and ESC analysis, computation and design; H/H, SWM and ESC plans, reports and permits; and consultation during construction for the MD 200 mainline. The SWM and ESC plans were developed to allow multiple phases to reduce areas of earth disturbance while allowing the contractor to meet his schedule of activities throughout the project limits. The ESC plans were coordinated with the MOT plans and utility relocations to facilitate construction activities. Provided detailed H/H design and scour analysis for Little Paint Branch, an environmentally sensitive stream. Performed H/H design for a temporary bridge crossing to be used as part of a haul road during construction. Coordinated the designs with the MSHA, the ICC Project Team and the Maryland Department of the Environment (MDE) and performed much of the design at the “Hub Office” facilitating “over the shoulder” review process. JMT obtained MDE permits and approvals from the MDE for the stream crossings, ESC and SWM.

**SIMILAR SCOPE ACTIVITIES**
- Surveying
- Asphalt Paving
- Underlying concrete joint repairs
- Signing and Stripping
- Overhead Sign Structures/Lighting
- Dynamic Message Signs
- Overall Lane Control System
- ITS Devices/Systems (DMS, CCTV, Detection, Video Analytics & Lane Control)
- Electrical, Communications and Fiber Optic Conduit, Wiring and Hook-ups
- Configuring, Integrating and Testing New ATM Field Devices for Proper Operation and Control
- Field Support for System Software
- Integration and Testing
- Drainage, E&S Control and SWM
- Concrete Barrier and Pier Protection
- Maintenance of Traffic
- Inspection, Testing, QA and QC

**PROJECT HIGHLIGHTS**
- One of the largest D-B projects in MD.  
- Approx. 3.8 miles of new six-lane highway.  
- State-of-the-art electronic toll collection system and traffic management system.  
- Design of over 50 structures (toll gantries, sign structures and high mast light poles).
The EFLHD, as the representative for VDOT/U.S. Army Garrison Fort Belvoir/Fairfax County, selected the Design-Build Team that included Cherry Hill Construction as the Contract and JMT as the Lead Designer, for this $112M D-B project. The 4-lane divided limited access highway completed the missing connection of FCP to I-95 and provides critical access to the National Geospatial-Intelligence Agency’s (NGA) facility at Fort Belvoir EPG. To meet the requirements of BRAC the FCP project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the project. The design team initiated design upon notice of award beginning in October 2008 and delivered approval for construction plans that allowed constr. of the western end (west of Accotink Creek) of the project to commence in April 2009. Full plan approval for the remainder of the contract was received in August 2009, approximately 3 months ahead of schedule. This accelerated design schedule allowed earlier construction starts that enabled the opening of Phases I/II in Sept. 2010, nearly a month ahead of scheduled.

**Traffic/ITS/Lighting** - JMT’s Lead Traffic/ITS engineer Randy Boice, PE, originally designed the ITS communication backbone through the project area around the I-95 ramps. This knowledge allowed JMT to design around the backbone such that there was absolutely no disturbance to the I-95 traffic management system during construction. Other responsibilities included the signing and pavement marking design for the mainline, side streets and ramps; traffic analysis; signal designs for 6 intersections; and roadway lighting (full and partial interchange and crossroad lighting) design. Corridors with new signals were modeled and optimized. CORSIM, VISSIM and Synchro were all used in the design development and corridor optimization.

**Design** - The design included a new interchange at FCP and Barta Rd. for access to West North Loop Rd. (NGA interior roadway network) within the new NGA facility. Extensive design collaboration/coordination with the U.S. Army for this access point was required and included coordination for UXO clearing, security lighting, overhead vehicle detection, geometry/utility connections. A majority of this roadway was located on the southern portion of the EPG. Environmental challenges were further complicated by the fast-track schedule, involvement of multiple stakeholders, and complex environmental and regulatory issues. Design services included a comprehensive investigation of the nature and extent of the contamination on several of these areas, including groundwater modeling to evaluate the impact of construction on the fate and transport of multiple contaminated groundwater plumes. The project also included widening of I-95 to accommodate a new exit lane designed as a certified Defense Access Rd. that provides direct access to the NGA. JMT completed the Base Option and Options 1-3 including Phase IV. Phase IV was completed in July 2011 and provides access to N.B. FCP from Boudinot Dr. by extending Boudinot Dr. beneath the FCP and constructing Loop B. Phase IV also provided a connection from FCP N.B. to Boudinot Dr. via Ramp B; and access from S.B. FCP to Boudinot Dr. via Ramp D and a new bridge crossing Accotink Creek

**Prime Designer**

**Design Work Performed at:**
- Herndon and Richmond, VA
- Springfield, VA

**Name:**
- Fairfax County Parkway Extension Phases I/II and IV (Design-Build)
- Cherry Hill Construction, Inc.

**Name of Client:**
- Federal Highway Administration Eastern Federal Lands Highway Div. Phone: 703.404.6302

**Project Manager:**
- Robert Morris

**Phone:**
- 703.404.6302

**Email:**
- robert.morris@dot.gov

**Phases I/II**
- December 2010 (Original)
- September 2010 (Actual)

**Phases IV**
- July 2011 (Original)
- July 2011 (Actual)

**Construction Contract Value (Actual or Estimated):**
- $73,756
- $112,416

**Contract Value (in thousands):**
- $11,538

**Design Fee for the Work:**
- $11,538

**Date (Original):**
- July 2011

**Construction Contract (Actual or Estimated):**
- July 2011

**Date (Actual):**
- July 2011

**Increase due to be awarded Phase IV:**
- $11,538

**Similar Scope Activities:**
- Surveying
- Asphalt Paving
- Underlying concrete joint repairs
- Signing and Striping
- Overhead Sign Structures/Lighting
- Dynamic Message Signs
- Overhead Lane Control System
- ITS Devices/Systems (DMS, CCTV, Detection, Video Analytics & Lane Control)
- Electrical, Communications and Fiber Optic Conduit, Wiring and Hook-ups
- Configuring, Integrating and Testing New ATM Field Devices for Proper Operation and Control
- Field Support for System Software
- Integration and Testing
- Drainage, E&S Control and SWM
- Concrete Barrier and Pier Protection
- Maintenance of Traffic
- Inspection, Testing, QA and QC

**Project Highlights:**
- Completed a vital link to I-95 in NOVA.
- The project was recognized by DBIA National & Mid-Atlantic Region, ACEC/V, ACEC/MD, ACEC/MW and VTCA
- Project finished a month ahead of schedule with an extremely aggressive schedule.
Attachment 4.2.7
Conceptual Roadway Plans
CONSTRUCTION ALIGNMENT AND SUPERELEVATION DATA SHEET
CONSTRUCTION ALIGNMENT AND
SUPERELEVATION DATA SHEET
NOTES:
1. FULL DEPTH PATCHES/ASMT REPAIRS SHALL BE PERFORMED FROM TO MILE 10 AND OUTSIDE.
2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
3. THE OLD DOMER BARRIER SHOWN ON SUPPLEMENTAL SURVEY.
4. FOR TRANSVERSE PAVEMENT VIEW DETAIL SEE TYPICAL SECTION SHEET END.
5. MOVABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT SEE SPECIAL PROVISION.
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO MAINTENANCE AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

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

NOTES:
- LAWS DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
- SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN FOR REFERENCE PURPOSES ONLY.
- VARIABLE MEDIAN BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT SPECIAL PROVISION.
1. FULL DEPTH PATCHES/JOINT REPAIRS SHALL BE PERFORMED PRIOR TO MILLING AND OVERLAY.
2. SUPPLEMENTAL SURVEY WAS PERFORMED IN 2005 AND IS SHOWN TO MILLING AND OVERLAY.
3. THE REFERENCED PVC BARRIER IS SHOWN FROM SUPPLEMENTAL SURVEY.
4. FOR TRANSVERSE PAVEMENT TEM DETAIL SEE TYPICAL SECTION SHEET 1B2.
5. VARIABLE MESSAGE BARRIER SHALL BE PLACED AT A LOCATION APPROVED BY VDOT (SEE SPECIFIC PROVISIONS).
All conduit shall be trenched unless otherwise noted.

- Bored Conduit
  - 1 1/4" Conduit (ITS)
  - 12 Strand SMF
  - 1 1/2" Conduit (ITS)
  - 1-Tone Wire
- Bored Conduit
  - 1 1/2" Conduit (Power)
  - 2 - #4 Cables
- Bored Conduit
  - 1 1/4" Conduit (ITS)
  - 10 - 2" Conduit (Power)
  - 1-Tone Wire
- Bored Conduit
  - 1 1/4" Conduit (ITS)
  - 12 Strand SMF
  - 1 1/2" Conduit (ITS)
  - 1-Tone Wire
- Bored Conduit
  - 1 1/4" Conduit (ITS)
  - 12 Strand SMF
  - 1 1/2" Conduit (ITS)
  - 1-Tone Wire

Mounted on Structure

- Bored Conduit
  - 1 1/4" Conduit (ITS)
  - 12 Strand SMF
  - 1 1/2" Conduit (ITS)
  - 1-Tone Wire
- Bored Conduit
  - 1 1/4" Conduit (ITS)
  - 12 Strand SMF
  - 1 1/2" Conduit (ITS)
  - 1-Tone Wire

All new cabinet installations shall consist of two cabinets on a modified CS-3 foundation.
CONDUIT AND CABLE SCHEDULE

All conduit shall be trenched unless otherwise noted.

- **1-'/4" Conduit (ITS)**
  - 2 - CCTV cables
  - 1 - DMS cable
  - 1-'/4" Conduit (ITS Spare)
  - 1 - Tone wire
  - 1-2" Conduit (Power)
  - 2 - *4 cables

- **1-2" Conduit (Power)**
  - 8 - *4 cables

- **Bored Conduit**
  - 1-'/4" Conduit (ITS)
  - 1 - DMS cable
  - 1-'/4" Conduit (ITS Spare)
  - 1 - Tone wire
  - 1-2" Conduit (Power)
  - 2 - *4 cables

- **1-'/4" Conduit (ITS)**
  - 2 - *12 Strand SMF
  - 1 - DMS cable
  - 1-'/4" Conduit (ITS Spare)
  - 1 - Tone wire
  - 1-2" Conduit (Power)
  - 2 - *4 cables

- **Empty Existing Conduit**
  - 1-12 Strand SMF

- **Mounted on Structure**
  - 1-1/4" Metal Conduit (ITS)
  - 2 - CCTV cables
  - 1-1/4" Metal Conduit (Empty)
SIGNING AND ITS COMMUNICATION CONTROL PLANS

SIGN & ITS SUPPORT LEGEND

**SUPPORTS**

<table>
<thead>
<tr>
<th>SUPPORTS</th>
<th>PROPOSED</th>
<th>EXISTING</th>
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</thead>
<tbody>
<tr>
<td>Single Post Sign/ITS Support</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Double Post Sign/ITS Support</td>
<td></td>
<td></td>
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<tr>
<td>O/H Cantilever Sign/ITS Support</td>
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<tr>
<td>O/H Span Sign/ITS Support</td>
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<td></td>
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<tr>
<td>O/H Butterfly Sign/ITS Support</td>
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**SIGNS**

<table>
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<tr>
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<tbody>
<tr>
<td></td>
<td>Existing Sign to Remove or to be Relocated</td>
</tr>
<tr>
<td></td>
<td>Existing Sign to be Removed</td>
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<tr>
<td></td>
<td>Proposed Sign Panel</td>
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<tr>
<td></td>
<td>Proposed Intelligent Lane Control Signal (ILCS)</td>
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**ITS LEGEND**

<table>
<thead>
<tr>
<th>PLAN SYMBOL</th>
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**NOTES**

1. Proposed Sign/ITS Structures and Locations are Conceptual. The Specifications refer to the RFP Technical and Commercial Specification Part II of the RFP for all signing and its requirements.

2. The design builder shall be responsible for verifying design and construction drawings and documents within the project. This includes checking drawing and specifications for all design and construction drawings and documents. The design builder shall be responsible for verifying the locations of the fixed CCTV cameras for the SLMS to the design builder. The locations of the CCTV cameras are Conceptual only and do not guarantee any level of coverage.

3. A Shoulder Lane Monitoring System (SLMS) shall be provided for obstruction and width detection across the shoulder lane. The camera system shall be installed at the north and south end of the project. The design builder shall be responsible for verifying the locations of the fixed CCTV cameras for the SLMS to the design builder. The locations of the fixed CCTV cameras are Conceptual only and do not guarantee any level of coverage.

4. A Shoulder Lane Monitoring System (SLMS) shall be provided for obstruction and width detection across the shoulder lane. The camera system shall be installed at the north and south end of the project. The design builder shall be responsible for verifying the locations of the fixed CCTV cameras for the SLMS to the design builder. The locations of the fixed CCTV cameras are Conceptual only and do not guarantee any level of coverage.

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8. A Shoulder Lane Monitoring System (SLMS) shall be provided for obstruction and width detection across the shoulder lane. The camera system shall be installed at the north and south end of the project. The design builder shall be responsible for verifying the locations of the fixed CCTV cameras for the SLMS to the design builder. The locations of the fixed CCTV cameras are Conceptual only and do not guarantee any level of coverage.
EXISTING TO REMAIN:
- CITY - 3RD EXPRESS LANE
- L/A LINE

CONNECT CIVIC TO EXISTING CABINET:
CONNECT FIBER TO EXISTING ETHERNET SWITCH.

INTERSTATE 495/CAPITAL BELTWAY SB
INNER LOOP

GENERAL NOTES:
- REMOVE EXISTING SIGNS AND LIGHTING
- R/W & L/A Line
- Fixed CCTV Camera for SLMS
- Per VDOT
- Proposed CCTV

STATE: VA

CONCEPT PLANS
MARCH 12, 2014

JMT

Since 1964

JOHNSON, MILLERMAN & THOMPSON
Engineering & Urban Design Firm

CONCEPT PLANS
MARCH 12, 2014

JMT

Since 1964

JOHNSON, MILLERMAN & THOMPSON
Engineering & Urban Design Firm
SIGNING AND ITS COMMUNICATION
CONTROL PLANS

FIXED CCTV CAMERAS FOR SLMS

INTERSTATE 495 CAPITAL BELTWAY SBL
OUTER LOOP

INTERSTATE 495 CAPITAL BELTWAY NBL
INNER LOOP

103 Cassidy Plz
Great Falls VA

12(5)

MARCH 12, 2014

CONCEPT PLANS

JMT

F.O. DAY

Since 1964

CONCEPT PLANS
MARCH 12, 2014

0495-029-23

STATE
PROJECT
SHEET NO.

PROJECT MANAGER

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

JMT_t105130_12(5).dgn
Plotted By: nelson
10:47:36 AM

Whitman Requardt & Associates (703) 293-9717

Whitman Requardt & Associates (703) 293-9717

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FIXED CCTV CAMERAS FOR SLMS

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CONTROL PLANS
SIGNING AND ITS COMMUNICATION
CONTROL PLANS

- Replace existing cabinet with new cabinet
- Radar traffic detector - IDS 9506 U
- (1) Detector @ power with prewired power and prewired fiber connection
- The proposed conduit into existing fiber optic junction box leads to existing detector conduit to new cabinet
- Remove existing sign

INTERSTATE 495 (CAPITAL BELTWAY) SB L
INNER LOOP

INTERSTATE 495 (CAPITAL BELTWAY) NB L
OUTER LOOP

Georgetown Pike

George Washington Memorial Parkway

F.O. DAY
Since 1964

CONCEPT PLANS
MARCH 12, 2014

JMT
JOHNSON, MURPHY & THOMPSON
Engineering & Surveying Firm®

PROJECT MANAGER

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

VA 455
0455-029-023
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12(6)

Whitman Requardt & Associates (703) 293-9717
Whitman Requardt & Associates (703) 293-9717

C501
495

VDOT
Paul Nishimoto (571) 483-2622

MARCH 12, 2014
CONCEPT PLANS

CABINET TO NEW CABINET
FIBER FROM EXISTING DETECTOR
Fiber Optic Junction Box. Reroute Tie Proposed Conduit Into Existing With New Cabinet

REPLACE EXISTING CABINET
REPLACE SOLAR POWER WITH HARDWIRED POWER AND PROVIDE
FIXED CCTV CAMERAS
FOR SLMS

PROPOSED CCTV-2
SIGNING AND ITS COMMUNICATION CONTROL PLANS

General Notes:
- (Variable Width R. O. W.)
- MAY BE SUBJECT TO CHANGE AS DEEMED OR TO REGULATION AND CONTROL OF TRAFFIC

Interstate 495 (Capital Beltway)

- (1) Detector
  - Existing to remain
  - Radar traffic detector - IDS 2504 IL, IDS 2505 IL

- (2) Detectors
  - Radar traffic detector - IDS 2504 IL, IDS 2505 IL

George Washington Memorial Parkway

- NO TRUCKS

Existing to remain:
- Radar traffic detector - IDS 2504 IL, IDS 2505 IL

Proposed CCTV

Existing to remain:
- Detector

Surveyed by, date:
Paul Nishimoto (571) 483-2622

Project Manager:

Plotted by: Nelson

CONCEPT PLANS
MARCH 12, 2014
SIGNING AND ITS COMMUNICATION CONTROL PLANS

EXIST. R/W & L/A LINE

FIXED CCTV CAMERAS FOR SLMS

INTERSTATE 495 (CAPITAL BELTWAY) SBL.

INTERSTATE 495 (CAPITAL BELTWAY) NBL.

EXISTING HIGHWAY PLANS ARE

STATE A. K. E. S. W. E. L. G. B. (S)

STATE A. K. E. S. W. E. L. G. B. (S)

SHOULDER LANE MERGE RIGHT

IBAND

MESSAGE 3 - SHOULDER DOWNS

MESSAGE 3 - SHOULDER DOWNS

CONCEPT PLANS

MARCH 12, 2014

JMT

CONCEPT PLANS

MARCH 12, 2014

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MARCH 12, 2014

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CONCEPT PLANS

MARCH 12, 2014

JMT
SIGNING AND ITS COMMUNICATION
CONTROL PLANS

EXISTING TO RECOMMENDED SIGNAGE TRAFFIC DETECTOR - IDS 2523 SB.
EXISTING TO REMAINunken.
FUSE DETECTOR ON EXISTING EMBLEM TO NEW DETECTOR.
REN. TO EXISTING EMBLEM TO NEW DETECTOR.
FUSE DETECTOR TO EXISTING EMBLEM TO NEW DETECTOR.
FUSE DETECTOR TO EXISTING EMBLEM TO NEW DETECTOR.
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SIGNING AND ITS COMMUNICATION CONTROL PLANS

- Replace solar power with hardwired power
- (1) Detector relocated from overhead radar traffic detector - IDS 2523 NB:
- (1) PTZ on CCTV - 1060:
  - Box; route fiber to new cabinet.
  - Tie conduit to existing another.
  - Tie conduit to existing empty conduit.
- Radar traffic detector - IDS 2260.
- Detection relocated from overhead.
- Sound wall - Prop. 12-strand SMF.
- Replace solar power with hardwired power.
- And provide fiber connection.

EXISTING TO REMAIN
- Cell tower.

GEOGRAPHIC FEATURES
- Interstate 495 (Capital Beltway) SB, Outer Loop.
- Interstate 495 (Capital Beltway) NB, Inner Loop.
- George Washington Memorial Parkway.
- Eisenhower Memorial Parkway.
- Outter Loop.
- Interstate 495 (Capital Beltway) SB.
- Interstate 495 (Capital Beltway) NB.
- George Washington Memorial Parkway.
- Eisenhower Memorial Parkway.

PROJECT MANAGER
- Paul Nishimoto (571) 483-2622

GENERAL NOTES
- Whitman Requardt & Associates (703) 293-9717
Attachment 4.2.8
Written Statement
Fully Complaint with RFP
Design Criteria Table and Limits of Construction

The F.O. Day/JMT Team’s proposal is fully compliant with the Design Criteria Table included in the RFP Technical Requirements (Part 2) as Attachments 2.2 (shown below) and all other requirements of this RFP, Addendum #1 and Questions & Answers.

We also certify that the proposed limits of construction including all stormwater management facilities are located within the right-of-way limits shown on the RFP/Addendum #1 Conceptual Plans with the exception of permanent and temporary easements. The F.O. Day/JMT Team design concept does not require Design Exception and/or Design Waivers unless they are identified or included in the RFP or Addendum.
I-495 NORTHERN SECTION SHOULDER USE
FAIRFAX COUNTY, VA

A Design-Build Project
From: South of Old Dominion Overpass  To: George Washington Memorial Parkway

March 14, 2014
State Project No.: (F0) 0495-029-123, P101, C501
Federal Project No.: STP-495-5(094)
Contract ID No.: C00105130DB72
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:

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Services, LS</td>
<td>$ 1,123,000.00</td>
</tr>
<tr>
<td>Mobilization (Construction), LS</td>
<td>$ 950,000.00</td>
</tr>
<tr>
<td>Quality Assurance (QA) (Construction), LS</td>
<td>$ 300,000.00</td>
</tr>
<tr>
<td>Quality Control (QC) (Construction), LS</td>
<td>$ 350,000.00</td>
</tr>
<tr>
<td>Earthwork, LS</td>
<td>$ 399,838.50</td>
</tr>
<tr>
<td>Roadway Incidentals, LS</td>
<td>$ 715,806.70</td>
</tr>
<tr>
<td>Drainage (Structures), LS</td>
<td>$ 1,245,872.50</td>
</tr>
<tr>
<td>Utilities, LS</td>
<td>$ 1.00</td>
</tr>
<tr>
<td>Pavement, LS</td>
<td>$ 4,652,763.40</td>
</tr>
<tr>
<td>Full Depth Transverse Joint Repair, LS</td>
<td>$ 241,920.00</td>
</tr>
<tr>
<td>Permanent Traffic Control/Signage, LS</td>
<td>$ 1,039,802.00</td>
</tr>
<tr>
<td>Maintenance of Traffic, LS</td>
<td>$ 1,272,264.90</td>
</tr>
<tr>
<td>ITS Components, LS</td>
<td>$ 2,968,550.00</td>
</tr>
<tr>
<td>Barrier Modification, LS</td>
<td>$ 3,586,590.50</td>
</tr>
<tr>
<td>Bridge Mounted signs Removal and Replacement, LS</td>
<td>$ 12,300.00</td>
</tr>
<tr>
<td>All Others Costs, LS</td>
<td>$ 1,015,000.00</td>
</tr>
</tbody>
</table>

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

Lump Sum (LS): Nineteen million eight hundred seventy three thousand seven hundred nine dollars and 50 cents .......................................................... ($ 19,873,709.50)

Signature: ___________________________ Date: March 14, 2014

Design-Builder: Francis O. Day Company, Inc.

Vendor No.: D499

Commonwealth of Virginia
Virginia Department of Transportation
4.3.2 Adjustments to Asphalt, Fuel and Steel Prices
EXHIBIT 6.3(a)
ADJUSTMENT FOR ASPHALT

SPECIAL PROVISION FOR
ASPHALT MATERIAL PRICE ADJUSTMENT
DESIGN-BUILD PROJECTS

August 9, 2013

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

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

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

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

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

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

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

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

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

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

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

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

Any apparent attempt to unbalance bids in favor of items subject to price adjustment or failure to submit required cost and price data as noted hereinbefore may result in rejection of items for asphalt adjustment.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNITS</th>
<th>SPECIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>10062</td>
<td>Asphalt-Stab. Open-Graded Material</td>
<td>Ton</td>
<td>313</td>
</tr>
<tr>
<td>10416</td>
<td>Liquid Asphalt</td>
<td>Gal</td>
<td>311 312</td>
</tr>
<tr>
<td>10420</td>
<td>Blotted Seal Coat Ty. B</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10422</td>
<td>Blotted Seal Coat Ty. C</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10423</td>
<td>Blotted Seal Coat Ty. C-1</td>
<td>Sy</td>
<td>ATTD</td>
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<tr>
<td>10424</td>
<td>Blotted Seal Coat Ty. D</td>
<td>Sy</td>
<td>ATTD</td>
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<tr>
<td>10598</td>
<td>Ns Asphalt Concrete</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10606</td>
<td>Asphalt Concrete Ty. SM-9.5</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10607</td>
<td>Asphalt Concrete Ty. SM-12.5A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10608</td>
<td>Asphalt Concrete Ty. SM-12.5D</td>
<td>Ton</td>
<td>315</td>
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<tr>
<td>10609</td>
<td>Asphalt Concrete Ty. SM-12.5E (76-22)</td>
<td>Ton</td>
<td>315</td>
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<tr>
<td>10610</td>
<td>Asphalt Concrete Ty. IM-19.0A</td>
<td>Ton</td>
<td>315</td>
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<tr>
<td>10611</td>
<td>Asphalt Concrete Ty. IM-19.0D</td>
<td>Ton</td>
<td>315</td>
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<td>Asphalt Conc. Base Cr. Ty. BM-25.0</td>
<td>Ton</td>
<td>315</td>
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<tr>
<td>10613</td>
<td>Asphalt Concrete Ty. BM-37.5</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10635</td>
<td>Asphalt Concrete Ty. SM-9.5A</td>
<td>Ton</td>
<td>315</td>
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<tr>
<td>10636</td>
<td>Asphalt Concrete Ty. SM-9.5D</td>
<td>Ton</td>
<td>315</td>
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<td>10639</td>
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<td>Ton</td>
<td>315</td>
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<td>Ton</td>
<td>315</td>
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<td>10643</td>
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<td>Liquid Asphalt Coating</td>
<td>Sy</td>
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<td>12505</td>
<td>Asphalt Concrete Curb Backup Material</td>
<td>Ton</td>
<td>315</td>
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<td>13240</td>
<td>Asphalt Concrete Sidewalk</td>
<td>Ton</td>
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<td>Sy</td>
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<td>16130</td>
<td>Emul. Asph. Slurry Seal Type C</td>
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<td>16145</td>
<td>Latex Mod. Emul. Treat. Type C</td>
<td>Ton</td>
<td>ATTD</td>
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<td>16146</td>
<td>Latex Mod. Emul. Treat. Rutfilling</td>
<td>Ton</td>
<td>ATTD</td>
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<tr>
<td>16161</td>
<td>Modified Single Seal</td>
<td>Sy</td>
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<td>Modified Double Seal</td>
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<td>ATTD</td>
</tr>
<tr>
<td>16249</td>
<td>Nontracking Tack Coat</td>
<td>Gal.</td>
<td>ATTD</td>
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<tr>
<td>16250</td>
<td>Liquid Asphalt Matl. CMS-2 (Mod)</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16251</td>
<td>Liquid Asphalt Matl. CMS-2</td>
<td>Gal</td>
<td>ATTD</td>
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<td>16252</td>
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<td>ATTD</td>
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<td>Ns Liquid Asphalt Matl.</td>
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<td>Quantity</td>
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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: (FO) 0495-029-133, P101, 6501

DISTRICT: Northern Virginia

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 $560.00 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-Build proposes to obtain PG 76-22 or PG 70-28 shall be maintained by the Design-Build. These quotes shall be retained on site during the life of the Contract for review by the Engineer upon request.

DATE: March 12, 2014

SIGNATURE: 

Francis O. Day Company, Inc.
(Firm or Corporation)

D499
(Vendor No.)
EXHIBIT 6.3 (c)
ADJUSTMENT FOR FUEL

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

November 5, 2012

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

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

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

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

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

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

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

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

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

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

Commonwealth of Virginia
Virginia Department of Transportation
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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.

[Signature]

Date: March 12, 2014

Vendor No.: D499

Design-builder: Francis O. Day Co., Inc.
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;

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

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   March 12, 2014

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

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<th>Item Number</th>
<th>Item Description</th>
<th>Quantity</th>
<th>Unit</th>
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</table>

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

Francis O. Day, Company, Inc                     March 12, 2014
Design-Builder                                      Date

Commonwealth of Virginia
Virginia Department of Transportation
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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

\[ B = \$0.2816 \]

\[ P = (161.1 - 139.6)/139.6 - 0.10 = 0.054 \]

\[ Q = 450,000 \text{ lb.} \]

\[ A = 0.2816 \times 0.054 \times 450,000 \]

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

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

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

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

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

March 18, 2009

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I elect to use this provision

X I elect not to use this provision

Date: March 12, 2014

Signature: ____________________________

Design-Builder: Francis O. Day Company, Inc.

Vendor No.: D499

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

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

SIGNED, sealed and dated this 6th Day of March, 2014

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

PROJECT NUMBER: State Project No.: (FO) 0495-029-123, P101, C501 I-495 Northern Section Shoulder Use Federal Project No.: STP-495-5(094) Contract ID Number: C00105130DB72

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.

Francis O. Day Company, Inc.
(Principal)
By: [Signature] (Officer, Partner or Owner) (Seal)

Federal Insurance Company
(Surety Company)
By: [Signature] (Attorney-in-Fact) (Seal)

Laurie L. Kessler
15 Mountain View Rd. Warren, NJ 07059
(Address)
By: [Signature] (Surety Company)

By: [Signature] (Attorney-in-Fact) (Seal)

By: [Signature] (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
Know All by These Presents, That FEDERAL INSURANCE COMPANY, an Indiana corporation, VIGILANT INSURANCE COMPANY, a New York corporation, and PACIFIC INDEMNITY COMPANY, a Wisconsin corporation, do hereby constitute and appoint Thomas Evans Carroll, Salvatore Joseph DiPietro, Laurie L. Kessler, Patrick W. Tracy and Jochen Wurff of Baltimore, Maryland——

each as their true and lawful Attorney-in-Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business, and any instruments amending or altering the same, and consents to the modification or alteration of any instrument referred to in said bonds or obligations.

In Witness Whereof, said FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY have each executed and attested these presents and affixed their corporate seals on this 21st day of August, 2013.

Dawn M. Chioros,
Assistant Secretary
STATE OF NEW JERSEY
County of Somerset

On this 21st day of August, 2013 before me, a Notary Public of New Jersey, personally came Dawn M. Chioros, to me known to be Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY, the companies which executed the foregoing Power of Attorney, and the said Dawn M. Chioros, being by me duly sworn, did depose and say that she is Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY and knows the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of the By-Laws of said Companies, and that she signed said Power of Attorney as Assistant Secretary of said Companies by the authority of said Companies, and that she is acquainted with David B. Norris, Jr., and knows him to be Vice President of said Companies, and that the signature of David B. Norris, Jr., subscribed to said Power of Attorney is in the genuine handwriting of David B. Norris, Jr., and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Notarial Seal
KATHERINE J. ADELAAR
NOTARY PUBLIC OF NEW JERSEY
No 3216665
Commission Expires July 16, 2014

CERTIFICATION

Extract from the By-Laws of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY:

"All powers of attorney for and on behalf of the Company may and shall be executed in the name and on behalf of the Company, either by the Chairman or the President or a Vice President or an Assistant Vice President, jointly with the Secretary or an Assistant Secretary, under their respective designations. The signature of such officers may be engraved, printed or lithographed. The signature of each of the following officers: Chairman, President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached."

I, Dawn M. Chioros, Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY (the "Companies") do hereby certify that

(i) the foregoing extract of the By-Laws of the Companies is true and correct,
(ii) the Companies are duly licensed and authorized to transact surety business in all 50 of the United States of America and the District of Columbia and are authorized by the U.S. Treasury Department; further, Federal and Virginia are licensed in the U.S. Virgin Islands, and Federal is licensed in American Samoa, Guam, Puerto Rico, and each of the Provinces of Canada except Prince Edward Island; and
(iii) the foregoing Power of Attorney is true, correct, and in full force and effect.

Given under my hand and seals of said Companies at Warren, N.J. this

06 March 2014

Dawn M. Chioros,
Assistant Secretary

IN THE EVENT YOU WISH TO NOTIFY US OF A CLAIM, VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT ADDRESS LISTED ABOVE, OR BY Telephone (908) 903-3493 Fax (908) 903-3665 e-mail: surety@chubb.com
4.3.4 Sworn Statement Forms
This form must be completed, signed and returned with bid; and failure to do so may result in the rejection of your bid. **THE CONTRACTOR SHALL AFFIRM THE FOLLOWING STATEMENT EITHER BY SIGNING THE AFFIDAVIT AND HAVING IT NOTARIZED OR BY SIGNING THE UNSIGNED DECLARATION UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES. A SEPARATE FORM MUST BE SUBMITTED BY EACH PRINCIPAL OF A JOINT VENTURE BID.**

**STATEMENT.** In preparation and submission of this bid, I, the firm, corporation or officers, agents or employees thereof did not, either directly or indirectly, enter into any combination or arrangement with any persons, firm or corporation or enter into any agreement, participate in any collusion, or otherwise take any action in the restraint of free, competitive bidding in violation of the Sherman Act (15 U.S.C. Section 1) or Article 1.1 or Chapter 12 of Title 18.2 (Virginia Governmental Frauds Act), Sections 59.1-9.17 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 Rockville Maryland, this 28 day of February, 2014

Francis O. Day Co., Inc.

(Name of Firm)

STATE of Maryland

COUNTY (CITY) of Montgomery

To-wit:

I, Janet L. Vickers, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Francis O. Day IV 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 28 day of February, 2014

My Commission expires September 17, 2017

**OR UNSWORN DECLARATION**

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

Signed at _______________ County (City), STATE, this __________ day of __________, 20__

(Name of Firm)

By: ___________________________ Title (print)
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

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

FHWA: STP-495-5(094)

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

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

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

NAME
(FO)0495-029-123,P101,C501

Location of Principal Office
STP-495-5(094)

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

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

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

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

(Continued)
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 Rockville, Maryland, this 28th day of February, 2014

Francis O. Day Co., Inc.
(Name of Firm)

STATE of Maryland

COUNTY (CITY) of Montgomery

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

To-wit:

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

Subscribed and sworn to before me this day of February, 2014

My Commission expires September 17, 2017

[Signature] [Notary Public]
4.3.5
DBE Requirement Forms
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
MINIMUM DBE REQUIREMENTS

PROJECT NO. (FO) 0495-029-123, P101, C501
FHWA 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 11.08 %

<table>
<thead>
<tr>
<th>NAMES(S) AND CERTIFICATION NO. OF DBE(S) TO BE USED</th>
<th>USED AS SUBCONTR. (S) MFG. (M) SUPPLIER (SP) HAULER (H)</th>
<th>TYPE OF WORK AND ITEM NO(S)</th>
<th>$ AMOUNT OF ALLOWABLE CREDIT PER ITEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>See Attached Form</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL $2,201,200.00

TOTAL CONTRACT VALUE $19,873,709.50 × REQUIRED DBE 11 % = $2,186,108.05

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.

Francis O. Day Company, Inc.
BIDDER
Vice President
TITLE

BY [Signature]
DATE March 12, 2014
<table>
<thead>
<tr>
<th>Subcontractor</th>
<th>DBE Cert No.</th>
<th>MFG (M)</th>
<th>Supplier (SP)</th>
<th>Type of Work</th>
<th>Contract Amount</th>
<th>Percent of Work by DBE</th>
<th>Amount of Allowable Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMY Engineering Consultants, Inc</td>
<td>DB2011-0012-2014</td>
<td>S</td>
<td></td>
<td>Engineering Services</td>
<td>$62,000.00</td>
<td>100%</td>
<td>$62,000.00</td>
</tr>
<tr>
<td>Athavale, Lystad &amp; Assoc., Inc.</td>
<td>DB1992-0106-2014</td>
<td>S</td>
<td></td>
<td>Engineering Services</td>
<td>$25,000.00</td>
<td>100%</td>
<td>$25,000.00</td>
</tr>
<tr>
<td>Quinn Consulting Services, Inc</td>
<td>626289</td>
<td>S</td>
<td></td>
<td>Civil Engineering Services</td>
<td>$197,000.00</td>
<td>100%</td>
<td>$197,000.00</td>
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<tr>
<td>Quarry Products Unlimited</td>
<td>685867</td>
<td>SP</td>
<td></td>
<td>Liquid Asphalt Supplier</td>
<td>$964,000.00</td>
<td>60%</td>
<td>$578,400.00</td>
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<tr>
<td>Aggregate Relocation Specialists, LLC</td>
<td>675350</td>
<td>SP</td>
<td></td>
<td>Aggregate Supplier</td>
<td>$208,000.00</td>
<td>60%</td>
<td>$124,800.00</td>
</tr>
<tr>
<td>Aggregate Relocation Specialists, LLC</td>
<td>675350</td>
<td>H</td>
<td></td>
<td>Dump Trucking</td>
<td>$151,000.00</td>
<td>100%</td>
<td>$151,000.00</td>
</tr>
<tr>
<td>Aggregate Relocation Specialists, LLC</td>
<td>675350</td>
<td>H</td>
<td></td>
<td>Dump Trucking</td>
<td>$403,000.00</td>
<td>100%</td>
<td>$403,000.00</td>
</tr>
<tr>
<td>Old Dominion Electric Supply, Inc</td>
<td>000023</td>
<td>SP</td>
<td></td>
<td>Electrical Supplier</td>
<td>$1,100,000.00</td>
<td>60%</td>
<td>$660,000.00</td>
</tr>
</tbody>
</table>

Total DBE Participation: $2,201,200.00

Contract Total Value: $19,873,709.50

Percent Attained by Bidder: 11.08%
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.:

Federal Project No.:

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
Francis O. Day Company, Inc.

By: [Signature]

Vice President
Date: March 12, 2014
Title

First Tier Subcontractor if Applicable
Johnson, Mirman & Thompson, Inc.

By: [Signature]

Vice President
Date: March 12, 2014
Title
Second Tier Subcontractor if Applicable

By: ____________________________  Signature  ____________________________
    Title ____________________________
    Date: ____________________________

Third Tier Subcontractor if Applicable

By: ____________________________  Signature  ____________________________
    Title ____________________________
    Date: ____________________________

DBE Contractor  

By: ____________________________  Signature  ____________________________
    Vice President  Title ____________________________
    Date: 2/27/2014

DMY Engineering Consultants Inc.
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.:

Federal Project No.:

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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: Francis O. Day Company, Inc.
By: ____________________________  Signature
Vice President: ____________________  Title
Date: March 12, 2014

First Tier Subcontractor if Applicable: Johnson, Mirniran & Thompson, Inc.
By: ____________________________  Signature
Vice President: ____________________  Title
Date: March 12, 2014
Second Tier Subcontractor if Applicable

By: ____________________________ Signature ____________________________ Title ____________________________

Date: ____________________________

Third Tier Subcontractor if Applicable

By: ____________________________ Signature ____________________________ Title ____________________________

Date: ____________________________

DBE Contractor

Athavale, Lystad & Associates, Inc.

By: ____________________________ Signature ____________________________ President ____________________________

Date: March 12, 2014
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: I-495 Shoulder Widening Design Build Project
Federal Project No.: STP-495-S094

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

F.O Day

By: __________________________
Signature

Vice President
Title

Date: March 18, 2014

First Tier Subcontractor if Applicable

By: __________________________
Signature

Date: __________________________
Title
Second Tier Subcontractor if Applicable

By: __________________  Signature: __________________  Title: __________________  Date: ________________

Third Tier Subcontractor if Applicable

By: __________________  Signature: __________________  Title: __________________  Date: ________________

DBE Contractor Quinn Consulting Services, Inc.

By: __________________  Signature: __________________  Title: __________________  Date: 3/6/2014
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: (50) 0695-029-123, P101, E501
Federal Project No.: STP-495-5 (044)

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  Francis O. Day Company, Inc.

By: [Signature]  Vice President  Title
Date: March 12, 2014

First Tier Subcontractor if Applicable

By: [Signature]  Title
Date: 

[Signature]  Title
Date: 
Second Tier Subcontractor if Applicable

By: ___________________________ Signature ___________________________ Title ___________________________
                Date: ___________________________

Third Tier Subcontractor if Applicable

By: ___________________________ Signature ___________________________ Title ___________________________
                Date: ___________________________

DBE Contractor

Quarry Products "Unlimited"

By: ___________________________ Signature ___________________________ Title ___________________________
                Date: ___________________________
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.:

Federal Project No.:

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

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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 Francis O. Day Company, Inc.

By: _____________________________ Signature _____________________________
By: _____________________________ Signature _____________________________

Vice President Title
Date: March 12, 2014

First Tier Subcontractor if Applicable

By: _____________________________ Signature _____________________________
By: _____________________________ Signature _____________________________

Date: _____________________________
Second Tier
Subcontractor if Applicable

By: ____________________________  Signature  ________________
   ____________________________  Title  ____________________________
   ____________________________  Date: ____________________________

Third Tier
Subcontractor if Applicable

By: ____________________________  Signature  ________________
   ____________________________  Title  ____________________________
   ____________________________  Date: ____________________________

DBE Contractor  Aggregate Relocation Specialists, LLC

By: ____________________________  Signature  ________________
   ____________________________  President  ____________________________
   ____________________________  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.

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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: Francis O. Day Company, Inc.

By: _______________________________ Signature _______________________________

Vice President: _______________________________ Title _______________________________

Date: _______________________________

First Tier Subcontractor if Applicable: Midasco, LLC

By: _______________________________ Signature _______________________________

President: _______________________________ Title _______________________________

Date: _______________________________
Second Tier
Subcontractor if Applicable

By: ____________________________
   Signature ____________________________
   Date: ____________________________
   Title ____________________________

Third Tier
Subcontractor if Applicable

By: ____________________________
   Signature ____________________________
   Date: ____________________________
   Title ____________________________

DBE Contractor

OLD DOMINION ELECTRICAL SUPPLY

By: ____________________________
   Signature ____________________________
   Date: ____________________________
   Title ____________________________

PREZIDENT

MARCH 6, 2014
4.4.6
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.

**Contractor:**

<table>
<thead>
<tr>
<th>VDOT Item Code</th>
<th>Item Description</th>
<th>Fuel (F) or Price (P) Adjustment</th>
<th>App Quantity</th>
<th>Unit</th>
<th>Budgeted Cost ($)</th>
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</table>
### 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.

<table>
<thead>
<tr>
<th>VDOT Item Code</th>
<th>Item Description</th>
<th>Fuel (F) or Price (P) Adjustment</th>
<th>App Quantity</th>
<th>Unit</th>
<th>Budgeted Cost ($)</th>
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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>VDOT Item Code</th>
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<th>Unit</th>
<th>Budgeted Cost ($)</th>
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<td>TRACER WIRE</td>
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<td>TRENCH EC-1</td>
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<td>BARRIER MOD DETAIL 1' H= 0' TO 3&quot;</td>
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<td>BARRIER MOD DETAIL 2A H= 3' TO 9'</td>
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Date: March 14, 2014
## 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.

<table>
<thead>
<tr>
<th>VDOT Item Code</th>
<th>Item Description</th>
<th>Fuel (F) or Price (P) Adjustment</th>
<th>App Quantity</th>
<th>Unit¹</th>
<th>Budgeted Cost ($)</th>
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<tbody>
<tr>
<td>1530</td>
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Total: $19,873,799.50

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...).

S: Similar VDOT Code
NC: No VDOT Code
4.4.7
Proposed Monthly Payment Schedule
I-495 Northern Section Shoulder Use  
Project No. (FO) 0495-029-133, P101, C501  

Francis O. Day Company, Inc.  

Monthly Payment Schedule

<table>
<thead>
<tr>
<th>Month</th>
<th>Projected Monthly Total</th>
<th>Projected Cumulative Total</th>
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<tbody>
<tr>
<td>May 2014</td>
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<td>$1,213,800</td>
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<tr>
<td>June 2014</td>
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