LETTER OF SUBMITTAL

I-95 Safety Improvements at Route 3 | A Design-Build Project

FROM: 0.115 Miles South of Int. Route 3 | TO: 1.220 Miles North of Int. Route 3

State Project No.: 0095-111-278
Federal Project No.: OC-095-2(535)
Contract ID Number: C00107715DB91

January 4, 2017

SUBMITTED BY:

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

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<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
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<td>NA</td>
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<td>Offeror’s full legal name and address</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>1</td>
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<tr>
<td>Authorized representative’s original signature</td>
<td>NA</td>
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</tr>
<tr>
<td>Declaration of intent</td>
<td>NA</td>
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</tr>
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<td>NA</td>
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<td>Point of Contact information</td>
<td>NA</td>
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</tr>
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<td>Principal Officer information</td>
<td>NA</td>
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<td>NA</td>
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<td>2</td>
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<tr>
<td>Full Legal Name of Lead Contractor, Lead Designer, and QAM</td>
<td>NA</td>
<td>Section 4.1.7</td>
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<td>Offeror’s VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.1.8</td>
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<td>DBE statement confirming Offeror is committed to achieving the required DBE goal</td>
<td>NA</td>
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</tr>
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## LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

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<td>NA</td>
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<td>NA</td>
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</tr>
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<tr>
<td>Conceptual Roadway Plans</td>
<td>NA</td>
<td>Section 4.2.7</td>
<td>Appendix 4.2.7</td>
</tr>
</tbody>
</table>
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 3.6, 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 ________________ RFP – September 27, 2016 ____________________________ (Date)

2. Cover letter of ________________ RFP Addendum #1 – October 14, 2016 ____________________________ (Date)

3. Cover letter of ________________ RFP Addendum #2 – November 10, 2016 ____________________________ (Date)

4. Cover letter of ________________ RFP Addendum #3 – December 02, 2016 ____________________________ (Date)

5. Cover letter of ________________ RFP Addendum #4 – December 05, 2016 ____________________________ (Date)

6. Cover letter of ________________ RFP Addendum #5 – December 14, 2016 ____________________________ (Date)

__________________________
SIGNATURE

12.22.16
DATE

__________________________
STEPHEN L. ORDUNG
PRINTED NAME

VICE PRESIDENT
TITLE
January 2, 2017

Commonwealth of Virginia  
Department of Transportation (VDOT)  
Central Office Mail Center  
Loading Dock Entrance  
1401 E. Broad Street  
Richmond, Virginia 23219  
Attention: Stephen D. Kindy, P.E. (APD Division)

Re: Letter of Submittal  
Design-Build Project - I-95 Safety Improvements at Route 3  
From: 0.115 Miles South of Int. Route 3  
To: 1.220 Miles North of Int. Route 3  
City of Fredericksburg, Virginia  
State Project No.: 0095-111-278  
Federal Project No.: OC-095-2(535)  
Contract ID Number: C00107715DB91

Dear Mr. Kindy:

Curtis Contracting Inc. (CCI) is pleased to submit our proposal for the I-95 Safety Improvements at Route 3 Intersection Design-Build project. As requested by the Department’s RFP, our submission includes:

- One (1) original paper version of our Letter of Submittal with Attachments
- One (1) original paper version of our Price Proposal
- One (1) CD-ROM containing the entire Letter of Submittal in a single PDF file
- One (1) CD-ROM containing the entire Price Proposal in a single PDF file

CCI has thoroughly reviewed the Department’s RFP, including RFP Questions and Answers dated December 2, 2016, and Addenda 1 - 5. Following are responses to information and/or attachments requested in RFP section 4.1.

4.1.1 Full Legal Name and Address of Offeror:  Curtis Contracting Inc.  
P.O. Box 769  
West Point, Virginia 23181

4.1.2 Declare Offeror’s Intent: It is our full intent, if selected, to enter into a contract with VDOT for the project in accordance with the terms of this RFP.

4.1.3 Pursuant to Part 1, Section 8.2 We declare that the offer presented by the Price Proposal will remain in full force and effect for one hundred twenty (120) days after the date the Proposal is submitted to VDOT (“Letter of Submittal & Price Proposal Due Date” – 1/4/2017)
4.1.4 Official Representative and Point of Contact: Stephen L. Ordung, Vice President of Curtis Contracting, Inc. will serve as the Point of Contact for the Offeror.

Address: 7481 Theron Road, West Point, VA 23181 | PO Box 769, West Point VA 23181
Phone: (804) 843-4633 | Fax: (804) 843-2545 | E-mail: s.ordung@curtiscontracting.net

4.1.5 Principal Officer Information: Andrew R. Curtis, Jr. President of Curtis Contracting, Inc. will serve as the Principal Officer for the Offeror.

Address: 7481 Theron Road, West Point, VA 23181 | PO Box 769, West Point VA 23181
Phone: (804) 843-4633 | Fax: (804) 843-2545 | E-mail: a.curtis@curtiscontracting.net

4.1.6 Corporate Structure: CCI is a corporation titled in the Commonwealth of Virginia and will be the sole proposer/entity with whom VDOT would directly contract for this project. CCI will undertake the financial responsibility for this D-B project. CCI has no liability limitations. The corporate structure of CCI is as follows:
   Andrew R. Curtis – Chief Executive Officer
   Andrew R. Curtis, Jr. – President
   Raymond E. Jarvis – Vice President Finance/Secretary
   Stephen L. Ordung – Vice President Operations

4.1.7 Lead Contractor, Lead Designer and QAM Firm: CCI is the Lead Contractor for this project, serving as the prime/general contractor responsible for overall construction. GAI Consultants, Inc. (GAI) will be our Lead Designer for the project, meaning the prime design consulting firm responsible for overall design. CES Consulting, LLC, will be the Quality Assurance Management firm.

4.1.8 VDOT Prequalification Evidence: CCI is pre-qualified to bid on the project as outlined in VDOT’s Rules Governing Prequalification Privileges (prequalification number C333, with an active status) A copy of the company’s VDOT prequalification certificate is included in the Attachments to the Letter of Submittal.

4.1.9 DBE Requirements: CCI is committed to achieving and exceeding the DBE participation goal of fourteen percent (14%) for this project.

4.1.10 Final Completion Date: CCI is committed achieving a Final Completion Date of this project no later than January 11, 2019.

The signature below affirms that the information supplied in this proposal is true and accurate to the best of our knowledge. VDOT is hereby authorized to confirm all information contained in this proposal. The Curtis Contracting D-B Team is enthusiastic about the opportunity to participate in the D-B process for the I-95 Safety Improvements at Route 3 Intersection Design-Build project, and we are confident that our team will complete this project on time and within your budget.

Sincerely,

CURTIS CONTRACTING, INC.

[Signature]
Andrew R. Curtis Jr.
President
4.2.1

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

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

<table>
<thead>
<tr>
<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
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<tbody>
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</table>
4.2.2

Debarment Forms
ATTACHMENT 4.2.2(a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0095-111-278

1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

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

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

   c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and

   d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

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

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

Signature

12-07-2016

Date

Vice President

Title

Curtis Contracting Inc

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

Project No.: 0095-111-278

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

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

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

Signature [Signature] Date 11/30/2016 NE Region Transportation Manager Title

GAI Consultants, Inc.

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

Project No.: 0095-111-278

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] 11/16/16  [Principal]
Signature Date Title

CES CONSULTING LLC
Name of Firm
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-278

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] 11/14/16  [President]  [Title]

[Name of Firm]  [Engineering Group LLC]
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-278

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] 11/2/2016 [Chief Operating Officer]
Signature Date Title

Bowman Consulting Group, Ltd.
Name of Firm
4.2.3

Prequalification Certificate
Vendor ID: C333
Vendor Name: CURTIS CONTRACTING, INC.
Prequal Exp: 03/31/2017

-- PREQ Address --
P. O. BOX 769
WEST POINT, VA 23181-0769
Phone: 804-843-4633
Fax: 804-843-2545

-- DBE Information --
DBE Type: N/A
DBE Contact: N/A

Work Classes (Listed But Not Limited To)
002 - GRADING
003 - MAJOR STRUCTURES
004 - ASPHALT CONCRETE PAVING
007 - MINOR STRUCTURES
179 - H.C.C. PAVEMENT
4.2.4

Surety Letter
December 21, 2016

Commonwealth of Virginia
Department of Transportation

Re: Curtis Contracting, Inc.
I-95 Safety Improvements at Route 3
From 0.115 Miles South of Int. Route 3 – To: 1.220 Miles North of Int. Route 3
City of Fredericksburg, Virginia
State Project No.: 0095-111-278/Federal Project No. OC-095-2(535)
Contract ID Number: C00107715DB91/ Estimated Contract Value: $14,900,000

To Whom It May Concern:

You have requested Curtis Contracting, Inc. provide evidence of bonding capacity in connection with the above captioned project. I am pleased to offer the following information.

It is the privilege of Travelers Casualty and Surety Company of America to provide surety bonds for Curtis. We have bonded single projects of over $75,000,000 within an aggregate program of up to $150,000,000 for a wide variety of owners.

As surety for the above named Contractor, Curtis Contracting, Inc., Travelers Casualty and Surety Company of America with an A.M. Best Rating of 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 the Project.

Regards,

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

Cynthia D. O’Bryan
4.2.5
Registrations/Licenses
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That CURTIS CONTRACTING, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is July 15, 1985;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
May 7, 2015

Joel H. Peck, Clerk of the Commission
Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

CISM0180
CORPORATE DATA INQUIRY

08/12/16
14:05:36

CORP ID: F039601 - 2
STATUS: 00 ACTIVE
STATUS DATE: 02/24/03

CORP NAME: G-A-I CONSULTANTS, INC.

DATE OF CERTIFICATE: 11/04/1981 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: PA PENNSYLVANIA 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: NATIONAL CORPORATE RESEARCH, LTD.

STREET: 250 BROWNS HILL COURT

CITY: MIDLOTHIAN STATE: VA ZIP: 23114-0000
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/19/12 LOC: 120

ACCEPTED AR#: 215 54 1544 DATE: 11/13/15 CHESTERFIELD CO
CURRENT AR#: 215 54 1544 DATE: 11/13/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
15 1,270.00 200,000

(Screen Id:/Corp_Data_Inquiry)
CES Consulting, LLC

General

- SCC ID: S3416007
- Entity Type: Limited Liability Company
- Jurisdiction of Formation: VA
- Date of Formation/Registration: 10/14/2010
- Status: Active

Principal Office

- 5771 JANNEYS MILL
- HAYMARKET VA 20160

Registered Agent/Registered Office

- AVTAR SINGH
- 15709 SPYGLASS HILL LOOP
- GAINESVILLE VA 20155
- PRINCE WILLIAM COUNTY 176
- Status: Active
- Effective Date: 12/28/2011
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, February 17, 2009

This is to certify that the certificate of organization of

Accompong Engineering Group, LLC

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

State Corporation Commission
Attest:

[Signature]

Clerk of the Commission
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That BOWMAN CONSULTING GROUP, LTD. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is June 7, 1995;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
October 21, 2016

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1610215341
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
*CLASSIFICATIONS* ASB CBC H/H LSC RBC

CURTIS CONTRACTING INC
PO BOX 769
WEST POINT, VA 23181

Status can be verified at http://www.dpor.virginia.gov

SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS

DPOR-LIC (05/2015)
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, 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, LS

G A I CONSULTANTS INC
618 E SOUTH ST STE 700
ORLANDO, FL 32801

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9660 Mayland Drive, 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

ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
BOARD FOR APELS/CIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005442 EXPIRES: 12-31-2017
PROFESSIONS: ENG
ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832

Status can be verified at http://www.dpor.virginia.gov
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411000610

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

PROFESSIONS: ENG, LS

BOWMAN CONSULTING GROUP LTD
3951 WESTERRE PKWY
SUITE 150
RICHMOND, VA 23233

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)
COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: LS, ENG

BOWMAN CONSULTING GROUP LTD
650A NELMS CIRCLE
FREDERICKSBURG, VA 22406

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)
REAL ESTATE APPRAISER BOARD
APPRAISAL BUSINESS REGISTRATION

BOWMAN CONSULTING GROUP LTD
650 A NELMS CIRCLE
FREDERICKSBURG, VA 22406

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)
ATTACHMENT 4.2.5
State Project No. 0095-111-278
SCC and DPOR Information

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>SCC Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curtis Contracting, Inc.</td>
<td>02733335</td>
<td>Professional Corporation</td>
<td>Active</td>
<td>PO Box 769 West Point, VA 23181</td>
<td>Contractor (Class A)</td>
<td>2701031525</td>
<td>03-31-2018</td>
</tr>
<tr>
<td>GAI Consultants, Inc.</td>
<td>F039601-2</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td>618 E. South Street, Suite 700 Orlando, FL 32801</td>
<td>Engineering &amp; Land Surveying</td>
<td>0407004210</td>
<td>12-31-2017</td>
</tr>
<tr>
<td>CES Consulting, LLC</td>
<td>S3416007</td>
<td>LLC</td>
<td>Active</td>
<td>23475 Rock Haven Way, Suite 225 Dulles, VA 20166</td>
<td>Engineering</td>
<td>0407005783</td>
<td>12-31-2017</td>
</tr>
<tr>
<td>Accompong Engineering Group, LLC</td>
<td>S283521-5</td>
<td>LLC</td>
<td>Active</td>
<td>9510 Iron Bridge Road, Suite 200 Chesterfield, VA 23832</td>
<td>Engineering</td>
<td>0407005442</td>
<td>12-31-2017</td>
</tr>
<tr>
<td>Bowman Consulting Group, Ltd.</td>
<td>04481982</td>
<td>S-Corp</td>
<td>Active</td>
<td>3951 Westerre Parkway, Suite 150, Richmond, VA 23233</td>
<td>Engineering &amp; Land Surveying</td>
<td>04411000610</td>
<td>02-28-2018</td>
</tr>
<tr>
<td>Bowman Consulting Group, Ltd.</td>
<td>04481982</td>
<td>S-Corp</td>
<td>Active</td>
<td>650A Nelms Circle, Fredericksburg, VA 22406</td>
<td>Engineering &amp; Land Surveying</td>
<td>04411000421</td>
<td>02-28-2018</td>
</tr>
<tr>
<td>Bowman Consulting Group, Ltd.</td>
<td>04481982</td>
<td>S-Corp</td>
<td>Active</td>
<td>650A Nelms Circle, Fredericksburg, VA 22406</td>
<td>Appraisal</td>
<td>4008001873</td>
<td>03-31-2018</td>
</tr>
</tbody>
</table>
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. Contract information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-295/Meadowville Road Interchange Improvements (Design Build)</td>
<td>Name: Parsons Brinckerhoff</td>
<td>Name of Client/Owner: VDOT Phone: (804) 674-2800 Project Manager: Ian Millikan Phone: (804) 674-2800 Email: <a href="mailto:ian.millikan@vdot.virginia.gov">ian.millikan@vdot.virginia.gov</a></td>
<td>12/31/2011</td>
<td>12/15/2011</td>
<td>11,715</td>
<td>11,820</td>
</tr>
</tbody>
</table>

b. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Curtis Contracting, Inc. (CCI) was responsible for the overall design-build process including public relations, design, permitting, utility coordination, quality assurance and quality control, environmental protection, safety, schedule, and construction for this $11.7 million project. The project elements included the construction of Interstate 295, Meadowville Road, and on ramps and off ramps for Phase 1 of the I-295/Meadowville Road Interchange development. Project details included two signalized intersections on Meadowville Road, signage, guardrail, asphalt pavement, concrete pavement, drainage, utility relocation, striping, clearing, and mass grading. CCI was responsible for the communication and coordination with VDOT, Chesterfield County, permitting agencies, and other stakeholders on the project. CCI met the challenge of expediting the schedule in order to advance design, permitting and construction of all work within a 14 month period. CCI’s talent was key to supporting the phased design submissions to allow for work to begin within two months of project award and then obtain all approvals in order to complete all work on time and within budget.

CCI’s Team salvaged the existing concrete material within the I-295 pavement shoulders and recycled the material in an environmentally positive way to incorporate this material into ground stabilization base material for the construction of new on/off ramp fills. The I-295 and Meadowville Road Interchange Design Build construction is very similar to the requirements of the Interstate 64 Widening and Route 623 Interchange Improvements project, where a major roadway under traffic will be expanded while also accommodating the existing roadway cross slope, profile, and drainage features. Our experience brings forth many valuable lessons for consideration in order to accomplish this challenge. One example would be the emphasis of as-built data prior to establishing the baseline profiles for roadway and drainage design. We have found that the increments of topographic and baseline survey need to be sufficient to identify precisely the existing pavement profiles and cross sections so that the design for the widened roadway does not reach the point of final surface course and find the variables in pavement settlements or prior construction do not allow minimum, or will exceed maximum, allowable tolerance for the final roadway sections.

During the design and construction of this project, CCI worked seamlessly with our Design Team to establish a pavement section and construction method that allowed us to eliminate the traffic limitation of a single lane on the bridge and approaches during the phase of pavement reconstruction at the existing fixed bridge location. The approach expedited the completion of work in this critical area and allowed for minimal impact of traffic during construction. CCI received high praise from the County emergency response officials and the neighboring Northrop Grumman State data storage center officials for our innovative approach and for the fact that we considered their concerns, adapted and improved any original conceptual plan for this work.

CCI was able to control the project schedule with our unique ability to self-perform all project management, mass excavation, roadway sub base, storm drainage/basin construction, pavement demolition, traffic control, and guardrail installation. Major items of work included approximately 120,000 cubic yards of mass excavation, 20,000 cubic yards of borrow excavation, 26,000 square yards of concrete pavement, 23,000 tons of asphalt and 27,000 tons of aggregate base material.

CCI’s focus on safety enabled us to complete all work, to include over 100,000 man hours, without a single recordable injury.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

This project received one of VDOT’s first national DBIA Awards for Design-Build in Transportation in 2013. Additionally, the project was selected by VDOT for a presentation at the Governor’s Transportation Conference in 2013.
**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>
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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>
</tr>
</thead>
<tbody>
<tr>
<td>Martin Luther King Expressway Extension (Design Build)</td>
<td>Name: Parsons Brinckerhoff</td>
<td>Name of Client / Owner: SKW Constructors, LLC</td>
<td>10/01/2016</td>
<td>07/31/16</td>
<td>$45,450</td>
<td>$46,250</td>
</tr>
<tr>
<td>Location: City of Portsmouth, VA</td>
<td>Phone: (757) 673-9487</td>
<td>Project Manager: Wade Watson</td>
<td>Phone: (757) 673-9487</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Email: <a href="mailto:wade.watson@skanska.com">wade.watson@skanska.com</a></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

b. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Curtis Contracting, Inc. (CCI), as a major contractor, was responsible for all construction, including highways and structures, extensive MOT, environmental compliance and protection, coordination with adjacent contracts, utility installation, and stormwater management.

CCI was responsible for the overall environmental protection, safety, CPM schedule and construction for this $46.2 million project. The project elements included construction of the widening of Interstate 264, on ramps and off ramps for Contract A of the I-264/MLK Extension Interchange development. Project details included construction of two new bridges, widening of two existing bridges, MSE walls, EPS, signals, lighting, overhead/roadway signage, guardrail, asphalt pavement, drainage, utility relocation, striping, clearing, mass grading, and MOT. CCI was responsible for the communication and coordination with SKW, Design Engineer, QA/QC, VDOT, City of Portsmouth, permitting agencies, and other stakeholders on the project. CCI was able to control the project schedule with its unique ability to self-perform all project management, mass excavation, roadway subbase, storm drainage/basin construction, pavement demolition, traffic control, bridge construction, and guardrail installation. Major items of work included approximately 200,000 cubic yards of mass excavation, 40,000 cubic yards of borrow excavation, 85,000 tons of asphalt, 20,000 tons of aggregate base material, 27,000 cubic yards of EPS/Geo-foam, 25,000 cubic yards of lightweight fill, construction of 46,000 square feet of MSE Wall, 4,800 linear feet of barrier wall, and removed and replaced a pedestrian bridge with approaches. CCI’s focus on safety enabled us and our subcontractors to complete all work to date, including over 100,000 man hours, without a single recordable injury.

CCI was able to control the project schedule with our unique ability to self-perform grading, pavement, project management, maintenance of traffic, guardrail installation, erosion and sediment controls, and bridge construction.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

Through detailed scheduling, coordination, and communication, the MLK Extension Project was ahead of schedule. CCI has been recognized by SKW for Quality, Erosion and Sediment controls, and MOT operations.

**LESSONS LEARNED**

1. Weekly coordination meetings have been key to eliminating delays, maintaining schedule, and communication with stakeholders
2. Due to multiple contracts MOT coordination has been key to minimize impacts to travelling public
3. Quality Control built into work plans has been key to eliminate rework and provide a quality project.
4. Daily MOT inspections have been key to maintaining traffic flow through the project and promptly addressing issues.

**SCOPE AND COMPLEXITY SIMILARITIES**

- Widening of major roadway under traffic
- VDOT Design Build Project
- Bridge Construction and Widening
- Installation of ITS communications and Signals
- Significant MOT
- Coordination with Railroads
- Coordination with many Stakeholders
**ATTACHMENT 4.2.6(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

*(LIMIT 1 PAGE PER PROJECT)*

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<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>
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<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-264 Pavement Rehabilitation (Design Build)</td>
<td>Name: <strong>SEE BELOW</strong></td>
<td>Name of Client / Owner: VDOT</td>
<td>Phone: (757) 925-2500</td>
<td>Project Manager: Jim Utterback, PE</td>
<td>Phone: (757) 925-2500</td>
<td>Email: <a href="mailto:james.utterback@vdot.virginia.gov">james.utterback@vdot.virginia.gov</a></td>
</tr>
</tbody>
</table>

Curtis Contracting, Inc. (CCI), as the Design Builder, was responsible for all aspects of design and construction, including roadway, drainage improvements, MOT, barrier and guardrail modifications, signage, environmental protection, public relations, and coordination with adjacent contracts and VDOT TOC. Project required extensive coordination with adjacent and overlapping projects which is handled by CCI in conjunction with VDOT’s GEC. Daily coordination occurred onsite and weekly meetings were held at CCI offices to discuss work plans, schedule, public relations information, and traffic control. This fast-track project consisted of the overall design-build process including public relations, design, permitting, utility coordination, quality assurance and quality control, environmental protection, safety, schedule, and construction for this $72 million project. The project elements included the pavement rehabilitation, drainage, and safety improvements for a 12-mile section of Interstate 264 in the City of Virginia Beach. Project scope included the installation of over 210,000 tons of asphalt, 120,000 square yards of full depth pavement replacement, 70,000 linear feet of guardrail upgrades, signage, and millions of linear feet of pavement markings. CCI was responsible for the communication and coordination with VDOT, City of Virginia Beach, regulatory agencies, and other stakeholders on the project. The CCI Team was instrumental in expediting the schedule in order to advance design, permitting, and construction of all work within a 22 month period. Using the unique flexibility allowed only with the Design-Build, we developed phased design submissions to allow for work to begin within two months of project award and then obtained all approvals in order to insure work will be completed on schedule. This included incorporating over $10 million in added scope without changing the project completion date. The CCI Team focused on safety and accident prevention has resulted, to date, in over 200,000 man hours without a single recordable injury for this project. CCI was salvaging the existing concrete material within the I-264 full depth pavement repairs and will recycle over 60,000 tons of material in an environmentally positive way.

**SCOPE AND COMPLEXITY SIMILARITIES**

- **Rehabilitation of a major commuter roadway under traffic**
- **VDOT Design Build Project**
- **Public Relations Efforts with local business and communities**
- **Fast Track Design and Construction**
- **Significant Asphalt Pavement**
- **Significant Traffic Control Requirements**

CCI was able to control the project schedule with its unique ability to self-perform all project management, MOT, full depth pavement replacement, roadway widening, barrier modifications, guardrail installations, erosion and sediment controls, and survey.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**

This project had an aggressive 22 month schedule. Weekly design and construction progress meetings were held with the owner, as well as meetings dealing with MOT, scheduling, and lane closures, to discuss coordination with the other ongoing projects. We also coordinated the work with the local city, police, fire and other emergency responders, and the traveling public. Despite the addition of over $10 million of added scope on the project critical path, CCI developed a plan and provided all of the necessary resources to mitigate any schedule impact on the original contract completion date.

CCI was innovative in their approach to the work zone safety risks. At their own expense they installed an electronic traffic speed sign trailer in each lane closure to bring to the attention of the traveling motorist their speed and monitor peak hours of speed violations. This allowed for motorist to “check-up” this speed when entering a work zone and, also, allowed for CCI to coordinate with law enforcement on the necessary peak periods for their presence. CCI also implemented an “Orange Cones No Phones” campaign to bring motorist awareness to the workzone and in a direct effort to reduce the number of distracted drivers.

**LESSONS LEARNED**

1. Since effective coordination among all stakeholders, VDOT, utility owners, and business was paramount, weekly coordination and job progress meetings were held to discuss issues/solutions, scheduling, partnering, safety, MOT, etc., which mitigated conflicts and eased the flow of the project.
2. Due to potential traffic congestion and emergency vehicle response impacts, CCI proposed an extensive Public Relations outreach and communication program that consisted of website, one on one contact and information distribution to all localities, and emergency response divisions along this high volume traffic corridor. These processes were implemented with VDOT’s approval resulting in improved public travel and allowed for continuous/uninterrupted access for emergency response vehicles.

The project schedule required all design, permitting, and construction to be completed within and aggressive 22 months of NTP. The CCI Team developed a phased design approach that allowed for construction to commence within the first three months from Award.
## LEAD DESIGNER - WORK HISTORY FORM

### ATTACHMENT 4.2.6(b)

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>Project Name &amp; Location</th>
<th>Name of the prime/general contractor responsible for overall construction of the project.</th>
<th>Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>Construction Contract Start Date</th>
<th>Construction Contract Completion Date (Actual or Estimated)</th>
<th>Contract Value (in thousands)</th>
<th>Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-264 Pavement Rehabilitation Design-Build</td>
<td>Name: Curtis Contracting, Inc. Location: Virginia Beach, VA</td>
<td>Name of Client: VDOT Phone: 757.494.5477 Project Manager: Frank Fabian, PE Email: <a href="mailto:Frank.Fabian@vdot.virginia.gov">Frank.Fabian@vdot.virginia.gov</a></td>
<td>12/2013</td>
<td>11/2015</td>
<td>$60,950</td>
<td><em>Change order per Owner’s request.</em></td>
</tr>
</tbody>
</table>

### Lessons Learned:

- Innovative design analysis resulted in saving the owner $3M from VDOT’s estimated cost
- Early and frequent multi-stakeholder involvement was a key to meeting the original contract schedule with a 200% increase in fixed bid quantity for concrete pavement replacement (a significant item on the critical schedule’s critical path)
- Additional traffic analysis and studies allowed for additional lane closures and extended work zone hours
- Additional lane closures, speed radar signs, and an “Orange Cones/No Phones” campaign to enhance work zone safety
- No fatalities occurred during the project’s construction schedule with 80,000 vehicles per day traffic

### Other project features included four lane miles of shoulder widening, safety hardware upgrades, and modifications and adjustments for barriers, guardrail, curbs, and signage. Drainage structures were adjusted and upgraded made in substandard locations as necessary. GAI was also responsible for hydraulic analysis, design, and construction monitoring to address required water quality measures. The maintenance of traffic and public relations elements of this project were the responsibility of subconsultants.
a. Project Name & Location

I-95 Widening & I-4/US 92 Systems Interchange Reconstruction Design Build

Location: Volusia County, FL

b. Name of the prime/ general contractor responsible for overall construction of the project.

Name: Archer Western

GAI Consultants, Inc. (GAI) is the prime design engineer for this effort, leading a multi-disciplined team in widening the highway to six lanes from north of SR 44 to north of US 92, and providing total reconstruction of the I-4, I-95, and US 92 systems interchange to add CD roadways and greatly improve safety and capacity.

The Florida Department of Transportation is widening I-95 in Volusia County, adding lanes to this final section of I-95 in Florida to support the development of “Daytona Rising,” a major expansion surrounding the Daytona International Speedway. GAI’s scope includes more than 12 miles of roadway and interchange design, complex multi-phase maintenance of traffic plans, more than 20 bridge replacements, drainage design, environmental permitting, and ancillary improvements such as lighting, retaining walls, and ITS modifications.

All work is in accordance with FDOT and AASHTO specifications, and requires fast-track Interchange Modification Report (IMR) approval by FHWA to keep the project on track and meet an aggressive Design-Build schedule. At a cost of nearly $30,000 per day for schedule delays, GAI’s attention to detail and quality, coupled with an approach that meets all commitments, is the key to the project’s success.

Value Added Benefits:

GAI’s value-added design concepts eliminated 97% of the utility conflicts and 17 acres of ROW requirements. The use of polymer binder and bonded friction course saves the Department millions of dollars in future resurfacing and maintenance costs.

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### ATTACHMENT 4.2.6(b)

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<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 Start Date</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 9B (Future I-795) from SR-5/US-1 to I-295 Design Build</td>
<td>Name: Archer Western</td>
<td>Name of Client: Florida Department of Transportation – District 2</td>
<td>02/2010</td>
<td>01/2015</td>
<td>$70,000</td>
<td>$70,000</td>
</tr>
<tr>
<td>Location: Duval County, FL</td>
<td></td>
<td>Construction Project Manager: Nelson Bedenbaugh</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Phone: 800.749.2967</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Email: <a href="mailto:Nelson.Bedenbaugh@dot.state.fl.us">Nelson.Bedenbaugh@dot.state.fl.us</a></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

b. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

GAI Consultants, Inc. (GAI) served as a prime consultant for the design and permitting of a new 3.5 miles divided highway designed to Interstate standards. GAI provided all highway design, drainage design, and permitting. GAI also provided bridge design, MSE wall design, and oversight of wetland permitting. This project had an 881-day design and construction schedule with the design divided into numerous components allowing construction to begin early in the design process to meet this aggressive schedule. Major engineering components included:

- 13 Bridge structures over waterways, wetlands, and active interstate highways
- System to System Interchange at the I-295/SR 9B intersection designed to accommodate the ultimate future build-out configuration
- Three miles of new Interstate alignment
- PCCP Typical Section
- Stormwater Management Facility Design and Permitting
- Wetland Permitting Oversight
- MSE Wall Design
- Local Access Interchange at the intersection of SR 9B and US 1
- Water and Sanitary Forcemain Design

**SCOPE AND COMPLEXITY SIMILARITIES**

- Design-Build
- Utility Coordination/Relocation
- Multiphase MOT
- ITS Modification & Coordination
- New Signals & Intersection Modifications
- Public Information Coordination
- SWM Design and Permitting
TYPICAL SECTIONS

I-95 SBL

Clear Zone min= 30'
Topsoil & Seeding Req'd
6:1
12'
14'
12'
12'
12'
12'

I-95 SBL

Clear Zone min= 30'
Topsoil & Seeding Req'd
6:1
12'
14'
12'
12'
12'
12'

Station to Station
Sta.09+60.59 to Sta.13+50.00
24.5' & Var.

Station to Station
Sta.104+26.04 to Sta.108+46.04
12' to 24'

Station to Station
Sta.108+46.04 to Sta.109+60.59
24.5' & Var.

RAMP B

Clear Zone min= 30'
Topsoil & Seeding Req'd
6:1
12'
14'
12'
14'
14'
14'

Station to Station
Sta.104+60.59 to Sta.109+50.00
24.5' & Var.
TYPICAL SECTIONS

Ramp B

Point of 1:5 Slope

Clear Zone 1:20

Crown Line

Station to Station

Sta. 206+76.83 to Sta. 207+87.91

7.5% and Var. -

Var Width Mill & Overlay/Build-up

24' & Var

Var to 36'

Seeding Req'd.

Topsoil &

Grade

Point of Finished

Sta. 207+87.91 to Sta. 209+75.00

7.5% and Var.

10'

24' & Var

Var + 10'

Clear Zone 1:20

Crown Line

Station to Station

Sta. 207+87.91 to Sta. 209+75.00

6:1 Fill Slope

Var Width Mill & Overlay/Build-up

0.50% & Var

Pave. Match

6'

Var. to 36.5'

Clear Zone 20'

24' Min.

1'

1'

1'

Var. from 209+75.00 to 210+00.00

Ramp B

Clear Zone 1:20

Crown Line

Station to Station

Sta. 211+49.57 to Sta. 212+07.91

7.5% and Var. -

Var Width Mill & Overlay/Build-up

24' & Var

Var to 36'

Seeding Req'd.

Topsoil &

Grade

Point of Finished

Sta. 211+49.57 to Sta. 212+07.91

7.5% and Var.

10'

24' & Var

Var + 10'

Clear Zone 1:20

Crown Line

Station to Station

Sta. 211+49.57 to Sta. 212+07.91

6:1 Fill Slope

Var Width Mill & Overlay/Build-up

0.50% & Var

Pave. Match

6'

Var. to 36.5'

Clear Zone 20'

24' Min.

1'

1'

1'

Var. from 211+49.57 to 212+00.00

Ramp B

Clear Zone 1:20

Crown Line

Station to Station

Sta. 209+75.00 to Sta. 211+49.57

7.5% and Var. -

Var Width Mill & Overlay/Build-up

24' & Var

Var to 36'

Seeding Req'd.

Topsoil &

Grade

Point of Finished

Sta. 209+75.00 to Sta. 211+49.57

7.5% and Var.

10'

24' & Var

Var + 10'

Clear Zone 1:20

Crown Line

Station to Station

Sta. 209+75.00 to Sta. 211+49.57

6:1 Fill Slope

Var Width Mill & Overlay/Build-up

0.50% & Var

Pave. Match

6'

Var. to 36.5'

Clear Zone 20'

24' Min.

1'

1'

1'

Var. from 209+75.00 to 210+00.00

Var. from 204+65.27 to 224+00.00

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

RAMP B

Clear Zone min= 20'

Point of Finished Grade

Station to Station

Sta. 216+50.00 to Sta. 219+89.74

2.0 % and Var.

24' & Var

Clear Zone min= 20'

Seeding Req'd.

Topsoil &

BL

Grade

Point of Finished

Station to Station

Sta. 212+07.91 to Sta. 216+50.00

2.0 % and Var.

24' & Var

Clear Zone min= 20'

Seeding Req'd.

Topsoil &

BL

Grade

Station to Station

Sta. 218+25 to Sta. 218+50.83

Transition shoulder slope from match proposed pavement to -5% (St'd GS-11)

RAMP B

CLEAR ZONE min= 20'

Point of Finished Grade

Station to Station

Sta. 212+07.91 to Sta. 216+50.00

2.0 % and Var.

24' & Var

Clear Zone min= 20'

Seeding Req'd.

Topsoil &

BL

Grade

Station to Station

Sta. 218+25 to Sta. 218+50.83

Transition shoulder slope from match proposed pavement to -5% (St'd GS-11)

Mark C. Burris, P.E.
GAI Consultants Inc.
TYPICAL SECTIONS

RFP PLANS

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

PROJECT MANAGER

RICE & ASSOCIATES

ACCUMARK, 3/18/16

BY RESOLUTION OF COMMONWEALTH TRANSPORTATION BOARD DATED OCTOBER 4, 1956

LIMITED ACCESS HIGHWAY

BY RESOLUTION OF HIGHWAY COMMISSION DATED

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

WBL Rte. 3

Var. Width Mill & Overlay

Sta. 35+79.16 to Sta. 38+00.00

See Slip Ramp Typical from Sta. 33+50.00 Ahead

Rte. 3

EBL Rte. 3

Var. Width Mill & Overlay

Sta. 38+00.00 to Sta. 40+50.00

Var. Width Mill & Overlay

Sta. 40+50.00 to Sta. 43+49.12

Sta. 43+49.12 to Sta. 46+92.98

Var. Width Mill & Overlay

Sta. 40+75.00 to Sta. 46+64.52

Loop B

Ramp B

Slip

Var. Width Mill & Overlay

Var. Width Mill & Overlay

Var. Width Mill & Overlay

Var. Width Mill & Overlay (2 Lanes)

RFP PLANS

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

Ramp A

Sta. 10+57.73 to Sta. 15+20.00
20'

Sta. 15+20.00 to Sta. 21+20.00
12.7'

Sta. 21+20.00 to Sta. 23+25.00
12.7'

Ramp A

Match Existing Transition Shoulder From 22+25 to 23+25

Sta. 23+25 to Sta. 25+50.00
Var.

Sta. 25+50 to Sta. 26+10.13
Var.

RFP PLANS

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

Typical Sections

Ramp A Connector

TYPICAL SECTIONS

Seeding Req'd.
Topsoil & Var.
2:1 Fill Slope

Grade Point of Finished
10'

Sta. 11+75.00 to Sta. 12+23.00

3.0 %
Var.

Sta. 12+23.00 to Sta. 14+25.53

B
L

B
L

Match Exit
Sta. 10+74.29 to Sta. 15+50.06

1.5 % & Var.

Match, Exit, (Transition from Sta. 51+00.42 to Sta. 51+35.00)

Match Exit
(EBL Rte. 3)

32.5'
Grade
Point of Finished

(See Plans)

Station to Station

Station to Station

Sta. 51+00.42 to Sta. 51+35.00 (Mill and Replace Exist pavement EBL Rte. 3)

RFP PLANS

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

Mark C. Burris, P.E.
GAI Consultants Inc.
**TYPICAL SECTIONS**

Station to Station

**WBL Rte. 3**
- Transition
- False profile
- Crown line
- Station to Station
- Sta. 15+50.16 to Sta. 16+30.33

**EBL Rte. 3**
- False profile
- Crown line
- Station to Station
- Sta. 16+30.33 to Sta. 17+53.88

**Turn Lane**
- Rte. 3
- 32.5' Grade
- Point of Finished
- 2%

**NOTE:**
- These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.
TYPICAL SECTIONS

RFP PLANS

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

1. Design Features relating to construction or to regulation and control of traffic may be subject to change as deemed necessary by the Department.

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


Mark C. Burris, P.E.
GAI Consultants Inc.
TYPICAL SECTIONS

Rte. 3

WBL Rte. 3

EBL Rte. 3

Var. Width Mill & Overlay (End Full width 59+75.00)

Topsoil & Seeding Mix (See Plans)

Station 54+55.00 to Station 60+00.00

St'd MC-4

8'

1'

Seeding Req'd.

Topsoil &

Var. Width Mill & Overlay

Sta. 59+00.00 to Sta. 60+00.00

Station to Station

Rte. 3

Turn Lane

Match Exist.

Match Exist.

Topsoil & Seeding Mix (See Plans)

Station 54+55.00 to Station 60+00.00

St'd MC-4

8'

1'

Seeding Req'd.

Topsoil &

Var. Width Mill & Overlay

Sta. 60+00.00 to Sta. 62+55.00

Station to Station

Rte. 3

Match Exist.

Match Exist.

Topsoil & Seeding Mix (See Plans)

Station 60+75.00 to Station 66+44.29

Sta. 60+00.00 to Sta. 60+00.00

Station to Station

ACCCUMARK, 3/18/16

Rice & Associates

Mark C. Burris, P.E.
GAI Consultants Inc.
RFP PLANS

TYPICAL SECTIONS

I-95 NBL

Station to Station
Sta. 112+34.81 to Sta. 115+00.00

Clear Zone min= 30'

GS= -5'

Seeding Req'd.

Topsoil &

Match Exist

1'

6:1

4:1

12'

2:1 Cut Slope

Ramp A

Clear Zone min= 30'

GS V= 5'

Seeding Req'd.

Topsoil &

Match Exist

1'

6:1

4:1

12'

2:1 Cut Slope

Station to Station
Sta. 115+00.00 to Sta. 117+50.00

36.7'

Sta. 117+50.00 to Sta. 125+90.00

36.7' - 25.8'

Sta. 112+34.81 to Sta. 113+25.00

Mark C. Burris, P.E.

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

RFP PLANS

I-95 NBL

Station to Station
Sta.125+90.00 to Sta.133+30.00

Clear Zone min= 30'

Pier Protection System

Seeding Req'd.
Topsoil & St'd MC-4

GS-V=5%
Seedings Req'd.
2:1 Fill Slope

GS-V=5%
Seedings Req'd.
2:1 Cut Slope

GS-V=5%

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GS-V=5%
TYPICAL SECTIONS

RFP PLANS

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

I-95 NBL

Station to Station X
Sta.133+30.00 to Sta.134+50.00 25.8''
Sta.134+50.00 to Sta.137+50.00 Var.(Taper)

EXIST PAVE.

S R 5

Seeding Req'd.

Topsoil &

2 : 1

St'd MC-4

10 : 1
TYPICAL SECTIONS

I-95 BL

Station to Station
Sta. 133+30.00 to Sta. 134+50.00

12.0' Clear Zone min = 30'

Exist Pave.

Match Existing

Exist Pave.

Sta. 134+50.00 to Sta. 137+50.00

Var. (Taper)

Exist Pave.

STATION

X

I-95 NBL

Station to Station
Sta. 137+50.00 to Sta. 144+25.00

12.0' Clear Zone min = 30'

Exist Pave.

Match Existing

Exist Pave.

(See Plans)

Prop. Sound Wall

I-95 NBL

Sta. 144+25.00 to Sta. 160+50.00

5' Seeding Req'd.

Topsoil &

6:1 & Var.

Prop. Sound Wall

I-95 NBL

Sta. 160+50.00 to Sta. 175+50.00

5' Seeding Req'd.

Topsoil &

6:1 & Var.

I-95 NBL

Station to Station
Sta. 175+50.00 to Sta. 180+00

12.0' Clear Zone min = 30'

Exist Pave.

Match Existing

Exist Pave.

(See Plans)

Prop. Sound Wall

I-95 NBL

Sta. 180+00 to Sta. 195+00

5' Seeding Req'd.

Topsoil &

6:1 & Var.

I-95 NBL

Station to Station
Sta. 195+00 to Sta. 200+00

12.0' Clear Zone min = 30'

Exist Pave.

Match Existing

Exist Pave.

Mark C. Burris, P.E.

GAI Consultants Inc.
Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)

Rice & Associates
Jason Henry, P.E. (804) 786-5975 (Central Office)

Accumark, 3/18/16

Sound Wall location is preliminary. Final Plan Design and Noise Analysis will determine wall size and location.
TYPICAL SECTIONS

I-95 NBL

Clear Zone min = 30'

GS - 1 1 5'

Seeding Req'd.

Topsoil & Exist Pave.

Match Exist

Station to Station

Sta. 90+00.00 to Sta. 91+50.00

6:1 & Var.

(See Typical Sections)

I-95 NBL

Clear Zone min = 30'

GS - 1 1 5'

Seeding Req'd.

Topsoil & Exist Pave.

Match Exist

Station to Station

Sta. 91+50.00 to Sta. 93+00.00

6:1 & Var.

Var Width Mill

Overlay/Build-up

Mark C. Burris, P.E.

Rice & Associates

Accumark, 3/18/16

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.
These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.
Figures in brackets and dot-dashed lines

Figures in parenthesis and dot-dot-dashed lines

GPIN# 7769-94-7825

GPIN# 7769-93-3025

GPIN# 7769-93-7122

Matchline Sheet 4B

Accumark, 3/18/16

Matchline Sheet 53 +00 .00 Sheet 4

Station 10+57.73 Const. BL

Station 14+25.53 Const. BL

Station 54+50.00 Const. BL

Station 66+44.29 Const. BL

Ex. 10' Vepco / C&P Telephone Estm.

Denotes area of proposed pavement

Denotes area of proposed shoulder

Denotes area of ditch

Denotes ditch

Denotes survey reference areas

Denotes survey data

Denotes construction utility in cuts

Denotes construction utility in fills

Note: Figures in parentheses and dash lines denotes

Note: Figures in brackets and dash lines denote

Note: Figures in brackets and dot-dashed lines

Note: Figures in brackets and dot-dot-dashed lines

Note: Figures in brackets and dot-dot-dashed lines

Note: Figures in brackets and dot-dot-dashed lines

Note: Figures in brackets and dot-dot-dashed lines

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RFP PLANS

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

For Utility Owners, refer to Sheet 3.
For Utility Owners, refer to Sheet 3.

GAI Consultants Inc.
Rice & Associates
Mark C. Burris, P.E.

Accumark, 3/18/16

For Utility Owners, refer to Sheet 3.

GAI Consultants Inc.
Rice & Associates
Mark C. Burris, P.E.

Accumark, 3/18/16

For Utility Owners, refer to Sheet 3.
For Utility Owners, refer to Sheet 3.
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**RFP PLANS**

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

---

**Legend:**
- Dashed line: Denotes flat bottom of ditch
- Double line: Denotes area of proposed pavement
- Single line: Denotes area of proposed paved shoulder
- Dotted line: Denotes flat bottom of ditch
- Thick line: Denotes Construction Limits in Cuts
- Thin line: Denotes Construction Limits in Fills
- Heavy line: Denotes temporary easements
- Light line: Denotes permanent easements
- Chain line: Denotes a control point
- Hexagon: Denotes water control structure
- Circle: Denotes water line
- Triangle: Denotes a point of intersection
- Square: Denotes a point of intersection
- Arrow: Denotes direction of travel

---

**For Utility Owners, refer to Section 3.**
PRICE PROPOSAL

I-95 Safety Improvements at Route 3 | A Design-Build Project

FROM: 0.115 Miles South of Int. Route 3 | TO: 1.220 Miles North of Int. Route 3

State Project No.: 0095-111-278
Federal Project No.: OC-095-2(535)
Contract ID Number: C00107715DB91

January 4, 2017

SUBMITTED BY:

in association with
ATTACHMENT 4.0.1.2

DESIGN-BUILD PRICE PROPOSAL CHECKLIST

Addendum No. 3

Project Name: I-95 Safety Improvements at Route 3
Contract ID Number: C00107715DB91

Contents of Price Proposal:

- ✔ Cost Breakdown Summary in whole numbers and the Proposal Price, in both numbers and words which is the sum (Total Price) for the Base Scope and Option 1 (Attachment 4.3.1)
- ✔ Price Adjustment Information and Forms for Fuel and Asphalt for the Base Scope and Option 1, including identification of pay items and associated quantities eligible for adjustment (Part 3, Section 6.3, and Attachments 6.3)
- ✔ Proposal Guaranty (C-24) required by Section 102.07 of Part 5, Division I Amendments to the Standard Specifications for the Base Scope and Option 1
- ✔ Sworn Statement Forms (C-104, C-105, Attachments 4.3.4(a) and 4.3.4(b))
- ✔ CD-ROM containing the entire Price Proposal in a single cohesive Adobe PDF file
4.3.1 Cost Breakdown Summary & Proposal Price
ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

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

Price Proposal Cost Breakdown Summary:

<table>
<thead>
<tr>
<th>A. Base Scope</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Services, LS</td>
<td>$ 1,835,000</td>
</tr>
<tr>
<td>Construction Services (exclude QA/QC), LS</td>
<td>$ 14,635,500</td>
</tr>
<tr>
<td>Quality Assurance (QA) (Construction), LS</td>
<td>$ 737,500</td>
</tr>
<tr>
<td>Quality Control (QC) (Construction), LS</td>
<td>$ 520,000</td>
</tr>
<tr>
<td>All Other Costs, LS</td>
<td>$ 172,000</td>
</tr>
<tr>
<td>Base Scope – Subtotal</td>
<td>$17,900,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B. Option 1</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Services, LS</td>
<td>$ 434,000</td>
</tr>
<tr>
<td>Construction Services (exclude QA/QC), LS</td>
<td>$ 3,416,000</td>
</tr>
<tr>
<td>Quality Assurance (QA) (Construction), LS</td>
<td>$ 40,000</td>
</tr>
<tr>
<td>Quality Control (QC) (Construction), LS</td>
<td>$ 40,000</td>
</tr>
<tr>
<td>All Other Costs, LS</td>
<td>$ 60,000</td>
</tr>
<tr>
<td>Option 1 – Subtotal</td>
<td>$ 3,996,000</td>
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</tbody>
</table>

Total Proposal Price (Base Scope Subtotal + Option 1 Subtotal); (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): Twenty one million eight hundred ninety thousand dollars ($21,890,000)

Signature: ______________________________________________________________________ Date: 12.22.16

Design-Builder: Curtis Contracting INC

Vendor No.: C933
Adjustments to Asphalt and Fuel Prices
Exhibit 6.3(b)

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: 0095-111-278

DISTRICT: Fredericksburg

Bid Prices in this contract for items containing PG 76-22 or PG 70 asphalt cement were developed using a f.o.b. price of $ 466.43 Per IMPERIAL ton for PG 76-22 or PG 70-28. This quote is project specific.

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

DATE: 12-07-2016

SIGNATURE: [Signature]

Curtis Contracting Inc
(Firm or Corporation)

C333
(Vendor No.)
EXHIBIT 6.3 (c)  
ADJUSTMENT FOR FUEL  

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

June 30, 2011

In the event the Design-Build 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-Build 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-Build 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-Build 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-Build’s Schedule of Values will automatically not be considered for adjustment.

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

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

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

The current monthly quantity for eligible items of work selected by the Design-Build 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:
\[ S = (E - B) \times F \]

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

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

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

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

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

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

___ I elect to use this provision

___ I elect not to use this provision

Date: 12-07-2016

Signature: [Signature]

Design-Builder: Curtis Contracting Inc

Vendor No.: C333
4.3.3

Proposal Guaranty
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE Curtis Contracting, Inc. As principal, and Travelers Casualty and Surety Company of America 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 4th Day of January, 2017

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

PROJECT NUMBER: 0095-111-278
Federal Project No. OC-095-2(535) - Contract ID Number: C00107715DB91 - I-95 Safety Improvements at Route 3

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.

Curtis Contracting, Inc.

By: ____________________________ (Principal*)
(Officer, Partner or Owner) (Seal)

By: ____________________________ (Principal*)
(Officer, Partner or Owner) (Seal)

By: ____________________________ (Principal*)
(Officer, Partner or Owner) (Seal)

Travelers Casualty and Surety Company of America

By: ____________________________ (Surety Company)
(Officer, Partner or Owner) (Seal)

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

By: ____________________________ (Surety Company)

By: ____________________________ (Address)

By: ____________________________ (Attorney-in-Fact**) (Seal)

One Tower Square
Hartford, CT 06183

By: ____________________________ (Address)

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

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

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

**Attach copy of Power of Attorney
POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Surety Bond No. Bid Bond

Principal: Curtis Contracting, Inc.

OR

Project Description: Federal Project No. OC-095-2(535) - Contract ID Number:
C001077/15D991 - I-95 Safety Improvements at Route 3

Obligee: Virginia Department of Transportation

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc. is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint Terri Strawhand of the City of Virginia Beach, State of VA, their true and lawful Attorney-In-Fact, to sign, execute, seal and acknowledge the surety bond(s) referenced above.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 24th day of June, 2016.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

State of Connecticut
City of Hartford ss.

By: Robert L. Raney, Senior Vice President

On this the 24th day of June, 2016, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the 30th day of June, 2021.

Marie C. Tetreault, Notary Public
This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice 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 Resident Vice Presidents, Resident 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 on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 4th day of January 2017.

_________________________
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-in-Fact number, the above-named individuals and the details of the bond to which the power is attached.
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PROJECT: 0095-111-278, P101, R201, C501

FHWA: OC-095-2(535)

This form must be completed, signed and returned with bid; and failure to do so may result in the rejection of your bid. THE CONTRACTOR SHALL AFFIRM THE FOLLOWING STATEMENT EITHER BY SIGNING THE AFFIDAVIT AND HAVING IT NOTARIZED OR BY SIGNING THE UNSWORN DECLARATION UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES. A SEPARATE FORM MUST BE SUBMITTED BY EACH PRINCIPAL OF A JOINT VENTURE BID.

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

AFFIDAVIT

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

Signed at West Point, VA
County (City), STATE

Curtis Contracting Inc
(Name of Firm)

By: ____________________________
(Vice President)

Holly R. Paige
To-wit: ____________________________
(Name of Notary Public)

New Kent
COUNTY (CITY) of

STATE of Virginia

My Commission expires June 30, 2016

HOLLY R. PAIGE

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

(Name of Firm)

By: ____________________________
(Signature)

Title (print)
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

PROJECT: 0095-111-278, P101, R201, C501

FHWA: OC-095-2(535)

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: Virginia Asphalt Association
   Location of Principal Office: Richmond, VA

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

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

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

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

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

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

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

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

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

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

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

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

Signed at West Point, VA County (City), STATE of Virginia

Curtis Contracting Inc ____________________________________________

STATE of New Kent COUNTY (City) of To-wit: New Kent

By: ____________________________ (Signature) Vice President Title (print)

Holly R. Paige

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 22nd day of December 2016

Notary Public

My Commission expires

[Stamp: COMMONWEALTH OF VIRGINIA COMMISSION 348762]