Letter of Submittal for

I-95 SAFETY IMPROVEMENTS AT ROUTE 3

(State Project No: 0095-111-278
Contract ID: C00107715DB910)

Submitted by:
The Lane Construction Corporation LANE
in association with:
WSP | Parsons Brinckerhoff WSP
Offerors shall furnish a copy of this Letter of Submittal Checklist, with the page references added, with the Letter of Submittal.

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Letter of Submittal Checklist and Contents</td>
<td>Attachment 4.0.1.1</td>
<td>Section 4.0.1.1</td>
<td>Attachment 4.0.1.1</td>
</tr>
<tr>
<td>Acknowledgement of RFP, Revisions, and/or Addenda</td>
<td>Attachment 3.4 (Form C-78-RFP)</td>
<td>Sections 3.4; 4.0.1.1</td>
<td>Attachment 3.6</td>
</tr>
<tr>
<td>Letter of Submittal</td>
<td>NA</td>
<td>Sections 4.1</td>
<td></td>
</tr>
<tr>
<td>Letter of Submittal on Offeror’s letterhead</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>Section 4.1 Page 1</td>
</tr>
<tr>
<td>Offeror’s full legal name and address</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>Section 4.1 Page 1</td>
</tr>
<tr>
<td>Authorized representative’s original signature</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>Section 4.1 Page 2</td>
</tr>
<tr>
<td>Declaration of intent</td>
<td>NA</td>
<td>Section 4.1.2</td>
<td>Section 4.1 Page 2</td>
</tr>
<tr>
<td>120 day declaration</td>
<td>NA</td>
<td>Section 4.1.3</td>
<td>Section 4.1 Page 2</td>
</tr>
<tr>
<td>Point of Contact information</td>
<td>NA</td>
<td>Section 4.1.4</td>
<td>Section 4.1 Page 2</td>
</tr>
<tr>
<td>Principal Officer information</td>
<td>NA</td>
<td>Section 4.1.5</td>
<td>Section 4.1 Page 2</td>
</tr>
</tbody>
</table>
## ATTACHMENT 4.0.1.1

### I-95 Safety Improvements at Route 3

#### LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offeror’s Corporate Structure</td>
<td>NA</td>
<td>Section 4.1.6</td>
<td>Section 4.1 Page 2</td>
</tr>
<tr>
<td>Full Legal Name of Lead Contractor, Lead Designer, and QAM</td>
<td>NA</td>
<td>Section 4.1.7</td>
<td>Section 4.1 Page 2</td>
</tr>
<tr>
<td>Offeror’s VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.1.8</td>
<td>Section 4.1 Page 2</td>
</tr>
<tr>
<td>DBE statement confirming Offeror is committed to achieving the required DBE goal</td>
<td>NA</td>
<td>Section 4.1.9</td>
<td>Section 4.1 Page 2</td>
</tr>
<tr>
<td>Final Completion Date</td>
<td>NA</td>
<td>Section 4.1.10</td>
<td>Section 4.1 Page 2</td>
</tr>
</tbody>
</table>

#### Attachments to the Letter of Submittal

<table>
<thead>
<tr>
<th>Component</th>
<th>Reference</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affiliated and/or Subsidiary Companies</td>
<td>Attachment 4.2.1</td>
<td>Section 4.2.1</td>
<td>Section 4.2.1</td>
</tr>
<tr>
<td>Certification Regarding Debarment Forms</td>
<td>Attachment 4.2.2(a), Attachment 4.2.2(b)</td>
<td>Section 4.2.2</td>
<td>Section 4.2.2</td>
</tr>
<tr>
<td>Offeror’s VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>Section 4.2.3</td>
</tr>
<tr>
<td>Evidence of obtaining bonding</td>
<td>NA</td>
<td>Section 4.2.4</td>
<td>Section 4.2.4</td>
</tr>
<tr>
<td>Full size copies of DPOR licenses and SCC registrations</td>
<td>NA</td>
<td>Section 4.2.5</td>
<td>Section 4.2.5</td>
</tr>
<tr>
<td>SCC registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.1</td>
<td>Section 4.2.5 Attachment 4.4.3</td>
</tr>
<tr>
<td>DPOR registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.2</td>
<td>Section 4.2.5</td>
</tr>
</tbody>
</table>
**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
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<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Contractor Work History Form</td>
<td>Attachment 4.2.6(a)</td>
<td>Section 4.2.6</td>
<td>Attachment 4.4.3</td>
</tr>
<tr>
<td>Lead Designer Work History Form</td>
<td>Attachment 4.2.6(b)</td>
<td>Section 4.2.6</td>
<td>Section 4.2.6</td>
</tr>
<tr>
<td>Conceptual Roadway Plans</td>
<td>NA</td>
<td>Section 4.2.7</td>
<td>Section 4.2.7</td>
</tr>
</tbody>
</table>
ATTACHMENT 3.6

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFP NO. C00107715DB91
PROJECT NO.: 0095-111-278, P101, C201, 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 3.6, 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:

   (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)

   (Date)

__________________________
SIGNATURE

__________________________
January 4, 2017
DATE

__________________________
David M. Horton
PRINTED NAME

__________________________
Assistant District Manager
TITLE
I-95 SAFETY IMPROVEMENTS AT ROUTE 3
January 4, 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: I-95 Safety Improvements at Route 3 – Request for Proposals
State Project No: 0095-111-278 | Contract ID No: C00107715DB91

Dear Mr. Kindy:

The Lane Construction Corporation (LANE) is pleased to present this Letter of Submittal for the above referenced project to the Virginia Department of Transportation (VDOT). LANE is nationally ranked as the #1 Highway Contractor by Engineering News-Record and specializes in high quality roadway, bridge, and mass-transit construction. LANE has a long and successful history of project completion in the Commonwealth of Virginia.

As a leader in the Design-Build (DB) method (nationally ranked as the 55th Top DB Firm by Engineering News-Record), we appreciate the importance of partnering and have constructed more than 70 projects worth more than $3B in DB projects during the last decade. LANE’s teaming and leadership experience enables us to deliver the innovative and technically-sound results that VDOT and Virginia residents deserve.

LANE is the Offeror and will be the overall authority on the project, as well as the Lead Contractor. WSP | Parsons Brinckerhoff joins our team as the Lead Designer. In 2015 and 2016, WSP | Parsons Brinckerhoff was ranked as the #1 “Go-To” Road and Highway Design Firm by Roads and Bridges Magazine, based on surveys from clients nationwide. Together, we provide VDOT with a reputable team capable of completing projects of this size and scope on time and within budget as evidenced in our collective project experiences.

LANE and WSP | Parsons Brinckerhoff, in conjunction with additional specialty firms which are experienced in VDOT processes and procedures, will provide design and construction for the I-95 Safety Improvements at Route 3 project. The LANE Team offers committed personnel with proven ability to deliver VDOT’s requirements which meet the quality, safety, and schedule demands of this project.

4.1.1 Identification of Legal Entity Who Will Execute the Contract with VDOT: Mr. David M. Horton is the authorized representative and Point of Contact for the LANE Team for all matters associated with this project.

The Lane Construction Corporation
14500 Avion Parkway, Suite 200
Chantilly, VA 20151
4.1.2 Offeror’s Intent: The LANE Team, if selected, is committed to enter into a contract with VDOT to deliver the I-95 Safety Improvements at Route 3 project in accordance with the terms of the Request for Proposal (RFP).

4.1.3 120 Day Declaration: Pursuant to Part 1, Section 8.2 of the RFP, the LANE Team represented in this price proposal will remain in full force and effect for one hundred twenty (120) days after the date of the proposal is submitted to VDOT.

4.1.4 Offeror’s Point of Contact Information: Mr. David Horton is the point of contact and authorized representative for the LANE Team for all matters associated with this submittal.

David M. Horton, Assistant District Manager  
Address: 14500 Avion Parkway, Suite 200, Chantilly, VA 20151  
Tel: (703) 222-5670 | Fax: (703) 222-5960 | Email: DMHorton@laneconstruct.com

4.1.5 Offeror’s Principal Officer Information: Mr. Michael Cuilik is the principal officer of the The Lane Construction Corporation.

Michael C. Cuilik, Senior District Manager  
Address: 14500 Avion Parkway, Suite 200, Chantilly, VA 20151  
Tel: (703) 222-5670 | Fax: (703) 222-5960 | Email: MCCuilik@laneconstruct.com

4.1.6 Offeror’s Corporate Structure: LANE was founded in 1890 and was incorporated in the State of Connecticut on April 5, 1902. LANE will undertake the financial responsibility for the project and has no known liability limitations. LANE’s pre-qualification status/capabilities with VDOT are in excess of the requirements of this project. The co-sureties will furnish a single 100% performance bond and a single 100% payment bond.

4.1.7 Lead Contractor | Lead Designer | QAM firm: The full legal name of the Offeror is: The Lane Construction Corporation. LANE will serve as the prime/general contractor responsible for overall construction of the project and will serve as the legal entity with whom VDOT will execute the contract. The full legal name of the Lead Designer is: Parsons Brinckerhoff, Inc. Parsons Brinckerhoff, Inc. will serve as the lead design firm responsible for the overall design of this project under contract to LANE. The full legal name of the QAM firm is CES Consulting, LLC (CES). CES will serve as the QAM firm responsible for the overall quality assurance management of the project under contract to LANE.

4.1.8 Offeror’s VDOT Prequalification Evidence: Evidence of LANE’s VDOT Prequalification is included in the Appendix and verifies that LANE is prequalified for this submission (L002/Active).

4.1.9 DBE Statement: LANE supports the Disadvantaged Business Enterprise (DBE) program and is committed to meeting the 14% goal for the design and construction of this project utilizing Virginia-certified DBE companies.

4.1.10 Offeror’s Final Completion Date: LANE’s final completion date of the I-95 Safety Improvements at Route 3 project will be January 11, 2019.

Respectfully submitted,

[Signature]

David M. Horton  
Assistant District Manager  
The Lane Construction Corporation
I-95 SAFETY IMPROVEMENTS AT ROUTE 3
I-95 SAFETY IMPROVEMENTS AT ROUTE 3
ATTACHMENT 4.2.1

State Project No. 0095-111-278

Affiliated and Subsidiary Companies of the Offeror

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

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

<table>
<thead>
<tr>
<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>ULTIMATE PARENT COMPANY</td>
<td>Salini Impregilo, S.p.A.</td>
<td>Via dei Missaglia, 97 – 20142 Milan, Italy</td>
</tr>
<tr>
<td>GRANDPARENT</td>
<td>Salini-Impregilo US Holdings, Inc.</td>
<td>2711 Centerville, Suite 400 Wilmington, DE 19808</td>
</tr>
<tr>
<td>PARENT COMPANY</td>
<td>Lane Industries Incorporated</td>
<td>90 Fieldstone Court Cheshire CT 06410</td>
</tr>
<tr>
<td>AFFILIATE</td>
<td>Lane Worldwide Infrastructure, Inc.</td>
<td>90 Fieldstone Court Cheshire CT 06410</td>
</tr>
<tr>
<td>AFFILIATE</td>
<td>Lane Infrastructure, Inc.</td>
<td>90 Fieldstone Court Cheshire, CT 06410</td>
</tr>
<tr>
<td>AFFILIATE</td>
<td>Lane International, B.V.</td>
<td>Prins Bernhardplein 200 1097 JB Amsterdam, the Netherlands</td>
</tr>
<tr>
<td>AFFILIATE</td>
<td>Lane Mideast Contracting, LLC</td>
<td>P.O. Box 35243 Abu Dhabi, UAE Makeen Tower Corner of 9th and 10th Streets</td>
</tr>
<tr>
<td>AFFILIATE</td>
<td>Lane Mideast, Qatar, LLC</td>
<td>Grand Hamad Street Bin Al Sheikh Bldg. 3rd Floor</td>
</tr>
<tr>
<td>SUBSIDIARY</td>
<td>JOINT VENTURE (30% PARTNER)</td>
<td>JOINT VENTURE (35% PARTNER)</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>S.A. Healy Company</td>
<td>Skanska-Granite-Lane</td>
<td>Fluor-Lane 95, LLC</td>
</tr>
<tr>
<td>901 N. Green Valley Parkway, Suite 260 Henderson, NV 89074</td>
<td>295 Bendix Road, Suite 400 Virginia Beach, VA 23452</td>
<td>6700 Las Colinas Blvd. Irving, TX 75039</td>
</tr>
<tr>
<td>TRADE NAME</td>
<td>Lane Concrete Frames, A Division of The Lane Construction Corporation</td>
<td>90 Fieldstone Court Cheshire, CT 06410</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------------------------------------------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>TRADE NAME</td>
<td>Prestress of the Carolinas, A Division of the Lane Construction Corporation</td>
<td>90 Fieldstone Court Cheshire, CT 06410</td>
</tr>
<tr>
<td>TRADE NAME</td>
<td>Senate Asphalt, A Division of The Lane Construction Corporation</td>
<td>90 Fieldstone Court Cheshire, CT 06410</td>
</tr>
<tr>
<td>TRADE NAME</td>
<td>Virginia Paving Company, A Division of The Lane Construction Corporation</td>
<td>90 Fieldstone Court Cheshire, CT 06410</td>
</tr>
<tr>
<td>TRADE NAME</td>
<td>Virginia Sign and Lighting Company, Division of The Lane Construction Corporation</td>
<td>90 Fieldstone Court Cheshire, CT 06410</td>
</tr>
</tbody>
</table>
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: ___________________________ Date: November 15, 2016
Assistant District Manager: ___________________________ Title: ___________________________

The Lane Construction Corporation
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

11/4/2016

Date

Vice President

Title

Parsons Brinckerhoff, 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]  1/3/2017  [Title]

Signature  Date  President

CES Consulting LLC
Name of Firm
I-95 SAFETY IMPROVEMENTS AT ROUTE 3
CERTIFICATE OF QUALIFICATION

THE LANE CONSTRUCTION CORPORATION

Vendor Number: L002

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

PREQUALIFIED

Your firm specializes in the noted Classification(s):

GRADING; MAJOR STRUCTURES; PORTLAND CEMENT CONCRETE PAVING;
MINOR STRUCTURES; UNDERGROUND UTILITIES; ASPHALT CONCRETE PAVING

Issue Date: June 30, 2016

This Rating and Classification will Expire: June 30, 2017

Suzanne FR Lucas, State Prequalification Officer

Don E. Silles, Director of Contracts

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.
November 14, 2016

Commonwealth of Virginia
Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: The Lane Construction Corporation
Request for Proposals
I-95 Safety Improvements at Route 3; 0095-111-278; OC-095-2(535); C00107715DB91
Estimated Contract Price: $15,800,000.00

To Whom It May Concern:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of the sureties, Zurich American Insurance Company (A.M. Best Financial Strength Rating of A+/Superior and Financial Size Category XV), Fidelity and Deposit Company of Maryland (A.M. Best Financial Strength Rating of A+/Superior and Financial Size Category XV) and Liberty Mutual Insurance Company (A.M. Best Financial Strength Rating of A/Excellent and Financial Size Category XV), the ‘co-sureties’. Each surety company is licensed to conduct surety business in the Commonwealth of Virginia, and each surety company holds a Certificate of Authority as listed in the Department of the Treasury’s Listing of Approved Sureties (Department Circular 570) dated July 1, 2016.

As the sureties for The Lane Construction Corporation, we advise that The Lane Construction Corporation 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.

Naturally, as is customary within the surety industry, the issuance of any bonds is contingent upon a favorable underwriting review of project specifics including, but not limited to, the contract terms, conditions, documents, bond forms and confirmation of complete project financing by both The Lane Construction Corporation and its co-sureties at the time a request for bonds is made. We assume no liability to third parties or to you by issuance of this letter, should bid or final bonds not be issued.

Should you need additional assurance regarding the technical ability or bonding capacity of The Lane Construction Corporation, please do not hesitate to contact this office.

Sincerely,

Zurich American Insurance Company
Fidelity and Deposit Company of Maryland
Liberty Mutual Insurance Company

[Signature]
Therese R. Rowedder
Attorney-in-Fact
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by GERALD F. HALEY, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Kevin A. WHITE, Mark P. HERENDEEN, Jean CORREIA, Maria CHAVES, Theresan E. ROWEDDER, Bryan HUFT and Jane GILSON, all of Boston, Massachusetts, EACH its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 21st day of July, A.D. 2016.

ATTEST:

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Eric D. Barnes
Secretary

By: Gerald F. Haley
Vice President

State of Maryland
County of Baltimore

On this 21st day of July, A.D. 2016, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, GERALD F. HALEY, Vice President, and ERIC D. BARNES, Secretary, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposed and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

By: Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2019
EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 14th day of November, 2011.

Michael Bond, Vice President
THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 7425128

American Fire and Casualty Company
The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company

POWERS OF ATTORNEY

KNOWN AND PERSONS BY THESE PRESENTS: That American Fire & Casualty Company and The Ohio Casualty Insurance Company are corporations duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint: Brian Driscoll; Bryan Huff; Gregory J. Steele; Jane Gilson; Jean Correra; Jeffrey Hendricks; Kevin A. White; Maria Chaves; Mark P. Herendeen; Theresa E. Rowedder

all of the city of Boston, state of MA, each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, and for and on its behalf as surety and its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 19th day of July, 2016.

By: [Signature]

American Fire and Casualty Company
The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company

STATE OF PENNSYLVANIA
COUNTY OF MONTGOMERY

On this 19th day of July, 2016, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute 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 have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.

By: [Signature]

COMMONWEALTH OF PENNSYLVANIA

Notarial Seal:
Teresa Pastella, Notary Public
Plymouth Twp., Montgomery County
My Commission Expires March 28, 2017

Member, Pennsylvania Association of Notaries

Not for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect as follows:

ARTICLE IV — OFFICERS — Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII — Execution of Contracts — SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed, such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation — The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization — By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Gregory W. Davenport, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, 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 14th day of November, 2016.

By: [Signature]

Gregory W. Davenport, Assistant Secretary

LMS_12873_12/2013

45 of 300
I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE
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 4.4.3 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 Status</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
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<tbody>
<tr>
<td>The Lane Construction Corporation</td>
<td>F0254476</td>
<td>Foreign Corporation</td>
<td>Active</td>
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<td>90 Fieldstone Ct, Cheshire, CT 06410</td>
<td>Contractor Class A</td>
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<td>01/31/2018</td>
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<td>Business Entity Registration</td>
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<td>12/31/2017</td>
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<td>The Lane Construction Corporation</td>
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<td>14500 Avion Pky, Suite 200, Chantilly, VA 20151</td>
<td>Business Entity Branch Registration Office</td>
<td>0411000988</td>
<td>02/28/2018</td>
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<tr>
<td>Parsons Brinkerhoff, Inc.</td>
<td>F0501603</td>
<td>Foreign Corporation</td>
<td>Active</td>
<td></td>
<td>277 Bendix Rd. Suite 300 Virginia Beach, VA 23452</td>
<td>Business Entity Branch Office</td>
<td>0411000137</td>
<td>02/28/2018</td>
</tr>
<tr>
<td>CES Consulting LLC</td>
<td>S3416007</td>
<td>LLC</td>
<td>Active</td>
<td></td>
<td>23475 Rock Haven Wy, Suite 255, Dulles, VA 20166</td>
<td>Business Entity Registration</td>
<td>0407005783</td>
<td>12/31/2017</td>
</tr>
</tbody>
</table>
THE LANE CONSTRUCTION CORPORATION

General

SCC ID: F0254476
Entity Type: Foreign Corporation
Jurisdiction of Formation: CT
Date of Formation/Registration: 7/24/1972
Status: Active
Shares Authorized: 11700

Principal Office

90 FIELDSTONE COURT
CHESHIRE CT06410

Parsons Brinckerhoff, Inc.

General

SCC ID: F0501603
Entity Type: Foreign Corporation
Jurisdiction of Formation: NY
Date of Formation/Registration: 2/11/1986
Status: Active
Shares Authorized: 30000

Principal Office

ONE PENN PLAZA
NEW YORK NY10119
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

23475 ROCK HAVEN WAY
SUITE 255
DULLES VA20165
Parsons Brinckerhoff, Incorporated

DPOR License Lookup  License Number 0411000137

License Details

Name  PARSONS BRINCKERHOFF INC
License Number  0411000137
License Description  Business Entity Branch Office Registration
Business Type  Corporation
Rank  Business Entity Branch Office
Address  277 BENDIX ROAD SUITE 300, VIRGINIA BEACH, VA 23452
Initial Certification Date  1997-02-10
Expiration Date  2018-02-28

CES Consulting, LLC

DPOR License Lookup  License Number 0407005783

License Details

Name  CES CONSULTING LLC
License Number  0407005783
License Description  Business Entity Registration
Firm Type  LLC - Limited Liability Company
Rank  Business Entity
Address  23475 ROCK HAVEN WAY SUITE 255, DULLES, VA 20166
Initial Certification Date  2010-11-05
Expiration Date  2017-12-31
h. Name of the prime design consulting firm responsible for the overall project design.

d. Contract Completion Date (Original)  
ed. Contract Completion Date (Actual or Estimated)  
f. Final or Estimated Contract Value

g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)

<table>
<thead>
<tr>
<th>Name: 1-495 EXPRESS LANES</th>
<th>Name: HNTB/HDR</th>
<th>Project Manager: John Lynch, P.E.</th>
<th>Phone: 540.829.7500</th>
<th>12/2012</th>
<th>112012</th>
<th>$1,346,560</th>
<th>$1,481,670</th>
<th>$642,000</th>
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<tbody>
<tr>
<td>Location: Fairfax County, VA DESIGN-BUILD</td>
<td>Phone: 540.829.7512</td>
<td>Email: <a href="mailto:John.Lynch@vdot.virginia.gov">John.Lynch@vdot.virginia.gov</a></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

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

**PROJECT SCOPE**

- Design-Build
- Roadways
- Survey
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- Utility Relocation
- Signs, Sign Structures, and Foundations
- Lighting
- QA/QC
- Intelligent Transportation Systems (ITS)  Construction Engineering and Inspection
- Overall Project Management
- Stormdrain and SWM
- Guardrail
- Transportation Management Plan
- Right-of-Way
- Stakeholder Coordination/Public Involvement

**RELEVANT PROJECT ELEMENTS**

- **Roadway:** The I-495 Express Lanes project is one of the largest roadway projects constructed in the Commonwealth. Similar to the I-95 Safety Improvements at Route 3 project, the I-495 Express Lanes project widened the existing roadway and improved numerous interchanges. The Express Lanes project has similar scope elements including, roadway widening, box culvert extensions, ITS, ramp extensions, shoulder strengthening, work in high volume ADT’s, complex MOT schemes and bridge widenings. The team constructed three new access points and upgraded 12 key interchanges that increased capacity and mobility, improved driver safety and removed operational deficiencies, with minimal impact to the traveling public, residences, and businesses.

- **ITS:** LANE was responsible for construction of the infrastructure and gantries necessary to accommodate the ITS and electronic tolling equipment. LANE was also responsible for the construction integration of the toll design and features which was closely coordinated with Transurban.

- **Maintenance of Traffic:** A key challenge on the I-495 Express Lanes project was accommodating extreme volumes of commuter, residential, and commercial vehicular traffic. The contract required the project to maintain the existing traffic during construction; affecting every phase of the planning, design, and construction. By conducting extensive traffic studies and through close coordination with VDOT and the local jurisdictions, our Team produced a number of innovative designs, work zone access methods, carefully planned lane shifts, and construction phasing sequences that helped to minimize disruption during construction. Additionally, the alignment of many of the existing bridges over the Beltway could not be shifted so new replacement bridges were built on the same footprint as the old structures. One of the significant challenges for this project was not starting daytime lane closures until after 9:30 am and having all four lanes of traffic open again at 3:30 pm. Overnight closures were similarly restricted and exceptions were rare – primarily for steel erection, where short-duration total closures were permitted. LANE fulfilled this requirement by not reducing traffic capacity during construction.

- **Complex Utility Relocation:** There was a significant utility coordination effort, both in relocation of existing utilities and the installation of new services for lighting and toll facilities. The project was located in a major urban area with a complex utility network which had to be relocated including water, sanitary sewer, electric, and telecommunications. In total, over 175 utility conflicts were identified and resolved.

- **Signs, Sign Structures, and Foundations:** LANE was responsible for construction of the infrastructure and gantries necessary to accommodate the ITS and electronic tolling equipment. LANE was also responsible for the construction integration of the toll design and features which was closely coordinated with Transurban.

- **Guardrail:** Two high voltage transmission lines ran in a corridor parallel to the main alignment of the project, crossing several arterial roads that were associated with the project. At one arterial there was insufficient clearance between the transmission line sag and the road surface. The transmission line had to be raised by installing an insert in one supporting tower. More than 100,000 linear feet of utilities, owned by 15 utility owners were relocated including water, sanitary sewer, electric, and telecommunications. In total, over 175 utility conflicts were identified and resolved.

- **Environmental:** The project alignment traversed multiple wetlands, wooded areas, and state and county park lands, which required identification and protection of specimen trees on the project perimeter, as well as wetland delineation, protection and conversion.

- **Significant Economic Corridor:** The Capital Beltway (I-495) was originally envisioned as primarily a bypass for long-distance eastern seaboard traffic to avoid driving directly through Washington, DC. However, the explosive growth both of housing and business in the Washington suburbs following the Beltway’s completion quickly made the Beltway the area’s “main street” for local traffic as well. Numerous large shopping centers, community colleges, and corporate employment centers were purposely built adjacent to the Beltway, and these added greatly to local traffic congestion. The beltway area’s traffic problems were compounded by the presence of several transit systems and critically-needed schools. Significant traffic issues were experienced in the beltway area’s “street system” due to the heavy congestion generated by the express lanes project.

- **Public Outreach/Involvement:** More than 2,000 public outreach meetings were conducted and, in coordination with VDOT, the Team kept the public involved through various media methods: project website, routine newsletters, and brochure mailings to residents and businesses. The Capital Beltway (I-495) was originally envisioned as primarily a bypass for long-distance eastern seaboard traffic to avoid driving directly through Washington, DC. However, the explosive growth both of housing and business in the Washington suburbs following the Beltway’s completion quickly made the Beltway the area’s “main street” for local traffic as well. Numerous large shopping centers, community colleges, and corporate employment centers were purposely built adjacent to the Beltway, and these added greatly to local traffic congestion. The beltway area’s traffic problems were compounded by the presence of several transit systems and critically-needed schools. Significant traffic issues were experienced in the beltway area’s “street system” due to the heavy congestion generated by the express lanes project.

- **Safety:** The I-495 Express Lanes project has been the recipient of numerous awards including a safety award for more than 5,000,000 manhours without a lost time incident in September 2012. Despite working alongside traffic in a limited area, with many key activities like bridge demolition and steel erection occurring at night, the construction team achieved a Total Recordable Incident Rate (TRIR) of 0.69, which ranks the project among the best heavy civil projects in the nation.

**EVIDENCE OF PERFORMANCE**

"A solid experienced company that has built to standard and worked well under difficult traffic and space constraints to minimize impact on travel." - Garrett Moore, P.E., VDOT Chief Engineer

"Project was built over four years under traffic as high as 200,000 vpd and achieved 5 million safe work hours as of September 2012 without a lost time incident, making it among the safest heavy civil projects ever built in the U.S." - Public Works Financing Newsletter, 12/2012

"As the primary self-perform entity in the Four-Lane Joint Venture, Lane has demonstrated outstanding ability to complete construction on time under these heavy traffic conditions." - Tim Steinhieler (General Manager, Capital Beltway Express, LLC)
The 95 Express Lanes combined with the nearly completed 495 Express Lanes will bring a transportation network that manages congestion efficiently, saving time and better connecting commuters with some of Virginia’s most important employment centers and military sites.” - Sean T. Connaughton, [former] Virginia Secretary of Transportation.

“the progress on the 95 Express Lanes project is a visible reminder of the congestion relief and new travel choices that Virginians will have available to them in less than a year.” - Governor Terry McAuliffe.
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)

<table>
<thead>
<tr>
<th>Name: I-95 SHOULDER &amp; AUXILIARY LANES IMPROVEMENTS</th>
<th>Name: Rummel, Klepper &amp; Kahl</th>
<th>Location: Prince William County, VA</th>
</tr>
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<tr>
<td>Project: I-95 Shoulder Improvements</td>
<td>Phone: 571.483.2651</td>
<td>Phone: 571.273.8229</td>
</tr>
<tr>
<td>Project Manager: Charlie Warraich, PE</td>
<td>Email: <a href="mailto:H.S.Warraich@VDOT.Virginia.gov">H.S.Warraich@VDOT.Virginia.gov</a></td>
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<td>Project Date: 08/2015</td>
<td>Contract Value: $29,171</td>
<td>Final or Estimated Contract Value: $32,437</td>
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<th>Similar Scope of Work:</th>
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<tr>
<td>• Roadways</td>
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<tr>
<td>• Survey</td>
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<tr>
<td>• Environmental</td>
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<tr>
<td>• Geotechnical</td>
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<tr>
<td>• Guardrail</td>
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<tr>
<td>• CCTV</td>
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<td>• Stormwater Management</td>
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<tr>
<td>• Traffic Control Devices</td>
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<td>• Utilities</td>
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<tr>
<td>• Signs, Sign Structures, and Foundations</td>
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<td>• Lighting</td>
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<td>• QA/QC</td>
</tr>
<tr>
<td>• Intelligent Transportation Systems (ITS)</td>
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<tr>
<td>• Safety</td>
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<tr>
<td>• Right of Way</td>
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<tr>
<td>• Stakeholder Coordination/Public Involvement</td>
</tr>
<tr>
<td>• Overall Project Management</td>
</tr>
</tbody>
</table>

PROJECT SCOPE

This $32M roadway improvement project comprised of a full width left shoulder widening section and the construction of auxiliary lane sections in order to decrease the weave areas of the northbound and southbound lanes of interstate 95. LANE, as Lead Contractor, was responsible for the construction of 7.05 miles of full depth improvements as well as providing MOT, earthwork, drainage, lighting, ITS, 10 miles of guardrail, 2,000 feet of RW3 retaining wall, and wall and overlay on all of the general purpose lanes.

The inside and outside shoulders between Dumfries Road and the Prince William Parkway were widened, both north and southbound, to 12 feet with 10 feet of full-depth pavement to make the shoulders suitable for traffic use during accidents, evacuation, enforcement and detours. Auxiliary lanes were constructed at three locations to create safer access and merging, particularly at the truck scale area. To create the auxiliary lane, crews extended the acceleration and deceleration lanes between on- and off-ramps. On I-95 northbound, auxiliary lanes now connect the Opitz Boulevard on-ramp with the Prince William Parkway off-ramp, as well as the Route 234 on-ramp with the truck weigh station off-ramp. On I-95 southbound, an auxiliary lane now connects the truck rest area on-ramp with the off-ramp to Route 234.

RELEVANT PROJECT ELEMENTS

Roadway: The project consisted of establishing and maintain E&S controls for 7 miles of interstate impacted area; over 100,000 cy of earthwork that included sawcut and demolition of existing pavement to the existing travel lane, box out cut and fill to the side widening; installation of stormwater drainage; treatment of unsuitable soils utilizing several methods that included lime stabilization, cement treated aggregate, or undercut/replacement with select material; underdrain system; and installation of 22.5” new pavement section consisting of 21B, BM25.0A, IM19.0A/D, and SM12.0D/E. In line pavement markings as well as over 10 miles of new guardrail were also installed.

MOT: Similar to the proposed project, the I-95 Shoulder Improvements project was an integral part of the corridor design to keep pace with increased roadway demand by easing several chokepoints, adding capacity during emergencies, and to reduce weaving and merging. Project phasing was an extraordinary consideration because of the need to maintain efficient traffic flow on this main artery during the construction to prevent delays to commuters and heavy through traffic. Emergency pull off areas were implemented to provide safe ingress and egress for the traveling public. Special care was taken to avoid loss of travel lanes for public use during the peak hours.

Maintaining uninterrupted traffic flow and safety of the traveling public as well as the workers were two of the greatest priorities of the I-95 Shoulder Widening project. All construction work took place adjacent to or within areas of high-speed traffic, entering or exiting traffic, and/or decision making points for motorists approaching or leaving the HOV and entrance/exit ramps. An additional challenge was keeping heavy public traffic from frequent movement of construction vehicles along the interstate shoulder. LANE exercised extraordinary vigilance and precautions planning and communicating the plan with all parties and positioning positive traffic barrier service at strategic locations to safely protect the workers and traveling public. Continuous coordination meetings were conducted with the adjacent design-builder performing the signature I-95 Express Lanes project in order to avoid conflicting lane closures and further impacts to the traveling public and to ensure that all stakeholders understood the impacts of the work activities.

ITS: The ITS scope of work included the installation of new, modification of existing, and integration of the system into the exiting VDOT network. Service panels required upgrading from 100 amp to 200 amp panel in 6 locations including the retrofit of the panels by adding breaker bars and integrating the existing lighting into the new buildout. The DMS was integrated into the VDOT network by installing a 6 count fiber and a level 2 Moxa switch in the ITS cabinet.

The work also included 11 overhead sign structures and numerous Type VI ground mounted signs to include 300 CY of foundation concrete. The signs included 4,303 SF of sign panels as well as Lumitrak lighting.

Two hundred new roadway LP2 light poles with 400 watt HPS luminaires were installed and integrated into the existing lighting service panels along the 7 mile interstate alignment.

Partnering: One of the greatest contributing factors to the overall success of the project was the emphasis placed on cultivating and maintaining a strong partnership among all members of the project team that included LANE, VDOT, I-95 Express Lanes and other stakeholders. A sense of teamwork was fostered through the use of Partnering sessions. Experience and knowledgeable staff were assigned to lead and construct this project for their ability to recognize a potential problem and teamwork approach.
LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

**Name:** I-264 Widening/Interchange and MLK Extension

**Location:** Portsmouth, VA

**a. Project Name & Location**
consulting firm responsible for the overall project design.

**b. Name of the prime design firm**
WSP | Parsons Brinckerhoff

**c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.**
Name: WSP | Parsons Brinckerhoff
Phone: (757) 673-9487
Project Manager: Wade Watson
Phone: (757) 673-9487
Email: wade.watson@skanska.com

**d. Contract Completion Date (Original)**
12/2011

**e. Contract Completion Date (Actual or Estimated)**
10/2017

**f. Contract Value (in thousands)**
$250,000

**g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)**
$250,000

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

**Similar Scope of Work:**
- Design-build
- Interstate widening
- Widening of the I-264 bridge over N&PB railroad
- Stormwater management
- Utility relocations
- Environmental permits
- Interstate lighting
- Signaling
- MOT/phasing
- Multiple stakeholders
- Work performed in urban/commercial area
- New location elevated expressway over active rail lines (CSX)
- Bridge structures over urban streets
- ROW
- ITS
- New interstate guide signage
- Public involvement/relations
- Constrained site conditions

**PROJECT HIGHLIGHTS**
As the Lead Designer for this DB project, WSP | Parsons Brinckerhoff was responsible for design services for the widening and modifications to I-264 for a new interchange at the MLK Extension, design of the MLK Extension (1-mile of new location elevated freeway), and eliminating existing interchange ramps (as part of the Elizabeth River Tunnels D-B project). The MLK Expressway is a north-south, 4-lane facility that provides access from the City of Portsmouth to the City of Norfolk both via the Midtown Tunnel, and via I-264 to the Downtown Tunnel. In the City of Portsmouth, a direct, limited-access connection does not exist between the MLK Freeway and I-264, forcing drivers to use routes through local city streets and neighborhoods. The MLK Expressway consists of extending the freeway south from London Boulevard, with a new interchange at I-264 to provide a direct connection from I-264 to the Midtown Tunnel. WSP | Parsons Brinckerhoff was responsible for the design of roadway, drainage, erosion and sediment control, structures, utility coordination, traffic control plans, and design management.

**RELEVANT PROJEET ELEMENTS**
WSP | Parsons Brinckerhoff demonstrated skills during the design of this project that will be required to successfully deliver the I-95 Safety Improvements at Route 3. In addition to widening I-264, the design includes a new ramp structure over US 17 (Frederick Boulevard), replacement of an existing pedestrian bridge, preparation of a Transportation Management Plan (TMP), traffic control plans, hydraulics, stormwater basin design, and utility coordination.

**MOT:** The design team worked closely with VDOT and local staff to analyze current as well as phased construction traffic to develop a safe and effective TMP plan. WSP Parsons Brinckerhoff understands how early, frequent communication with VDOT (and local partners) accelerates plan submittal approvals and is essential for a seamless construction phase. Both of which we will carry out on this Route 606 Project.

**Geotechnical:** This project also includes significant geotechnical investigations and alternative analyses for poor soil conditions. This would result in geofoam embankment, which is the use of surcharging, light weight fill, and pile supported embankment. A robust geotechnical investigation and foundation alternative analysis would be developed specifically for the Route 606 project, to ensure that our designs address the site conditions encountered during the construction.

**Right-of-Way:** WSP | Parsons Brinckerhoff worked closely with SKW and the Right-of-Way (ROW) acquisition consultant to facilitate ROW acquisition. On several occasions, plan changes were incorporated to either eliminate or reduce right-of-way impacts, which reduced VDOT’s acquisition cost and facilitated owner approval of the acquisition. ROW acquisition was completed in accordance with VDOT’s ROW Manual and all applicable state and federal laws and regulations.

**Design Innovation:** WSP | Parsons Brinckerhoff worked closely with SKW to develop cost-effective and low risk solutions for ground improvements. Specifically, the project included the use of lightweight fill, EPS embankments, and surcharging at specific locations to minimize the potential for long-term settlement. The project also included soil fucking panels, obelisks, and aesthetic stormwater pond treatments (requested by the City of Portsmouth). The use of EPS embankments involved special details to avoid the placement of drainage collection structures within the EPS embankment material.

**DBE Program Commitments:** As the Lead Designer, WSP | Parsons Brinckerhoff met DBE and SWaM value goals as required by the Design-Build, SKW Constructors. The firm subcontracted design work to 6 DBE firms and 6 SWaM firms as part of the overall project.

**PROJECT HIGHLIGHTS**
- Design-build
- Interstate widening
- Widening of the I-264 bridge over N&PB railroad
- Stormwater management
- Utility relocations
- Environmental permits
- Interstate lighting
- Signaling
- MOT/phasing
- Multiple stakeholders
- Work performed in urban/commercial area
- New location elevated expressway over active rail lines (CSX)
- Bridge structures over urban streets
- ROW
- ITS
- New interstate guide signage
- Public involvement/relations
- Constrained site conditions

**RELEVANT PROJEET ELEMENTS**
- WSP | Parsons Brinckerhoff demonstrated skills during the design of this project that will be required to successfully deliver the I-95 Safety Improvements at Route 3. In addition to widening I-264, the design includes a new ramp structure over US 17 (Frederick Boulevard), replacement of an existing pedestrian bridge, preparation of a Transportation Management Plan (TMP), traffic control plans, hydraulics, stormwater basin design, and utility coordination.

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**Design Innovation:** WSP | Parsons Brinckerhoff worked closely with SKW to develop cost-effective and low risk solutions for ground improvements. Specifically, the project included the use of lightweight fill, EPS embankments, and surcharging at specific locations to minimize the potential for long-term settlement. The project also included soil fucking panels, obelisks, and aesthetic stormwater pond treatments (requested by the City of Portsmouth). The use of EPS embankments involved special details to avoid the placement of drainage collection structures within the EPS embankment material.

**DBE Program Commitments:** As the Lead Designer, WSP | Parsons Brinckerhoff met DBE and SWaM value goals as required by the Design-Build, SKW Constructors. The firm subcontracted design work to 6 DBE firms and 6 SWaM firms as part of the overall project.
**ATTACHMENT 4.2.6(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: Interstate 85 (I-85) Widening (TIP I-3802A) Location: Cabarrus County, NC</td>
<td>Name: WSP</td>
<td>Parsons Brinckerhoff Name of Client/Owner: Blythe Construction, Inc. Phone: (704) 375-8474 Project Manager: Chuck Gallant Phone: (704) 375-8474 Email: <a href="mailto:chuck.gallant@blytheconstruction.com">chuck.gallant@blytheconstruction.com</a></td>
<td>04/2015</td>
<td>12/2017</td>
<td>$187,000</td>
<td>$12,000</td>
</tr>
</tbody>
</table>

- **Similar Scope of Work:**
  - Design-build
  - Interstate modification and realignment
  - Accelerated schedule
  - Utility coordination
  - Drainage design
  - Construction phasing that focuses on increased safety and improved traffic operations
  - Erosion and sedimentation control
  - Signing design
  - Signal design
  - Traffic control plans
  - Right-of-way acquisition
  - Provided better access to key points of interest
  - Public involvement/relations

- **PROJECT SCOPE:**

  As the Lead Designer for this D-B project WSP | Parsons Brinckerhoff was responsible for the design, reconstruction, and widening of a fully controlled access freeway for eight miles from just north of NC 73 to the Cabarrus County Line. The project will widen I-85 from four to eight lanes, reconstruct and reconfigure two interchanges with roundabouts, and includes the replacement of 6 existing bridges crossing I-85. Once completed, the project will improve traffic flow.

- **RELEVANT PROJECT ELEMENTS:**

  The design skills required for the I-95 Safety Improvements at Route 3 D-B Project are similar to those that WSP | Parsons Brinckerhoff demonstrated during the successful delivery for the design of this project. The existing diamond interchange at I-85 & Lane Street was reconfigured to improve mobility and safety in the corridor. By widening ramps and installing innovative intersection improvements at the ramp termini, safety and the capacity of the interchange will improve. The existing diamond interchange was reconfigured with roundabouts at each of the ramp terminals, and the existing bridge was replaced with a two span 54-inch, pre-stressed concrete girder superstructure with wraparound MSE walls. Construction was phased so that the entire diameter of the roundabout could be built off-line while maintaining existing traffic. Traffic control plans were also required for the work along I-85 in addition to maintaining traffic on the crossroads and ramps. An accelerated schedule was developed to complete the project six months ahead of NCDOT’s schedule.

  **Right-of-Way:** The team performed extensive due diligence with utility companies to identify right-of-way (ROW) requirements early in the design process. The team’s design eliminates as many impacts as possible and offers significant anticipated cost savings to NCDOT (approximately $3 million).

  **Design Innovation:** The team submitted several Alternative Technical Concepts (ATCs) that were accepted by NCDOT, illustrating the team’s ability to design innovative solutions. The selected design included an at-grade roundabout that reduced right-of-way impacts and improved the traffic operations for the adjacent school.

- **Erosion and Sediment Control:** Erosion was controlled with geometric design, proper drainage channels, and landscape development including protective ground covers and plantings, dikes, berms, flat side slopes that are rounded and blended with natural terrain, and facilities for ground water interception. This erosion and sediment control plan prevented impacts during construction such as safety hazards, expensive maintenance problems, slope instability, and disruption of ecosystems. The plan was designed to state policy including VDOT’s Erosion and Sediment Control Program, and all of the necessary permitting requirements.

- **Environmental:** The design team developed and evaluated innovative design solutions that reduced environmental impacts to stream and wetlands by nearly 30 percent. Similar to the Route 3 project, WSP | Parsons Brinckerhoff will evaluate the current design layout looking for opportunities to improve construction phasing that focuses on increased safety as well as traffic operations.
### LEAD DESIGNER - WORK HISTORY FORM

#### (LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>h. 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>
</tr>
</thead>
<tbody>
<tr>
<td>Name: I-295 Meadowville Road Interchange Improvements</td>
<td>Name: WSP</td>
<td>Parsons Brinckerhoff</td>
<td>Name of Client/Owner: Curtis Contracting</td>
<td>Phone: (804) 843-2231</td>
<td>Project Manager: Steve Ordung</td>
<td>Phone: (804) 843-2231</td>
</tr>
<tr>
<td>Location: Chesterfield, VA</td>
<td>Name: Curtis Contracting</td>
<td>Phone: (804) 843-2231</td>
<td>Project Manager: Steve Ordung</td>
<td>Phone: (804) 843-2231</td>
<td>Email: <a href="mailto:ordung@curtiscontracting.net">ordung@curtiscontracting.net</a></td>
<td></td>
</tr>
</tbody>
</table>

| 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. 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. |

**Similar Scope of Work:**
- Signal Design
- Roadway
- Drainage design
- Erosion and sediment control
- Utility coordination
- Design management
- Traffic control plans/Traffic Management Plan (TMP) to facilitate a safe work zone
- Structural design

**PROJECT SCOPE:**
As Lead Designer for this D-B project, WSP | Parsons Brinckerhoff designed a new interchange for the widening of Meadowville Road and Interstate 295 in Chesterfield, VA. The project included 1.1 miles of widening to Meadowville Road to a four lane facility from North Kingston Avenue, to Meadowville Lane. The half mile section from North Kingston Avenue to the bridge over I-295 is a four-lane divided section with a raised median. The widening of Meadowville Road also included intersection improvements to North Kingston Avenue with the addition of turn lanes to increase capacity. Two signalized intersection were also included along Meadowville Road at the interchange ramp termini. WSP | Parsons Brinckerhoff was responsible for the design of roadway, drainage, erosion and sediment control, utility coordination, design management, traffic control plans, and structures.

**RELEVANT PROJECT ELEMENTS:**
The firm has demonstrated skills during the design of this project that will be required to successfully deliver the I-95 Safety Improvements at Route 3 D-B Project. WSP | Parsons Brinckerhoff provided a full range of design services that developed initial “approved for construction” documents within three months from Notice to Proceed. An early construction package was developed that included erosion and sediment control plans, the design of major drainage structures, and geotechnical investigations to advance rough grading activities.

**Traffic Control Plans:** The design team worked closely with VDOT and local staff to analyze phased construction traffic to develop a safe and effective traffic management plan for the ramp construction as well as the connections to I-295. WSP | Parsons Brinckerhoff understands the importance of providing effective MOT plans for high speed interstate facilities, and we will continue to execute these plans for the Route 3 project. Traffic Management Plan (TMP) were included to facilitate a safe work zone. These conditions included reducing the speed limit in the corridor, reducing the travelway to two-lanes in each direction, and reducing the travelway lane widths. As a stipulation to the construction contract, the temporary conditions could not be in place during holiday or peak travel seasons. Therefore, it was also necessary to ensure that the design of the work zone to be readily-reversible.

**Utility Coordination:** Early communication with public and private utility providers since the project required undergrounding a high voltage power line and fiber optic cable and encasement of a 30-inch water line. The early construction package also allowed for communication with the Department of Environmental Quality and the U.S. Army Corps of Engineers to begin the permit process for impacted streams and wetlands.

**Roadway Design:** The roadway widening required that the design team analyze the approach to the roundabout constructed at Technology Parkway which was constructed after the project.

**DBE Program Commitments:**
- As the Lead Designer, WSP | Parsons Brinckerhoff met DBE and SWaM value goals as required by the Design-Builder. Subconsultant GET Solutions, Inc. (geotechnical support, QA testing/lab) is a small business enterprise (SBE) for federal work and SWaM certified (#656305) as a small business for state work.

**EVIDENCE OF PERFORMANCE**

This project not only received high praise and appreciation from VDOT, but has also been recognized numerous times in the transportation industry. The first opportunity was when the Governor chose the project site to sign a SSB transportation funding package, the largest allocation to transportation in Virginia in the last 20 years. The second was when the project was selected as one of five in the Commonwealth of Virginia to be presented at the 2011 Governor’s Transportation Conference for its unique influence by Chesterfield County and the successful implementation. Finally, this project was recognized with a Merit Award at the 2013 Design Build Institute of America (DBIA) National Conference.
I-95 SAFETY IMPROVEMENTS AT ROUTE 3
TYPICAL SECTIONS

Ramp B

Sta. 206+76.83 to Sta. 207+87.91
7.5% and Var.
24' & Var.
Line
Crown
Clear Zone min= 20'

Sta. 207+87.91 to Sta. 209+75.00
7.5% and Var.
24' & Var.
Line
Crown
Clear Zone min= 20'

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.

PAVEMENT DESIGN (ROADWAY & SHOULDER)

- Applied Concrete Intermediate Course, Type SM12.5 A (220 lbs/SY)
- Asphalt Concrete Surface Course, Type SM12.5 E (220 lbs/SY)
- Aggregate Base Material, Type I, 21B
- Gravel - 6" to 8" clean crushed stone, No. 300

*To be extended and daylighted
In locations where curb and gutter is available, install VDOT Standard UD-4 edge drains in locations where curb and gutter is available, install VDOT Standard UD-4 edge drains.

LIMITED ACCESS HIGHWAY

By Resolution of Highway Commission dated October 4, 1956

PROJECT MANAGER

Parsons Brinckerhoff, Inc. Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)

VA. STATE

ROUTE

PROJECT SHEET NO.

REVISED

INSET A

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

PAVEMENT DESIGN (ROADWAY & SHOULDER)

1. Asphalt Concrete Surface Course, Type SM 12.5 A (220 lbs/SY)
2. Asphalt Concrete Intermediate Course, Type IM-19.0D (220 lbs/SY)
3. Asphalt Concrete Surface Course, Type SM 12.5 E (220 lbs/SY)
4. 8.0" Aggregate Base Material, Type I, 21B
5. 6.0" Asphalt Concrete Base Course, Type BM 25.0A
6. 5" Asphalt Concrete Base Course, Type BM 25.0A
7. Asphalt Concrete Intermediate Course, Type IM-19.0D (220 lbs/SY)
8. 6.0% Asphalt Concrete Base Course, Type BM 25.0A
9. 6% Asphalt Concrete Base Course, Type BM 25.0A

NOT TO SCALE

*To be extended and daylighted in locations where curb and gutter is available.

In locations where curb and gutter is unavailable, install VDOT Standard UD-4 edge drains and the to drop lessons for positive drainage.

Transition shoulder slope from existing pavement to 4% (1:20) slope from Sta.218+50 to Sta.218+83.

Inset A

Inset B

LIMITED ACCESS HIGHWAY

By Resolution of Highway Commission dated October 4, 1956

Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
Parsons Brinckerhoff, Inc.

STATE ROUTE

PROJECT MANAGER
PROJECT SHEET NO.

REVISED

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

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.

PAVEMENT DESIGN (ROADWAY & SHOULDER)

- Asphalt Concrete Surface Course, Type SM 12.5 A (220 lbs/SY)
- Asphalt Concrete Intermediate Course, Type SM 12.5 A (220 lbs/SY)
- Asphalt Concrete Intermediate Course, Type SM 12.5 E (220 lbs/SY)
- 6.7 Asphalt Concrete Base Course, Type BM 25.0A
- 8.0" Aggregate Base Material, Type L508

*To be extended and daylighted in locations where curb and gutter is available. Install UDR Standard VDOT edge drain and tie to drop inlets for positive drainage.

Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
Parsons Brinckerhoff, Inc.

STATE ROUTE PROJECT

Sheet No. 08:22

LIMITED ACCESS HIGHWAY

By Resolution of Highway Commission dated October 4, 1956

RICE & ASSOCIATES

REVISED STATE ROUTE PROJECT

PROJECT MANAGER

Design by

Surveyed by, Date

Subsurface Utility by, Date
TYPICAL SECTIONS

Pavement Design (Roadway & Shoulder):

- Asphalt Concrete Surface Course, Type SM 12.5 A (220 lbs/SY)
- Asphalt Concrete Surface Course, Type SM 12.5 E (220 lbs/SY)
- Asphalt Concrete Intermediate Course, Type IM-19.0D (220 lbs/SY)
- 8" Asphalt Concrete Base Course, Type SM 12.5 E (220 lbs/SY)
- 8.0" Aggregate Base Material, Type LB12

(To be extended and daylighted where curb and gutter is available, install VDOT Standard UD-4 edge drains and the to drop lines for positive drainage.)

Slip Ramp B

SEEDING REQ'D.

Topsoil & Prop Retaining Wall

Date of Construction of Plans: October 4, 1956

BYRD HOLLOWAY, P.E., (540) 374-3367 (Fredericksburg District)
Parsons Brinckerhoff, Inc.
November 29, 1956

Project Manager:

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.

Rte. 3

Match Exist.

0.58'

3'

Fill Slope

2:1 & Var.

1'

57'

WBL Rte. 3

1'

1'

13'

13'

Turn Lane

Sta. 29+40.84 to Sta. 30+46.59

Match Exist.

4' Var.

2 %

2 %

Rte. 3

Match Exist.

Fill Slope

4:1 & Var.

6'

1'

0' -12'

Turn Lane

Sta. 33+30.00 to Sta. 35+79.16

Seeding Req'd.

Topsoil & Prop Retaining Wall

See X-sections

Match Exist.

2'

2'

25'

25'

57'

WBL Rte. 3

1'

1'

13'

13'

Turn Lane

Sta. 30+46.59 to Sta. 33+30.00

Match Exist.

2 %

RFP Plans

77'

2'

ST'D. CG-6

2.5'

10'

25'

25'

Seeding Req'd.

Topsoil & Prop Retaining Wall

See X-sections

St'd MS-1

St'd MS-1

12'

12'

2'

2'

Var.

Var.

10' & Var.

(See Plans)

Flexible Post Delineators

Flexible Post Delineators

Flexible Post Delineators

(See Plans)

Var. Width Mill & Overlay

Var. Width Mill & Overlay

Var. Width Mill & Overlay

& Overlay

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

11' Min.

12'

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12'

12'
TYPICAL SECTIONS

See Slip Ramp Typical from Sta. 33+50.00 Ahead.

WBL Rte. 3

Station to Station
Sta. 35+79.16 to Sta. 38+00.00

See Slip Ramp Typical from Sta. 33+50.00 Ahead.

WBL Rte. 3

Station to Station
Sta. 38+00.00 to Sta. 40+50.00

Sta. 40+50.00 to Sta. 43+49.12

Sta. 43+49.12 to Sta. 46+92.98

Var. Width Mill & Overlay

Rte. 3

Station to Station
Sta. 39+00.00 to Sta. 40+50.00

Rte. 3

Station to Station
Sta. 40+50.00 to Sta. 46+64.52

Loop B
Ramp B
Slip

St'd MS-1
Var. Width Mill & Overlay

Var. Width Mill & Overlay

12' - 24'

6 : 1

5'

10'

10'

5'

2 : 1 Cut Slope

12' - 24'

St'd MS-1
Var. Width Mill & Overlay

Var. Width Mill & Overlay

11' Min.

11' Min.

11' Min.

12'

11' Min.

11' Min.

11' Min.

12'

11' Min.

11' Min.

11' Min.

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11' Min.

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11' Min.

11' Min.

11' Min.

12'

11' Min.

11' Min.

11' Min.

12'

11' Min.

11' Min.
TYPICAL SECTIONS

WBL Rte. 3

E1'
Sta. 15+50.16 to Sta. 16+30.33

Lane

Turn

32.5'
Grade
Point of Finished
2%

(See Plans)

13'
TYPICAL SECTIONS

2K
0095-111-278

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

1.5 % & Var.

5
3
7
3

SEE INSET A

INSET A

NOT TO SCALE

PAVEMENT DESIGN (ROADWAY & SHOULDER)

1. Asphalt Concrete Surface Course, Type SM 12.5 E (220 lbs/SY)
2. Asphalt Concrete Intermediate Course, Type IM-19.0D (220 lbs/SY)
3. Type I, 21B 8.0" Aggregate Base Material,
4. Type BM 25.0A 6.0" Asphalt Concrete Base Course,
5. 62% Asphalt Concrete Base Course, Type SM 250A
6. Bituminous Aggregate Base Material, Type S360

By Resolution of Highway Commission dated October 4, 1956

RW-201, C-501

Parsons Brinckerhoff, Inc.

Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
TYPICAL SECTIONS

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

INSET A

PAVEMENT DESIGN (ROADWAY & SHOULDER)

1. Asphalt Concrete Surface Course, Type SM-12.5 E (220 lbs./SY)
2. Asphalt Concrete Intermediate Course, Type IM-19.0D (220 lbs./SY)
3. Asphalt Concrete Surface Course, Type SM-12.5 A (220 lbs./SY)
4. Type I, 21B 8.0" Aggregate Base Material
5. Type, BM-25.0A 6.0" Asphalt Concrete Base Course

* To be excavated and reshaped in locations where curb and gutter is available. Inset U.D. to be extended and daylighted. Install V.D. to drop inlets for positive drainage.

By Resolution of Highway Commission dated October 4, 1956

LIMITED ACCESS HIGHWAY

Parsons Brinckerhoff, Inc.

VA 0095-111-278, P-101, 0095-111-278

SHEET NO. 2L

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

PAVEMENT DESIGN (ROADWAY & SHOULDER)

1. Asphalt Concrete Surface Course, Type SM-12.5 E (220 lbs./SY)
2. Asphalt Concrete Intermediate Course, Type IM-19.0D (220 lbs./SY)
3. Asphalt Concrete Surface Course, Type SM-12.5 A (220 lbs./SY)
4. Type I, 21B 8.0" Aggregate Base Material
5. Type, BM-25.0A 6.0" Asphalt Concrete Base Course

* To be excavated and reshaped in locations where curb and gutter is available. Install V.D. to drop inlets for positive drainage.
TYPICAL SECTIONS

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

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

PAVEMENT DESIGN (ROADWAY & SHOULDER)

1. Asphalt Concrete Surface Course, Type SM 12.5 A (220 lbs/SY)
2. Asphalt Concrete, Surface Course, Type SM 12.5 E (220 lbs/SY)
3. Asphalt Concrete Intermediate Course, Type WW250-1200 (220 lbs/SY)
4. RCP Asphalt Concrete Base Course, Type CM 25.0A
5. RCP Aggregate Base Materials, Type CM 25.0A to be connected to VDOT Standard 21B edge drain
6. RCP Aggregate Base Materials, Type CM 25.0A
7. Standard UD-4 edgedrain Type I, 21B to be connected to VDOT 8.0" Aggregate Base Material,
8. Asphalt Concrete Surface Course, Type SM 12.5 A (220 lbs/SY)
9. Type I, 21B 8.0" Aggregate Base Material,
10. Type I, 21B 8.0" Aggregate Base Material,

Pier Protection System Req'd.

Station 125+90.00 to Station 133+30.00

By Resolution of Highway Commission dated October 4, 1956

RW-201, C-501

Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
Parsons Brinckerhoff, Inc.
Rice & Associates

STATE ROUTE PROJECT

SURVEYED BY, DATE
DESIGN BY

SUBSURFACE UTILITY BY, DATE

Design Features RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

Station to Station

I-95 NBL

Exist Pave.

14'

Clear Zone min= 30'

Exist Pave.

12'

GS-1 1

5%

Seeding Req'd.

Topsoil & 6:1

12'

St'd MC-4

12'

Seeding Req'd.

Topsoil & 6:1

Var.

(See Plans)

Prop. Sound Wall

Seeding Req'd.

Topsoil & 6:1

Var.

(See Plans)

Prop. Sound Wall

I-95 NBL

Sta. 133+30.00 to Sta. 134+50.00

25.8''

Exist Pave.

17'

14'

GS-1 1

5%

Seeding Req'd.

Topsoil & 6:1

12'

St'd MC-4

12'

Seeding Req'd.

Topsoil & 6:1

Var.

(See Plans)

Prop. Sound Wall

I-95 NBL

Sta. 137+50.00 to Sta. 144+25.00

102'

RW-201,C-501

0095-111-278, P-101,

By Resolution of Highway Commission dated

October 4, 1956

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

Parsons Brinckerhoff, Inc.

Rice & Associates

VA.

STATE ROUTE PROJECT

SHEET NO.

08:24

NOT TO SCALE

INSET A

PAVEMENT DESIGN (ROADWAY & SHOULDER)

1. Asphalt Concrete Surface Course, Type, SM 12.5 E (220 lbs/SY)
2. Asphalt Concrete Intermediate Course, Type, IM-19.0D (220 lbs/SY)
3. Asphalt Concrete Base Course, Type, BM 25.0A
4. Standard UD-4 edgedrain Type I, 21B to be connected to VDOT
5. 8.0" Aggregate Base Material, Type I, 21B
6. Asphalt Concrete Surface Course, Type, SM 12.5 A (220 lbs/SY)
7. 8.0" Aggregate Base Material, Type I, 21B
8. 8.0" Aggregate Base Material, Type I, 21B
9. 8.0" Aggregate Base Material, Type I, 21B
10. 8.0" Aggregate Base Material, Type I, 21B

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

FUTURE PROJECT FOR WHICH PAVEMENT DESIGN HAS NOT BEEN DEVELOPED

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

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INSET B

TYPICAL SECTIONS

INSET A

PAVEMENT DESIGN (ROADWAY & SHOULDER)

1. Asphalt Concrete Surface Course, Type: SM-12.5A (220 lbs/SY)
2. Asphalt Concrete Surface Course, Type: SM-12.5E (220 lbs/SY)
3. Asphalt Concrete Intermediate Course, Type: IM-19.0D (220 lbs/SY)
4. Asphalt Concrete Base Course, Type: BM-25.0A
5. 6.0" Aggregate Base Material, Type: L-1018

* To be extended and highlighted in locations where such drop edges are necessary, and the drop edges should be extended, and tied to drop inlets for positive drainage.

PAVEMENT DESIGN (ROADWAY & SHOULDER)

1. Asphalt Concrete Surface Course, Type: SM-12.5A (220 lbs/SY)
2. Asphalt Concrete Surface Course, Type: SM-12.5E (220 lbs/SY)
3. Asphalt Concrete Intermediate Course, Type: IM-19.0D (220 lbs/SY)
4. Asphalt Concrete Base Course, Type: BM-25.0A
5. 6.0" Aggregate Base Material, Type: L-1018

* To be extended and highlighted in locations where such drop edges are necessary, and the drop edges should be extended, and tied to drop inlets for positive drainage.
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SCALE: 1" = 50' HORZ.
1" = 5' VERT.

Vertical Datum Based on NAVD 88

STA = 217+00.00
EL = 242.46

STA = 218+20.20
EL = 244.15

STA = 221+98.59
EL = 245.33

STA = 302+56.59
EL = 247.44

STA = 308+96.46
EL = 244.88

V = 50 MPH

V = 55 MPH

V = 55 MPH

V = 75 MPH

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

By Resolution of Highway Commission dated October 4, 1956
RFP PLANS

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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 (TECHNICAL DISCIPLINE) (Location), Virginia VDOT (Division) or Co. Name

Vertical Datum Based on NAVD 88

Scale: 1" = 50' HORZ. 1" = 5' VERT.

TURN LANE RTE.3 EXTENDED

Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
Parsons Brinckerhoff, Inc.
Rice & Associates

By Resolution of Highway Commission dated LIMITED ACCESS HIGHWAY

October 4, 1956

RW-201, C-501

0095-111-278, P-101, 0095

Proposed Grade

Ground

Existing

STA = 10+74.29
Beg Constr. Turn Lane

STA = 11+00.00
EL = 251.71
STA = 11+25.00
EL = 251.30
STA = 11+50.00
EL = 250.80
STA = 11+75.00
EL = 250.41
STA = 12+00.00
EL = 249.97
STA = 12+25.00
EL = 249.67
STA = 12+50.00
EL = 249.28
STA = 12+75.00
EL = 248.94
STA = 13+00.00
EL = 248.57
STA = 13+25.01
EL = 248.22
STA = 13+50.01
EL = 247.81
STA = 13+75.02
EL = 247.39
STA = 14+00.02
EL = 247.01
STA = 14+25.03
EL = 246.73
STA = 14+50.04
EL = 246.41
STA = 14+75.04
EL = 246.03
STA = 15+00.05
EL = 245.80
STA = 15+25.05
EL = 245.39
STA = 15+50.06
EL = 245.09
STA = 15+75.07
EL = 244.68
STA = 16+00.07
EL = 244.39
STA = 16+25.08
EL = 244.13
STA = 16+50.08
EL = 243.85
STA = 16+75.09
EL = 243.57
STA = 17+00.10
EL = 243.30
STA = 17+25.10
EL = 243.05

-1.43

252.08

-1.64

-2.00

-1.56

6%

-1.76

%
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.

RAMP A CONNECTOR:

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

REFERENCES

- Profiles, Detail & Drainage Description Sheets, etc.

Project:

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

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.
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For Utility Owners, refer to Sheet 3.
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

Scale: 1" = 50' HORZ.  
1" = 5' VERT.

Vertical Datum Based on NAVD 88

Ultimate NB CD-Road

STA = 48+10.00
EL = 231.45

L = 500.00
K = 1989

 STA = 56+00.00
EL = 235.57

L = 300.00
K = 264

V = 75 MPH

Existing Ground

Proposed Grade

ex = 1.19'

ex = 0.06'

Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
Parsons Brinckerhoff, Inc.
Rice & Associates

By Resolution of Highway Commission dated October 4, 1956

LAMINATED HIGHWAY

STATE ROUTE PROJECT SHEET NO:

REVISED STATE ROUTE 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.
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

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

Existing Ground

STA = 56+00.00
EL = 235.57
L = 300.00
K = 1989
V = 75 MPH

Proposed Grade

Slope between sta. 58+00 to 74+50

Sound Wall to be placed on existing

For Information Purposes Only.

(TECHNICAL DISCIPLINE)

(Location), Virginia

VDOT (Division) or Co. Name

Scale: 1" = 50' HORZ.
1" = 5' VERT.

Vertical Datum Based on NAVD 88

Ultimate NB CD-Road

Parsons Brinckerhoff, Inc.

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

Rice & Associates

By Resolution of Highway Commission dated October 4, 1956

STATE ROUTE PROJECT

STATE ROUTE PROJECT

LIMITED ACCESS HIGHWAY

REVISED

PROJECT MANAGER

\PWDCS1\pwdcswrk\27696\176757_38\d107715009a.dgn
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.
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 information purposes only.

Ultimate NB CD Road

Sound Wall to be placed on existing slope between sta. 58+00 to 74+50

Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
Parsons Brinckerhoff, Inc.
Rice & Associates

By Resolution of Highway Commission dated October 4, 1956

LIMITED ACCESS HIGHWAY

STATE ROUTE PROJECT

VA 0095 201

STATE ROUTE 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.
Price Proposal for

**I-95 SAFETY IMPROVEMENTS AT ROUTE 3**

(State Project No: 0095-111-278  
Contract ID: C00107715DB910)

Submitted by:  
The Lane Construction Corporation in association with:  
WSP | Parsons Brinckerhoff
January 4, 2017

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

RE: I-95 Safety Improvements at Route 3
City of Fredericksburg, Virginia
State Project No.: 0095-111-278
Federal Project No.: OC-095-2(535)
Contract ID Number: C00107715DB91

Mr. Kindy:

The Lane Construction Corporation (LANE) is pleased to submit our Price Proposal for the above referenced Design-Build project with the Virginia Department of Transportation (VDOT). Our response contains all information requested in the RFP dated September 27, 2016 and Addenda 1-5.

The LANE Team appreciates the opportunity to propose on this critically important project. We look forward to partnering with VDOT to make the I-95 Safety Improvements at Route 3 project a landmark success for the citizens of Virginia.

Should you have any additional questions, I can be contacted by phone at (703) 222-5670 or e-mail at DMHorton@laneconstruct.com.

Respectfully,

[Signature]

David M. Horton
Assistant District Manager
The Lane Construction Corporation
ATaCHMENT 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
ATTACHMENT 3.6

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFP NO. C00107715DB91
PROJECT NO.: 0095-111-278, P101, C201, 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 3.6, 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:

   (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)

   (Date)

__________________________
SIGNATURE

__________________________
January 4, 2017
DATE

__________________________
David M. Horton
PRINTED NAME

__________________________
Assistant District Manager
TITLE
I-95 SAFETY IMPROVEMENTS AT ROUTE 3

Lane
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;

A. Base Scope
   Design Services, LS $ 1,667,900
   Construction Services (exclude QA/QC), LS $ 13,258,165
   Quality Assurance (QA) (Construction), LS $ 802,500
   Quality Control (QC) (Construction), LS $ 381,000
   All Other Costs, LS $ 586,160
   Base Scope – Subtotal $ 16,695,725

B. Option 1
   Design Services, LS $ 121,000
   Construction Services (exclude QA/QC), LS $ 3,911,300
   Quality Assurance (QA) (Construction), LS $ 56,500
   Quality Control (QC) (Construction), LS $ 88,200
   All Other Costs, LS $ 5,000
   Option 1 – Subtotal $ 4,182,000

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 million eight hundred seventy seven thousand seven hundred twenty five dollars ($ 20,877,725 )

Signature: [Signature] Date: January 4, 2017

Design-Builder: The Lane Construction Company

Vendor No.: L002

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

SPECIAL PROVISION FOR
ASPHALT MATERIAL PRICE ADJUSTMENT for DESIGN-BUILD PROJECTS

September 26, 2016

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 64S-22 f.o.b. price per ton and an average PG 64E-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 Scheduling and Contracts Division website on or about the first weekday of the following month. In the event the average prices were to change 10 percent or more of the Base Index during the middle of the month, the Design Builder can submit a letter to the Department and the supplier that provides evidence of the difference in price. Upon receipt of the letter consideration will be given to extend additional adjustments as deemed necessary.

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

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

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

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

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

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

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.
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<td>Liquid Asphalt Coating</td>
<td>Sy</td>
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<tr>
<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>
<td>504</td>
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<tr>
<td>16110</td>
<td>Emul. Asph. Slurry Seal Type A</td>
<td>Sy</td>
<td>ATTD</td>
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<tr>
<td>16120</td>
<td>Emul. Asph. Slurry Seal Type B</td>
<td>Sy</td>
<td>ATTD</td>
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<td>16130</td>
<td>Emul. Asph. Slurry Seal Type C</td>
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<td>Ton</td>
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<td>16145</td>
<td>Latex Mod. Emul. Treat. Type C</td>
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<td>ATTD</td>
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<tr>
<td>16161</td>
<td>Modified Single Seal</td>
<td>Sy</td>
<td>ATTD</td>
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<tr>
<td>16162</td>
<td>Modified Double Seal</td>
<td>Sy</td>
<td>ATTD</td>
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<td>16249</td>
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<td>Item</td>
<td>Description</td>
<td>Unit</td>
<td>Quantity</td>
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<td>16252</td>
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<tr>
<td>16253</td>
<td>Liquid Asphalt Matl. CRS-2H</td>
<td>Gal.</td>
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<td>16254</td>
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<td>Ton</td>
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<td>16330</td>
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<tr>
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<td>Asphalt Concrete Ty. SM-9.5E (76-22)</td>
<td>Ton</td>
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<td>16352</td>
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<td>Ton</td>
<td>315</td>
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<td>315</td>
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<td>Ton</td>
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<td>Stone Matrix Asphalt SMA-19.0(70-22)</td>
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<td>ATTD</td>
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<tr>
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<td>Stone Matrix Asphalt SMA-19.0(76-22)</td>
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<td>Hot Mix Asphalt Treatment</td>
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<tr>
<td>16500</td>
<td>Surf. Preparation &amp; Restoration Type I</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16502</td>
<td>Surf. Preparation &amp; Restoration Type ii</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16504</td>
<td>Surf. Preparation &amp; Restoration Type iii</td>
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<td>ATTD</td>
</tr>
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<td>67201</td>
<td>NS Asphalt Concrete Overlay</td>
<td>Ton</td>
<td>315</td>
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<tr>
<td>67210</td>
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<tr>
<td>68240</td>
<td>NS Asphalt Concrete</td>
<td>Ton</td>
<td>315</td>
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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:

DISTRICT:

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-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: January 4, 2017

SIGNATURE:

The Lane Construction Corporation
(Firm or Corporation)
L002
(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-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 website also includes the corresponding fuel factor for each item. The fuel usage factor for each item is considered inclusive of all fuel usage.

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

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

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

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

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

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

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

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

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

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

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

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

\[ \text{X} \] I elect to use this provision

\[ \_ \] I elect not to use this provision

\[ \text{Date: December 8, 2016} \]

\[ \text{Signature:} \]

\[ \text{Design-Builder: The Lane Construction Corporation} \]

\[ \text{Vendor No.: L002} \]
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE The Lane Construction Corporation As principal, and Zurich American Insurance Company and Fidelity and Deposit Company of Maryland 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 14th Day of November, 2016

WHEREAS, the above said principal is herewith submitting its proposal for: I-95 Safety improvements at Route 3 PROJECT NUMBER: 0095-111-278; OC-095-2(535); C00107715DB91 Fredericksburg, VA

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.

The Lane Construction Corporation
(Principal*)
By: Vincent J. Spinelli
V.P. & Asst. Secretary
& Treasurer
(Seal)

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

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

Zurich American Insurance Company
(Surety Company)

By: Theresa E. Rowedder, Attorney-in-Fact**
(Attorney-in-Fact**)
(Seal)
1400 American Lane, Schaumburg, IL 60196-1056
(Address)

Fidelity and Deposit Company of Maryland
(Surety Company)

By: Theresa E. Rowedder, Attorney-in-Fact**
(Attorney-in-Fact**)
(Seal)
1400 American Lane, Schaumburg, IL 60196-1056
(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 Bond ID# Company/Bidder Name

**Attach copy of Power of Attorney
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by GERALD F. HALEY, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint KEVIN A. WHITE, MARK P. HERENDEEN, JEAN CORREIA, MARIA CHAVES, THERESENA ROWEDDER, BRYAN HUPT and JANE GILSON, ALL OF BOSTON, MASSACHUSETTS, EACH its true and lawful agent and Attorney-In-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 21st day of July, A.D. 2016.

ATTEST:

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: __________________________

Secretary
ERIC D. BARNES
State of Maryland
County of Baltimore

On this 21st day of July, A.D. 2016, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, GERALD F. HALEY, Vice President, and ERIC D. BARNES, Secretary, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposed and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

By: __________________________

Secretary
ERIC D. BARNES
State of Maryland
County of Baltimore

POA/F 063-047/4

Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2019
EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have heretounto subscribed my name and affixed the corporate seals of the said Companies, this 14th day of November, 2016.

[Signature]
Michael Bond, Vice President
Resolution unanimously approved by the Board of Directors of The Lane Construction Corporation effective July 1, 2016:

VOTED: That effective July 1, 2016, rescinding all previous authorizations, the following be and hereby are authorized to sign proposals and bid bonds on behalf of this Corporation:

R. E. Alger, President & Chief Executive Officer
D. P. Dobbs, Executive Vice President Administration & Secretary
M. J. Tomkalski, Executive Vice President & Chief Financial Officer
K. D Junco, Chief Operating Officer & Executive Vice President
D. F. Benton, Executive Vice President Operational Services
M. M. Cote, Executive Vice President & Chief Development Officer
J. S. Cruickshank, Executive Vice President & General Counsel
G. Quarta, Executive Vice President
V. J. Caiola, Vice President, Treasurer & Assistant Secretary
D. A Haynes, Vice President, Legal
J. P. Lark, Senior Vice President & Assistant Secretary
D. J. Rankin, Senior Vice President & Assistant Secretary
M. A. Schiller, Senior Vice President & Assistant Secretary
T. R. Larson, Vice President Engineering
R. A. Bean, Senior District Manager
M. C. Cullik, Sr. District Manager
G. A. Hassfurler, Senior District Manager
J. O. Hughes, Senior District Manager
D. A. Luzier, Senior District Manager
R. A. McDonough, Senior District Manager
R. P. Lane, Senior District Manager
J. G. Brown, District Manager
C. M. Curran, District Manager
C. E. DuBois, District Manager
G. F. Jerabek, District Manager
J. P. McLear, District Manager
D. B. O’Connor, District Manager
D. J. Phillips, District Manager
K. K. Prince, District Manager
J. F. Roddy, District Manager
E. G. Ritchie, District Manager
K. P. Cates, Assistant District Manager
D. M. Horton, Assistant District Manager
K. D. Kennedy, Assistant District Manager
T. C. Meador, Assistant District Manager
J. S. Seybert, Assistant District Manager
J. A. Sherman, Assistant District Manager
B. A. Regner, Assistant District Manager
M. W. Wright, Assistant District Manager
D. W. Grey, Senior National Pursuit Manager
S. A. Leach, Director, Quality
T. R Kessling, Chief Estimator
R. Burton, Senior Plant Manager
J. F. Rauer, Jr., Senior Plant Manager
D. J. Eudy, Plant Manager
J. J. Spring, Assistant Plant Manager

I hereby certify that the above is a true copy of the Resolution unanimously approved by the Board of Directors of The Lane Construction Corporation effective July 1, 2016, and that the above vote has not been rescinded and stands in full force and effect as of this date.

November 14, 2016

Date

Secretary, THE LANE CONSTRUCTION CORPORATION

November 14, 2016

Date

State of Connecticut
County of New Haven

Personally appeared before me, Donald P. Dobbs, Secretary, and made oath that the above is a true copy of the June 16, 2016 special meeting minutes of the Board of Directors of The Lane Construction Corporation.

An Equal Opportunity Employer M/F/D/V
Patricia A. Delekta, Notary Public
My Commission Expires July 31, 2019
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 59.1-9.17 or Sections 59.1-68.6 through 59.1-68.8 of the Code of Virginia.

**AFFIDAVIT**

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

Signed at ________________, this ___th day of December 2016
Fairfax, VA  
County (City), STATE

The Lane Construction Corporation  
(Name of Firm)

By:  
(Signature)  
Assistant District Manager  
Title (print)

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

Mary Shoemaker  
(Name of Notary Public)

I, Mary Shoemaker, 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 ___th day of December 2016

Mary Shoemaker  
Notary Public

My Commission expires 4/30/20

OR

**UNSWORN DECLARATION**

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

Signed at ________________, this ___ day of ____________, 20___

County (City), STATE

__________________________  
(Name of Firm)

__________________________  
(Signature)

__________________________  
Title (print)

MARY E. SHOEMAKER  
NOTARY  
PUBLIC  
REG. #767652  
MY COMMISSION EXPIRES  
04/30/2020  
COMMONWEALTH OF VIRGINIA
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).

<table>
<thead>
<tr>
<th>NAME</th>
<th>Location of Principal Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTCA</td>
<td>Richmond, VA</td>
</tr>
<tr>
<td>ARTBA</td>
<td>Washington, DC</td>
</tr>
<tr>
<td>AGC of America</td>
<td>Washington, DC</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

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

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

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

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

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

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

Signed at  Fairfax, VA  
County (City), STATE  
The Lane Construction Corporation  
(Name of Firm)  

STATE of  Virginia  
COUNTY (CITY) of  Fairfax  

By: (Signature)  Assistant District Manager  
Title (print)  

I  Mary Shoemaker  
(Name of Notary)  
County(City) aforesaid, hereby certify that this day  David Horton  
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 8th day of December, 2016  

Notary Public

[Stamp: MARY E. SHOEMAKER, NOTARY PUBLIC, REG. #7578552, MY COMMISSION EXPIRES 04/30/2020]