Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Letter of Submittal
Checklist and Contents

Attachment 4.0.1.1

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
**ATTACHMENT 4.0.1.1**
**ROUTE 35 BRIDGE REPLACEMENT**
**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

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

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</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>TAB #1</td>
</tr>
<tr>
<td>Acknowledgement of RFP, Revisions, and/or Addenda</td>
<td>Attachment 3.4</td>
<td>Sections 3.4; 4.0.1.1</td>
<td>TAB #2</td>
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<td>Letter of Submittal</td>
<td>NA</td>
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<td>TAB #3</td>
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<td>Letter of Submittal on Offeror's letterhead</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>TAB #3</td>
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<tr>
<td>Offeror's full legal name and address</td>
<td>NA</td>
<td>Section 4.1.1</td>
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<td>Authorized representative's original signature</td>
<td>NA</td>
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<td>TAB #3</td>
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<td>Declaration of intent</td>
<td>NA</td>
<td>Section 4.1.2</td>
<td>TAB #3</td>
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<td>120 day declaration</td>
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<td>Point of Contact information</td>
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<td>Principal Officer information</td>
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<td>Section 4.1.5</td>
<td>TAB #3</td>
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<td>Offeror's Corporate Structure</td>
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<td>Section 4.1.6</td>
<td>TAB #3</td>
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<tr>
<td>Full Legal Name of Lead Contractor and Lead Designer</td>
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<td>Section 4.1.7</td>
<td>TAB #3</td>
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<tr>
<td>Offeror's VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.1.8</td>
<td>TAB #3</td>
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<tr>
<td>DBE statement confirming Offeror is committed to achieving the required 12% DBE goal</td>
<td>NA</td>
<td>Section 4.1.9</td>
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<tr>
<td>Interim Milestone and Final Completion Dates</td>
<td>NA</td>
<td>Section 4.1.10</td>
<td>TAB #3</td>
</tr>
</tbody>
</table>
## ATTACHMENT 4.0.1.1

**ROUTE 35 BRIDGE REPLACEMENT**

**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>
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<tr>
<td>Affiliated and/ or Subsidiary Companies</td>
<td>Attachment 4.2.1</td>
<td>Section 4.2.1</td>
<td>TAB #5</td>
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<td>Certification Regarding Debarment Forms</td>
<td>Attachment 4.2.20(a) Attachment 4.2.2(b)</td>
<td>Section 4.2.2</td>
<td>TAB #6</td>
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<td>Offeror's VDOT prequalification certificate</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>TAB #7</td>
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<td>Evidence of obtaining bonding</td>
<td>NA</td>
<td>Section 4.2.4</td>
<td>TAB #8</td>
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<td>Full size copies of DPOR licenses and SCC registrations</td>
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<td>Section 4.2.5</td>
<td>TAB #9</td>
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<tr>
<td>SCC registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.1</td>
<td>TAB #9</td>
</tr>
<tr>
<td>DPOR registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.2</td>
<td>TAB #9</td>
</tr>
<tr>
<td>Lead Contractor Work History Form</td>
<td>Attachment 4.2.6(a)</td>
<td>Section 4.2.6</td>
<td>TAB #10</td>
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<tr>
<td>Lead Designer Work History Form</td>
<td>Attachment 4.2.6(b)</td>
<td>Section 4.2.6</td>
<td>TAB #11</td>
</tr>
<tr>
<td>Conceptual Roadway Plans</td>
<td>NA</td>
<td>Section 4.2.7</td>
<td>TAB #12</td>
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<tr>
<td>Conceptual Bridge Plans</td>
<td>NA</td>
<td>Section 4.2.8</td>
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<td>CD-ROM</td>
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</tbody>
</table>
Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Acknowledgment of RFP,
Revisions, and/or Addenda

Attachment 3.4

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
ATTACHMENT 3.4

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFP NO. C00081457DB57
PROJECT NO.: (NFO) 0035-087-112, PE-101, RW-201, C-501, B-604

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Proposals (RFP) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Letter of Submittal submission date shown herein. Failure to include this acknowledgement in the Letter of Submittal may result in the rejection of your proposal.

By signing this Attachment 3.4, the Offeror acknowledges receipt of the RFP and/or following revisions and/or addenda to the RFP for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

   (Date)

2. Cover letter of ___________________________ August 13, 2013 – RFP Addendum No. 1
   (Date)

3. Cover letter of ___________________________ August 20, 2013 – RFP Addendum No. 2
   (Date)

   (Date)

______________________________
SIGNATURE

______________________________
PRINTED NAME

9-11-2013
DATE

Sr. Vice President
TITLE
Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Letter of Submittal

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
Commonwealth of Virginia  
Department of Transportation (VDOT)  
Central Office Mail Center  
Loading Dock Entrance  
1401 E. Broad Street  
Richmond, VA 23219  
Attention: Brenda L. Williams

September 11, 2013

Ms. Williams,

Please find enclosed Waterfront Marine Construction, Inc.’s (full legal name of Offeror and located at 2809 Crusader Circle, Virginia Beach, VA 23453) submittal for VDOT’s Route 35 Bridge Replacement. By submitting this package, I declare our intent, if selected, to enter into a contract with VDOT for this project in accordance with the terms of this RFP, Contract ID# CO0081457DB57. I also declare that the offer represented in the Price Proposal will remain in full force and effect for 120 days after the date of this submission.

William Brett will serve as the Point of Contact and John Greene as the Principal Offeror of Waterfront Marine. Contact information is as follows:

**POC**

William Brett  
Chief Estimator  
2809 Crusader Circle  
Virginia Beach, VA 23453-3133  
757-468-1500  
FAX: 757-468-2100  
wbrett@waterfrontmarine.net

**Principal Offeror**

John Greene  
Senior Vice President  
2809 Crusader Circle  
Virginia Beach, VA 23453-3133  
757-468-1500  
FAX: 757-468-2100  
jgreene@waterfrontmarine.net

Waterfront Marine Construction, Inc. is structured as a corporation. Waterfront Marine Construction, Inc. will undertake the financial responsibility for this project. The liability limitations exceed $100 Million Dollars.

The full legal name of the contractor is Waterfront Marine Construction, Inc. and the Lead Designer is URS Corporation.

Waterfront Marine has active status with current VDOT prequalification # W140.
As such, Waterfront Marine is committed to achieving 12% DBE participating goal for the entire value of the contract.

The following are interim milestone and the Final Completion Dates:
  - Bridge closing - December 1, 2014
  - Bridge Reopening – September 30, 2015
  - Final Completion Date – 11/30/15

Attached are also our attachments to support the submittal, including reference projects which demonstrate our ability to deliver this project. We look forward to the possibility of delivering this project safely, on time, and on budget.

Sincerely,

John Greene
Senior Vice President
Waterfront Marine Construction, Inc.
Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Attachments to the Letter of Submittal

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Affiliated and/or
Subsidiary Companies

Attachment 4.2.1

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
ATTACHMENT 4.2.1

State Project No. 0035-087-112, PE-101, RW-201, C-501, B-604

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.

X 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>Subsidiary</td>
<td>Advance Hauling, Inc.</td>
<td>2809 Crusader Circle, Virginia Beach, VA 23453</td>
</tr>
<tr>
<td>Affiliate</td>
<td>Infrastructure and Industrial Constructors, LLC</td>
<td>One Bigelow Square, Suite 724, Pittsburgh, PA 15219</td>
</tr>
<tr>
<td>Affiliate</td>
<td>Infrastructure and Industrial Energy, LLC</td>
<td>One Bigelow Square, Suite 708, Pittsburgh, PA 15219</td>
</tr>
<tr>
<td>Affiliate</td>
<td>Joseph B. Fay Co.</td>
<td>100 Sky Lane, Tarentum, PA 15084</td>
</tr>
</tbody>
</table>
Certification Regarding Debarment Forms

Attachment 4.2.2(a)
Attachment 4.2.2(b)

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
ATTACHMENT 4.2.2(a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0035-087-112, PE-101, RW-201, C-501, B-604

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]   [Sr. Vice President]
Signature   Date   Title

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

Project No.: 0035-087-112, PE-101, RW-201, C-501, B-604

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

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

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

_____________________________  ______________________________
Signature                      Date                              
Vice President                 Title

URS Corporation

Name of Firm

08/22/13
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0035-087-112, PE-101, RW-201, C-501, B-604

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: James E. Wilkinson
Date: September 11, 2013
Title: Senior Vice President

Joseph B. Fay Co.
Name of Firm
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0035-067-112, PE-101, RW-201, C-501, B-604

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] 8/28/2013  [President]  [Date]  [Title]

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

Project No.: 0035-087-112, PE-101, RW-201, C-501, B-604

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] 9/3/2013 [President]
[Date] [Title]

Bryant-Ritter Electric Corporation

[Name of Firm]
Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Offeror's VDOT Prequalification Certificate

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
COMMUNWEALTH OF VIRGINIA

CERTIFICATE OF QUALIFICATION

WATERFRONT MARINE CONSTRUCTION, INC.

Vendor Number: W140

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications have been assigned to your firm:

PREQUALIFIED

Work Classes: MAJOR STRUCTURES

Issue Date: 10/23/2012

This Rating and Classification will Expire: 10/31/2013

Dorothy C. Sillee, State Contract Officer

Suzanne F. Lucas, Prequalification Officer
Evidence of Obtaining Bonding

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
September 11, 2013

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

Subject:  Waterfront Marine Construction, Inc.
          Contract ID# C00081457DB57
          Route 35 Bridge Replacement, Southampton County, VA
          Estimated Contract Price: $13,500,000.00

To Whom It May Concern:

As sureties for the above named Contractor, Liberty Mutual Insurance Company with an A.M. Best Rating of A and Financial Size Category XV and Travelers Casualty and Surety Company of America with an A.M. Best Rating of A+ and Financial Size Category XIV are capable of furnishing 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.

Sincerely,

Wendy A. Bright
Attorney-in-Fact
POWER OF ATTORNEY

KNOWN ALL 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, CATHY M. HO; ELENA ZUNIC; JAMES M. GRIFFITH; LESLIE L. HUDAI; WENDY A. BRIGHT,......

all of the city of PITTSGUIST state of PA each individually or all of them in the City of Pittsburgh state of Pennsylvania as their true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, and do all acts and things in the name and place of and as to the said corporation and in all cases whatsoever the Companies may lawfully do or receive or suffer to be done by or in the said corporation, and to use the same names of the Companies and the said Companies, and to execute the same or any of them, and to do or perform all manner of acts and things in the name of and on behalf of the Companies as far as lawfully can be done by or in their names, and to do all and every act and thing which in the Companies, their names, or our said attorney-in-fact, in their names, as we or they might lawfully do and perform, and to do and perform all acts and things to be done by the Companies or in our said attorney-in-fact, in our said attorney-in-fact’s names, in the Companies’ interest and in aid and support of the Companies, in all cases whatsoever where the Companies might lawfully do any act or thing, either by themselves or our said attorney-in-fact, in our said attorney-in-fact’s names.

IN WITNESS WHEREOF, the powers of attorney herein written have been subscribed by the Attorney-in-Fact above set forth, and the corporative seals of the Companies have been affixed thereto this 14th day of January, 2013.

By: [Signature]

Gregory W. Davenport, Assistant Secretary

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

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Seattle, Washington, on the day and year first above written.

By: [Signature]

KD Riley, Notary Public

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 reading 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 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 Corporation to make, execute, seal, acknowledge and deliver any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact 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 any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact 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 to by the Secretary.

Certificate of Designation — The President, acting pursuant to the Bylaws of the Company, authorizes Gregory W. Davenport, 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 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 associate 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 signed.

I, David M. Carey, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company 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 11th day of SEPTEMBER, 2013.

By: [Signature]

David M. Carey, Assistant Secretary
POWER OF ATTORNEY

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

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

Attorney-In Fact No. 226054
Certificate No. 005337645

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Leslie L. Rudat, Elena Zunic, Wendy A. Bright, James M. Griffith, and Cathy H. Ho

of the City of Pittsburgh, State of Pennsylvania, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 17th day of January, 2013.

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

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

State of Connecticut
City of Hartford ss.

By:

Robert L. Raney, Senior Vice President

On this the 17th day of January, 2013, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2016.

Marie C. Desmaulx, Notary Public

58440-8-12 Printed in U.S.A.
Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Full Size Copies of
DPOR Licenses and SCC
Registrations

Attachment 4.2.5

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
## ATTACHMENT 4.2.5

**State Project No. 0035-087-112, PE-101, RW-201, C-501, B-604**

### SCC and DPOR Information - Businesses

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterfront Marine Construction, Inc.</td>
<td>0235224-3</td>
<td>C Corp</td>
<td>Active</td>
<td>2809 Crusader Cir. Virginia Beach, Va. 23453-3133</td>
<td>Contractor</td>
<td>2701022985</td>
<td>03-31-2014</td>
</tr>
<tr>
<td>URS Corporation</td>
<td>F0387615</td>
<td>Foreign Corp</td>
<td>Active</td>
<td>277 Bendix Rd,#500 Virginia Beach, Va 23452</td>
<td>Engineer</td>
<td>0411000280</td>
<td>02-28-2014</td>
</tr>
<tr>
<td>Joseph B Fay Co.</td>
<td>F0130486</td>
<td>Foreign Corp</td>
<td>Active</td>
<td>PO Box 66 Russellton, Pa 15076-0066</td>
<td>Contractor</td>
<td>2705079280</td>
<td>09-30-2015</td>
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<td>D T Read Steel Co. Inc.</td>
<td>0447740-2</td>
<td>S Corp</td>
<td>Active</td>
<td>1725 West Road Chesapeake, VA 23323</td>
<td>Contractor</td>
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<td>06-30-2015</td>
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<tr>
<td>Bryant-Ritter Electric Corporation</td>
<td>0632093-1</td>
<td>S Corp</td>
<td>Active</td>
<td>3935 S. Military Highway, Chesapeake, VA 23321</td>
<td>Contractor</td>
<td>2705102555</td>
<td>02-28-2014</td>
</tr>
</tbody>
</table>
COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION
Office of the Clerk

NOTICE OF IMPENDING TERMINATION OF CORPORATE EXISTENCE
OF A VIRGINIA CORPORATION

December 5, 2012

CORP NAME: Waterfront Marine Construction, Inc.

SCC ID NO.: 0235224-3

The records of the State Corporation Commission indicate that the Commission did not receive payment of the annual registration fee for the above-referenced corporation on or before November 30, 2012. Accordingly, the corporation has been assessed a $16.00 penalty pursuant to § 13.1-775.1 (stock corporations) or § 13.1-936.1 (nonstock corporations) of the Code of Virginia.

Please be advised that if payment of the annual registration fee is not received by the Commission on or before March 31, 2013, the corporation's existence will be automatically terminated as of that date pursuant to § 13.1-752 or § 13.1-914 of the Code of Virginia. Note: If the aforesaid date falls on a weekend or scheduled holiday, your payment, if delivered by mail or in person, will need to be received in time for it to be processed on or before the last business day that precedes that date. Postmarks cannot be considered and extensions of time cannot be granted.

Please also note that the Commission cannot file or issue any document (other than an annual report, a statement of change of registered agent or registered office, or a statement of resignation by the registered agent) or certificate with respect to the corporation until all of its outstanding fees and penalties have been paid. See § 13.1-615 or § 13.1-815 of the Code of Virginia.

A separate notice of impending termination will be mailed to the corporation if its annual report was not filed by its due date. If you have any questions, please contact the Clerk's Office at (804) 371-9733 or toll-free in Virginia at 1-866-722-2551, or write or visit us at 1300 East Main Street, P.O. Box 1197, Richmond, VA 23218-1197.

This annual registration fee may be paid online at sccfile.scc.virginia.gov.

or send a check payable to Treasurer of Virginia with this coupon. Include the Corporation's SCC ID number on your check.

CORP NAME: Waterfront Marine Construction, Inc.

SCC ID NO.: 0235224-3

<table>
<thead>
<tr>
<th>FEE</th>
<th>PENALTY</th>
<th>PRIOR YEARS BALANCE</th>
<th>TOTAL DUE</th>
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</thead>
<tbody>
<tr>
<td>$160.00</td>
<td>$16.00</td>
<td>$0.00</td>
<td>$176.00</td>
</tr>
</tbody>
</table>

STATE CORPORATION COMMISSION
CLERK'S OFFICE
P.O. BOX 7607
MERRIFIELD, VA 22116-7607
Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That URS CORPORATION, a corporation incorporated under the law of Nevada, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on June 17, 1981; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
October 18, 2012

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1210185770
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: LS, ENG

URS CORPORATION
277 BENDIX RD STE 500
VIRGINIA BEACH, VA 23452

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

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

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

PROFESSIONS: ENG

URS CORPORATION
4905 DICKENS RD
SUITE 201
RICHMOND, VA 23230

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

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

EXPIRES ON
02-28-2014

NUMBER
0411000276

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

PROFESSIONS: ENG

URS CORPORATION
11832 ROCK LANDING DR
STE 306
NEWPORT NEWS, VA 23606

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

I Certify the Following from the Records of the Commission:

That D. T. Read Steel Co., Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is May 31, 1995;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
August 28, 2013

Joel H. Peck, Clerk of the Commission
<table>
<thead>
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<th>Corp ID:</th>
<th>0477440 - 2</th>
<th>Status: 00 ACTIVE</th>
<th>Status Date: 06/17/02</th>
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<tr>
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<td>READ STEEL CO., INC., D.T.</td>
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<tr>
<td>Date of Certificate: 05/31/1995</td>
<td>Period of Duration:</td>
<td>Industry Code: 00</td>
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<tr>
<td>State of Incorporation: VA VIRGINIA</td>
<td>Stock Indicator: S Stock</td>
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<tr>
<td>Merger Ind:</td>
<td>CONVERSION/DOMESTICATION IND:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Standing Ind: Y</td>
<td>Monitor Indicator:</td>
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<td></td>
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<tr>
<td>Charter Fee: 50.00</td>
<td>Mon No:</td>
<td></td>
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</tr>
<tr>
<td>R/A Name:</td>
<td>DONALD T READ JR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street: 1728 WEST RD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City: CHESAPEAKE</td>
<td>State: VA ZIP: 2323</td>
<td></td>
<td></td>
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<tr>
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<td>LOC: 236</td>
<td></td>
</tr>
<tr>
<td>Accepted AR#: 213 06 8110</td>
<td>Date: 04/10/13</td>
<td>CHESAPEAKE CITY</td>
<td></td>
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<tr>
<td>Current AR#: 213 06 8110</td>
<td>Date: 04/10/13</td>
<td>Status: A</td>
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<td>Year Fees Penalty Interest Taxes Balance Total Shares</td>
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<td>13</td>
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</tr>
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</table>

(Screen Id:/Corp_Data_Inquiry)
BRYANT-RITTER ELECTRIC CORPORATION
BRYANT-RITTER HEWITT
3936 S MILITARY HWY
CHESAPEAKE, VA 23321
Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That BRYANT-RITTER ELECTRIC CORPORATION is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 16, 2005;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
December 11, 2012

Joel H. Peck, Clerk of the Commission
Lead Contractor Work History Form

Attachment 4.2.6(a)

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
**ATTACHMENT 4.2.6(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<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: Constitution Drive Extension</td>
<td>Name: URS Corporation 4905 Dickens Road, Suite 106 Richmond, Va. 23230 Attn: Joe Hardie, Jr., P.E.</td>
<td>Name of Client/Owner: Constitution Drive Developers, LLC and the City of Virginia Beach Phone: (757) 473-8573 Project Manager: Jim Smith Phone: (757) 473-8573 Email: <a href="mailto:jsmith@irvinh.com">jsmith@irvinh.com</a></td>
<td>September 2011</td>
<td>August 2011 Finished ahead of Schedule</td>
<td>Original Contract Value: $6,796 (Total)</td>
<td>Final or Estimated Contract Value: $6,814 (Total) $5,157 (Bridge)</td>
</tr>
</tbody>
</table>

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

This project involved the widening of an existing 2-lane roadway and adding a bridge across wetlands to connect two major roads in Virginia Beach. A new traffic signal was added and extensive modifications and additions to utilities were made. The scope of work included constructing 2,300 LF of 4-lane divided asphalt roadway and a new 330 LF bridge founded on 24" concrete piles, steel girders and a CIP concrete bridge deck constructed across a wetlands area.

Waterfront Marine's work to construct the new bridge was performed from a temporary trestle that was installed from abutment to abutment with fingers perpendicular to the main trestle at each pier. The trestle consisted of driven pipe piles supporting steel cap beams, steel girders, timber decking and safety lines. The trestle was installed starting from one abutment and continuing span by span to the opposite abutment and all bridge construction work was subsequently accessed from the temporary trestle.

The scope of work performed to construct the new bridge included the following:

- Install and drainwater one cofferdam along with temporary steel sheeting at abutments
- Structure excavation and backfill, riprap scour protection
- Install prestressed 12" and 20" square concrete foundation piles
- Construct abutments and piers
- Structural Steel and expansion dams
- Bridge Decks, approach slabs, joints and seals
- Concrete parapets with bridge railing
- Bridge lighting and Telephone conduit system

Other work performed by subcontractors for the roadway construction included, excavation, drainage, subbase, curb, gutters and sidewalks, asphalt paving, traffic signalization, electrical lighting, guardrail and fence

All work was completed under budget and six months ahead of schedule with no claims

The project also included major utility adjustments and significant aesthetics treatments.
ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location
Name: I-264/London Bridge Interchange
Location: Virginia Beach, VA

b. Name of the prime design consulting firm responsible for the overall project design.
Name: Clark Nexsen

Name of Client/Owner: Virginia Department of Transportation
Phone: (757) 455-580
Project Manager: Paul Moose
Phone: (757) 455-580
Email:

Name of Client/Owner: Virginia Department of Transportation
Phone: (757) 455-580
Project Manager: Paul Moose
Phone: (757) 455-580
Email:

Name of Client/Owner: Virginia Department of Transportation
Phone: (757) 455-580
Project Manager: Paul Moose
Phone: (757) 455-580
Email:

C. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.

Name of Client/Owner: Virginia Department of Transportation
Phone: (757) 455-580
Project Manager: Paul Moose
Phone: (757) 455-580
Email:

Name of Client/Owner: Virginia Department of Transportation
Phone: (757) 455-580
Project Manager: Paul Moose
Phone: (757) 455-580
Email:

Name of Client/Owner: Virginia Department of Transportation
Phone: (757) 455-580
Project Manager: Paul Moose
Phone: (757) 455-580
Email:

C. Contract Completion Date (Original)
November 2012

C. Contract Completion Date (Actual or Estimated)
February 2012
6 Months ahead of schedule

C. Contract Value (in thousands)

<table>
<thead>
<tr>
<th>Original Contract Value</th>
<th>Final or Estimated Contract Value</th>
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<tbody>
<tr>
<td>$9,368 (Total)</td>
<td>$9,368 (Total)</td>
</tr>
<tr>
<td>$5,091 (Bridge &amp; Walls)</td>
<td>$5,091 (Bridge &amp; Walls)</td>
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<tr>
<td>Under Budget</td>
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D. Contract Value (in thousands)

<table>
<thead>
<tr>
<th>Original Contract Value</th>
<th>Final or Estimated Contract Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>$9,368 (Total)</td>
<td>$9,368 (Total)</td>
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<tr>
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<td>$5,091 (Bridge &amp; Walls)</td>
</tr>
<tr>
<td>Under Budget</td>
<td></td>
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</table>

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

$9,368 (Total) $5,091 (Bridge & Walls)

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 London Bridge Interchange Project involved the construction of new entrance/exit ramps off of I-264 at London Bridge Road in Virginia Beach.

Waterfront Marine's project scope included the installation of 4450 cy of CIP concrete retaining walls to allow for the widening of the Interstate Highway, a Soil Nail wall, new traffic signals and the widening of an existing bridge over a tributary to the Lynnhaven River.

The scope of work included to construct the bridge and retaining wall structures included the following:

Bridge and structure demolition
Structure excavation and backfill
Install and dewater 2 steel sheet pile cofferdams
Install pre-stressed 12" square concrete foundation piles
Construct abutments and piers
Structural steel
Bridge deck construction
Concrete parapets
Approach slabs
Joints and seals

Other work performed by subcontractors for the roadway construction included installing and maintaining erosion controls, clearing and grubbing, excavation, drainage, sub base, curb & gutters, asphalt paving, traffic signalization, electrical lighting, guardrail and fencing.

All work was completed under budget and six months ahead of schedule, with no claims.
ATTACHMENT 2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>VDOT - J62 Pembroke Avenue Bridge, Hampton, VA</td>
<td>Name: Virginia Department of Transportation Phone: (757) 253-4832 Project Manager: S. F. Durr Phone: (757) 253-4832 Email:</td>
<td>Name of Client / Owner: VDOT</td>
<td>June 2002</td>
<td>September 2002</td>
<td>$8,707 (Total)</td>
<td>$6,115 (Bridge)</td>
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This project consisted of the complete demolition and replacement of a 1,400 foot long concrete bridge over the Hampton River and partially under Interstate Rte 64 and rebuilding the two lane approach roadways. The project included driving 12" and 24" concrete piles, CIP reinforced concrete substructure, concrete and steel plate girders with a CIP reinforced concrete bridge deck. Additional work to reconstruct the approach roadway included 1,300 feet of waterline, 850 feet of sewer main, roadway lighting, 1,200 feet of storm drain and 1,100 tons of rip rap.

Waterfront Marine's work to construct the new bridge was accessed from a temporary trestle that was installed perpendicular to the new bridge underneath I-64. The trestle consisted of driven pipe piles supporting steel cap beams, steel girders, timber decking and safety lines.

The details of the scope of work performed to construct the new bridge included the following:

- Demolish the existing bridge structure
- Install and dewater four cofferdams along with temporary steel sheeting at abutments
- Structure excavation and backfill, riprap scour protection
- Install 12" and 24" prestressed concrete foundation piles
- Construct abutments and piers
- Erect Structural Steel and expansion dams
- CIP Concrete Bridge Decks, approach slabs, joints and seals
- Concrete parapets with bridge railing
- Bridge lighting and Telephonic conduit system

Other work performed by subcontractors for the roadway construction included, excavation, drainage, subbase, curb, gutters and sidewalks, asphalt paving, traffic signalization, electrical lighting, guardrail and fence.
Lead Designer Work History Form

Attachment 4.2.6(b)

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
**ATTACHMENT 42-6(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: I-95 over James River &amp; Ramp E&amp;F Location: Richmond, VA</td>
<td>Name: Archer Western Contractors, Ltd.</td>
<td>Name of Client: VDOT Phone: Project Manager: Andy Zickler Phone: 804.371.2776 Email: <a href="mailto:Andy.zickler@vdot.virginia.gov">Andy.zickler@vdot.virginia.gov</a></td>
<td>9/2002</td>
<td>8/2002</td>
<td>$43,355 (approx. cost $37,924)</td>
<td>$49,000 (approx. cost $42,800)</td>
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</tbody>
</table>

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

URS provided engineering services for the replacement/rehabilitation of the superstructure for the James River Bridge and a smaller ramp bridge at the northern approach to the river. The James River Bridge is a 4,300-foot long structure that carries about 120,000 vehicles per day and is located in close proximity to the central business district of the City of Richmond and the center of government for the state. The structure was constructed in 1958 and has 100 spans, half being over the James River and the balance over developed properties, city streets, and parking lots.

In the preliminary plan development process, URS performed field reconnaissance and inspections; developed eleven rehabilitation alternatives; identified other roadway improvements to minimize traffic impacts during construction; and worked with our subconsultant in an extensive public outreach program. The eleven rehabilitation alternatives were evaluated using a Keplner-Tregoe decision making matrix. A report summarizing the different rehabilitation alternatives, the evaluation process, and estimated cost was developed and presented to VDOT with recommendations. Once the recommended alternative was approved, URS developed construction plans for the replacement of the superstructure in the rolled beam spans and the replacement of the bridge deck in the riveted girder and truss spans. Additional items included were seismic retrofit design; plans for the replacement of the cathodic protection system; plans for high mast lighting on the approaches and conventional lighting on the bridge; and final construction plans, specifications, quantities, and cost estimates. We accelerated the plan submission schedule by 60 days to meet VDOT requests to advertise the project in the concurrent fiscal year.

The selected construction alternative required that the superstructure/deck be replaced between 7:00 PM and 6:00 AM, Sunday through Thursday, with full roadway capacity available at all other times. The majority of the superstructure of the James River Bridge and the northern approach structure was replaced using preconstructed composite units (PCUs). The deck in the remaining spans of the James River Bridge was replaced using prefabricated concrete filled steel grid sections. The contractor performed inspection, pier cap strengthening, and bearing rehabilitation prior to replacement without interfering with traffic flow on the structure.

A PCU is a longitudinal bridge section made up of the supporting girders and the deck. Once placed, these bridge sections were transversely post-tensioned together to form a continuous deck.

The URS Richmond office was responsible for overall project management and bridge superstructure design with the exception of the steel grid sections which were designed in our Hunt Valley, MD office.
**ATTACHMENT 4.2.6(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

(LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: I-4 Bridge Replacement Location: Sanford, Florida</td>
<td>Name: Granite Construction Company and PCL Civil Constructors</td>
<td>Name of Client: Florida DOT Phone: Project Manager: Amy Scales Phone: 386.943.5729 Email: <a href="mailto:Amy.Scales@dot.state.fl.us">Amy.Scales@dot.state.fl.us</a></td>
<td>November 2004</td>
<td>November 2004</td>
<td>$101,930 Approximate River Bridge Cost $25</td>
<td>$101,930 Approximate River Bridge Cost $25</td>
</tr>
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</table>

**Project Description.** URS served as lead design firm with Granite Construction Company and PCL Civil Constructors, Inc. as the Joint-Venture partners leading this design/build contract. The project was to widen I-4 from 4 lanes to 6 lanes for a length of approx. 67 miles. The work included replacing the existing I-4 bridge over the St. Johns River and the existing bridge over Orange Boulevard/CSX Railroad. The work also included partial reconstruction of the Orange Boulevard/US 17-92 Interchange, widening of the existing bridges at Padgett Creek and Dirksen/DeBary Road, replacing the Enterprise Road Bridge, constructing the associated drainage facilities, intelligent transportation systems and other miscellaneous items. The overall length of the river crossing was 2,566 feet. There were a total of nine piers located in the river for each of the parallel structures. The vertical clearance over the channel is 45 feet.

**Foundation Design.** The foundation designs had to cope with relatively severe hydraulic scour events, vessel collision loadings, permit restrictions, and an archeological site on one end of the project. The soil profiles showed a moderately dense sandstone layer which was capable of providing substantial bearing capacities for 24 inch precast, prestressed concrete piles. This piling type also has the advantage of being able to form a direct moment connection to the footing caps with proper embedment and this feature aided in an overall reduction in pile quantities. Non-linear analyses of the foundation, considering the full non-linear aspects of soil structure interaction, were used to further optimize the foundation and substructure elements.

**Superstructure Design.** The focus of the superstructure design was to optimize the system to derive the least total costs for both the superstructure and substructure units combined. This meant selecting the number of girder lines and span lengths so as to minimize cost. Cost curves were developed for both superstructure and substructures and these were added together to show the optimum solution in terms of cost versus span length. The winning design/build proposal used a slightly shorter span length than the competitor's design which resulted in two additional substructure/pier elements; however, the shorter span length also resulted in the elimination of one girder line over the full length of the bridge and a lower overall project cost. This proved to be a significant factor in the design/build team's winning proposal. The superstructure was made up of 78 inch prestressed concrete bulb-tees.

**Construction Phase.** Similar to all design/build projects, the construction starts from the ground up while the design is focused from the top down. Within 4 months after the bid award, piles were being driven while the rest of the design details were being finalized. The construction was fairly typical of waterway construction with barge-mounted cranes. Material deliveries (piles and girders) were made via land and transferred to barges as necessary. The Contractor was also able to construct temporary causeways to facilitate construction on land and in shallow water. The river bridge was able to be meet all major project milestones and be opened ahead of schedule.
**LEAD DESIGNER - WORK HISTORY FORM**

**ATTACHMENT 4.2.3(b)**

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</th>
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</thead>
<tbody>
<tr>
<td>Wilmington Bypass</td>
<td>GLF Construction Corporation</td>
<td>Name of Client: NCDOT</td>
<td>June 2006</td>
<td>June 2006</td>
<td>$128,000</td>
<td>$128,000</td>
</tr>
<tr>
<td>Location: New Hanover</td>
<td>Phone: 919-707-6400  Email: <a href="mailto:gperfetti@ncdot.gov">gperfetti@ncdot.gov</a></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

County, NC加深

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

The Wilmington Bypass is a 7.8-mile, multi-lane freeway bypassing the City of Wilmington. The project involved the preparation of an Environmental Impact Statement, corridor location and analysis, preliminary design, final design and construction documents. The project included the design of two interchanges and a 7,400-foot long bridge over the Northeast Cape Fear River and its adjacent riverine and palustrine wetlands. The following are key project elements:

- Draft and Final Environmental Impact Statements and extensive public involvement programs.
- Wetland permit drawings including over 90 drawings detailing the temporary and final impacts to wetlands, construction methodology, and a computation of impacts.
- Technical memoranda addressing: environmental justice, traffic capacity analyses, natural resources, cultural resources, water resources, air quality, and noise.
- Overall project management of surveys, roadway design, structure design, hydraulic design, traffic control design, and wetland and water quality permitting.
- Construction Engineering and Inspection support services for 7,400-foot long bridge including shop drawing reviews.
- The design of the river bridge was performed in URS’ Raleigh Office with assistance from the Richmond, Virginia Office. The Richmond Office designed the piers for the approach spans.

- Final design of a four-lane freeway on new location, including two interchanges.
- Final design of nine two-lane roads, for a total length of 13,750 feet, to provide access to properties, including undeveloped parcels, residential neighborhoods, and commercial properties with heavy truck volumes.
- Final design of 5,800 feet of roadway widening from two to five lanes.
- Traffic control and pavement marking plans, including an on-site temporary detour.
- **Bridge Type Study and final design of a 7,400-foot-long bridge over the Northeast Cape Fear River and adjacent wetlands.**
- Structure Recommendations for six bridge locations including a CSXT Railroad grade-separation.
- Hydraulic design of roadway drainage systems as well as a river channel migration study and scour analysis of the North East Cape Fear River.
- Utility conflict resolution.
- Final noise analysis and location of a noise wall to mitigate impacts to residential areas.
- Traffic capacity analyses for the entire project and queuing analysis of a lift-span bridge.
Route 35 Bridge Replacement
Letter of Submittal and
Attachments to the Letter of Submittal

Conceptual Roadway Plans

Attachment 4.2.7

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
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

INSET B

NOT TO SCALE

1. asphalt concrete type D612B
2. asphalt concrete type M6036A, base course
3. aggregate base material type C6408, subbase

Section 09200 to 11000
Section 19200 to 21000
Section 09200 to 11000
Section 27200 to 29200
Section 09200 to 11000
Section 27200 to 29200
Section 19200 to 21000
Section 27200 to 29200
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

ADDITIONAL EASEMENTS FOR UTILITY RELocations MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE 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.

ADDITIONAL EASEMENTS FOR UTILITY RELocations MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE 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.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE 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.

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ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.
Conceptual Bridge Plans

Attachment 4.2.8

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
 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.

SECTION
FOOTING PLAN
SCALE: 1/8" = 1'-0"

SECTION A-A
SCALE: 1/4" = 1'-0"
CD-ROM

Containing the Entire Letter of Submittal and Attachments to the Letter of Submittal in a Single Cohesive Adobe PDF File

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

SOUTHAMPTON COUNTY

Fr: 0.072 miles West of Southampton County Line
To: 0.364 miles West of Southampton County Line

0035-087-112, R01
0035-087-112, R01A
0035-087-112, R604
0035-087-112, R604

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

Additional easements for utility relocation may be required beyond the proposed right-of-way shown on these plans.

Signatures

Population SOUTHAMPTON (570) (2000 Census)

Copyright 2015, Commonwealth of Virginia
THese Plans Are UNFINISHED and UNAPPROVED and Are NOT TO Be USED FOR ANY TYPE OF CONSTRUCTION or THE ACQUISITION OF RIGHT OF WAY.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE 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.

Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these 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.

Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these 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.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE 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.
These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.

Plan of Cap

Elevation

Section A-A

24" Square prestressed concrete piles

Symmetrical about this line
FOOTING PLAN

SCALE: 3'-6" = 1'-0"

SECTION A-A

SCALE: 3'-0" = 1'-0"

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.
Route 35 Bridge Replacement
Design-Build Price Proposal

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
Design-Build Price Proposal Checklist

Attachment 4.0.1.2

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
ATTACHMENT 4.0.1.2

DESIGN-BUILD PRICE PROPOSAL CHECKLIST

Project Name: Route 35 Bridge Replacement
Contract ID Number: C000814857DB57

➢ Contents of Price Proposal:

☐ Cost Breakdown Summary in whole numbers and Proposal Price in both numbers and words (Attachment 4.3.1)

☐ Total number of Bridge Closure Days (BCDs) in both words and numbers (Attachment 4.3.1)

✓ Price Adjustment Information and Forms for Fuel, Asphalt and Steel, including identification of pay items and associated quantities eligible for adjustment (Part 3, Section 6.3, Attachments 6.3)

✓ Proposal Guaranty (C-24) required by Section 102.07 of Part 5, Division I Amendments to the Standard Specifications

✓ Sworn Statement Forms (C-104, C-105, Attachments 4.3.4(a) and 4.3.4(b))

☐ DBE Requirements Forms (C-111, C-49 and C-112) as applicable (Attachments 4.3.5(a), 4.3.5(b) and 4.3.5(c))

☐ CD-ROM containing the entire Price Proposal in a single cohesive Adobe PDF file
Cost Breakdown Summary
in Whole Numbers and
Proposal Price
in Both Numbers and Words
&
Total Number of Bridge Closure Days (BCDs)
in Both Words and Numbers

Attachment 4.3.1

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

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

Price Proposal Cost Breakdown Summary:

- Design Services, LS $830,000.00
- Mobilization (Construction), LS $460,000.00
- QA/QC (Construction), LS $565,000.00
- Dismantle and Remove Existing Structure, LS $555,000.00
- Earthwork, LS $140,000.00
- Roadway Incidentsals, LS $775,000.00
- Bridge (Structures), LS $5,600,000.00
- Drainage, LS $23,000.00
- Utilities, LS $350,000.00
- Environmental Permitting, LS $50,000.00
- ROW Acquisition, LS $115,000.00
- All Others Cost, LS $13,000.00

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

Lump Sum (LS): Nine Million Four hundred Seventy Six Thousand and 0/100 dollars $9,476,000.00

4.3.2 Offeror shall specify the total number of Bridge Closure Days (BCDs) in both numbers and words:

BCDs = THREE HUNDRED DAYS 300 days

Signature: [Signature]
Date: 9/11/2013

Design Builder: WATERFRONT MARINE CONSTRUCTION, INC.

Vendor No.: W140
Price Adjustment
Information and Forms
for Fuel, Asphalt and Steel, Including
Identification of Pay Items and Associated Quantities Eligible for Adjustment

Attachment 6.3

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
EXHIBIT 6.3(a)
ADJUSTMENT FOR ASPHALT

SPECIAL PROVISION FOR ASPHALT MATERIAL PRICE ADJUSTMENT DESIGN-BUILD PROJECTS

June 30, 2011

In the event the Design-Build elects to seek adjustment for asphalt 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. If new pay items which contain Asphalt Material are established by Work Order, they will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

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

This monthly state-wide average price will be the Base Index for all contracts on which bids 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. Adjustment of any asphalt material item designated as a price adjustment item which does not contain PG 64-22, except PG 76-22, 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.

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

X I elect to use this provision

I elect not to use this provision

Date: 9-11-2013

Signature: John W. Greene V.P.

Design-builder: Wolf In Front Marine, Inc.

Vendor No.: W140
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PRICE ADJUSTMENT

INSTRUCTIONS - This form is to be completed and returned ONLY when asphalt concrete items are designated for price adjustment on the bid price sheets.

PROJECT NUMBER:

DISTRICT:

Bid Prices in this contract for items containing PG 64-22 asphalt cement were developed using an f.o.b. price of $\text{581.60}$ per IMPERIAL ton for PG 64-22. This quote will be averaged into the monthly price index.

Bid Prices in this contract for items containing PG 76-22 asphalt cement were developed using an f.o.b. price of $\underline{\underline{\text{(When required by provisions)}}}$ per IMPERIAL ton for PG 76-22. This quote is project specific.

Price quotes signed by each supplier from which the Design-Builder proposes to obtain PG 64-22 or PG 76-22 shall be maintained by the successful bidder. These quotes shall be retained on site during the life of the Contract for review by the Engineer upon request.

$\checkmark$ I elect to use this provision  
\underline{\underline{\text{DATE: Sep. 11, 2013}}} 
\underline{\underline{\text{SIGNATURE: John Green, Sr. V.P.}}} 
\underline{\underline{\text{Waterfront Marine Coop, Inc.}}} 
\underline{\underline{\text{(Firm or Corporation)}}} 
\underline{\underline{\text{W40}}} 
\underline{\underline{\text{(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 web site also includes the corresponding fuel factor for each item. The fuel usage factor for each item is considered inclusive of all fuel usage.

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

In order to be eligible for fuel adjustment under this provision, the Design-Builder shall clearly identify in its Price Proposal 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 Price Proposal will automatically not be considered for adjustment.

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

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

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

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

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

Where: 
\[ S \] = Monetary amount of the adjustment (plus or minus)
\[ B \] = Base index price
\[ E \] = Current index price

Commonwealth of Virginia
Virginia Department of Transportation
Page 1 of 2
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.

[Signature]
Date: Sep. 11, 2013
Vendor No.: W140
EXHIBIT 6.3(d)
ADJUSTMENT FOR STEEL

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

June 30, 2011

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

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

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

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

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

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

There is an increase or decrease in the cost of eligible steel materials in excess of 10 percent up to a maximum of 60 percent from the Base Price when compared with the latest published price index ("Price Index") in effect at the time material is shipped to the fabricator.
The Price Index the Department is using is based on The U.S. Department of Labor, Bureau of Labor Statistics, Producers Price Index (PPI) which measures the average price change over time of the specific steel eligible item from the perspective of the seller of goods. The Master List table provided at the end of this provision indicates the Producers Price Index (PPI) steel category index items and the corresponding I.D. numbers to which VDOT items will be compared. Please note: The Producers Price Index (PPI) is subject to revision 4 months after original publication, therefore, price adjustments and payments will not be made until the index numbers are finalized.

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

Price increase/decrease will be computed as follows:

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

Where:

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

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

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

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

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

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

DATE FOR RECEIPT OF PRICE PROPOSAL  Sep. 11, 2013

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

<table>
<thead>
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<th>Item Number</th>
<th>Item Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Supplier</th>
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<td>This provision will not be used</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

C.B. White Marine Const, Inc  9-11-2013
Design-Builder  Date

Commonwealth of Virginia
Virginia Department of Transportation
Page 3 of 8
Sample Calculation of a Price Adjustment (increase)


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

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

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

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

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

Adjustment formula is as follows:

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

Where;

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

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

\[ A = 0.2816 \times 0.054 \times 450,000 \]
\[ A = \$8,842.88 \text{ pay adjustment to Design-Builder} \]
Sample Calculation of a Price Adjustment (decrease)


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

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

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

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

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

Adjustment formula is as follows:

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

Where;

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

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

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

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

March 18, 2009

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<th>ITEM DESCRIPTION</th>
<th>UNITS</th>
<th>Number WPU used in $ adjust.</th>
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<td>SHEET PILE, STEEL</td>
<td>SF</td>
<td>avg. 1017 &amp; 101</td>
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<tr>
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<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
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<td>00542</td>
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<td>STEEL PILE 12&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>69113</td>
<td>DRIVING TEST FOR 12&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
</tbody>
</table>

Date: Sep 11, 2013

Signature: [Signature]

Design-Build: WCI

Vendor No.: W140
Proposal Guaranty
Required by Section 102.07 of Part 5,
Division I Amendments to the Standard Specifications

C-24

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE

Waterfront Marine Construction, Inc. As principal, and
Liberty Mutual Insurance Company and
Travelers Casualty and Surety Company of America Surety, are held and firmly bound unto the
Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE
BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we
bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly
by these presents.

SIGNED, sealed and dated this 11th Day of September, 2013

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

PROJECT NUMBER: C00081457DB57
Route 35 Bridge Replacement, Southampton County, 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.

Waterfront Marine Construction, Inc.

By: John W. Greene (Officer, Partner or Owner) (Seal)
John W. Greene, Sr. Vice President (Principal)

Liberty Mutual Insurance Company

By: Wendy A. Bright (Attorney-in-Fact) (Seal)
Marsh USA Inc.
Six PPG Place, Suite 400, Pittsburgh, PA 15222 (Address)

Travelers Casualty and Surety Company of America

By: Wendy A. Bright (Attorney-in-Fact) (Seal)
Marsh USA Inc.
Six PPG Place, Suite 400, Pittsburgh, PA 15222 (Address)

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

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

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

**Attach copy of Power of Attorney
POWER OF ATTORNEY

KNOWN ALL 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 hereinafter set forth, do hereby name, constitute and appoint, CATHY H. HO; ELENA ZUNIC; JAMES M. GRIFFITH; LESLIE L. RUDAT; WENDY A. BRIGHT

(Thai individual names and positions)

all of the city of PITTSBURGH, county of PA, state of Pennsylvania, individually if there be more than one named, true and lawful attorneys-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as 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 14th day of January, 2013.

By: [Signatures]

Gregory W. Davenport, Assistant Secretary

AMERICAN FIRE AND CASUALTY COMPANY
THE OHIO CASUALTY INSURANCE COMPANY
LIBERTY MUTUAL INSURANCE COMPANY
WEST AMERICAN INSURANCE COMPANY

STATE OF WASHINGTON
COUNTY OF KING

On this 14th day of January, 2013, before me personally appeared Gregory W. Davenport, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty 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 Seattle, Washington, on the day and year first above written.

By: [Signatures]

KD Raley, Notary Public

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, Liberty Mutual Insurance 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 Board or the President, and subject to such limitations as the Board or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act on 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 President, the Secretary, or by the officer or officers granting such power or authority.

ARTICLE V—EXECUTION OF CONTRACTS—SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the Board or the President, and subject to such limitations as the Board or the President may prescribe, shall 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. 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 by the Secretary.

Certificate of Designation — The President of the Company, acting pursuant to the Bylaws of the Company, authorizes Gregory W. Davenport, 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 contains 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, David M. Carey, the undersigned, Assistant Secretary, of American Fire & 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 11th day of September, 2013.

By: [Signatures]

David M. Carey, Assistant Secretary

[Seals and signatures]
POWER OF ATTORNEY

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

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

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Leslie L. Rudat, Elena Zunic, Wendy A. Bright, James M. Griffith, and Cathy H. Ho

Attorney-In Fact No. 226054

Certificate No. 005337644

of the City of Pittsburgh, State of Pennsylvania, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereeto affixed, this 17th day of January 2013.

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

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

State of Connecticut
City of Hartford ss.

By: ____________________________

Robert L. Raney, Senior Vice President

On this the 17th day of January 2013, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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

My Commission expires the 30th day of June, 2016.

58440-8-12 Printed in U.S.A.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER
Sworn Statement Forms

C-104
C-105
Attachment 4.3.4(a)
Attachment 4.3.4(b)

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PROJECT:

FHWA:

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

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

**AFFIDAVIT**

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

Signed at Virginia Beach County (City), STATE Waterfront Marine Construction, Inc. (Name of Firm)

STATE of Virginia By: John W. Greene Sr. Vice President (Signature) (print)

COUNTY (CITY) of Virginia Beach To-wit:

I, Carroll L. Moore, Notary, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day John W. Greene, Sr. Vice President 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 11th day of September, 2013

My Commission expires October 31, 2013

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____

_______________________________, STATE ____________________________ (Name of Firm) By: ____________________________ (Signature) __________________________________________ (print)
COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
AFFIDAVIT  

PROJECT: (NFO) 0035 - 087-112, PE-101, RW-201, C-501, B-604  

FHWA: BR-087-5 (014)  

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

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

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

NAME  
Virginia Transportation Construction Co.  

Location of Principal Office  
620 Moorefield Park Drive, Suite 120, Richmond  

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 Virginia Beach, Virginia, this 11th day of September, 2013,

Waterfront Marine Construction, Inc.  
(Name of Firm)

STATE of Virginia  
(COUNTY (CITY)) of Virginia Beach

By: John W. Greene, Sr. Vice President  
(Signature)  
>Title (print)

I, Carroll L. Moore, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day John W. Greene, Sr. Vice President

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 11th day of September, 2013

My Commission expires October 31, 2013

Notary Public  
My Registration No.  
Useable Date
DBE Requirements Forms

C-111
C-49
C-112
Attachment 4.3.5(a)
Attachment 4.3.5(b)
Attachment 4.3.5(c)

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
MINIMUM DBE REQUIREMENTS

PROJECT NO.  0035-087-112, PE-101, RW-201, C-501, B-604
FHWA NO.  BR-087-5(014)

*** INSTRUCTIONS ***

THIS FORM CAN BE USED BY THE CONTRACTOR TO SUBMIT THE NAMES OF DBE FIRMS TO BE UTILIZED ON THE PROJECT. THE CONTRACTOR SHALL INDICATE THE DESCRIPTION OF THE CATEGORY (S, M, SP or H) AND THE TYPE OF WORK THAT EACH DBE WILL PERFORM AND THE ALLOWABLE CREDIT PER ITEM(S). ADDITIONAL SHEETS TO SHOW THE ALLOWABLE CREDIT PER ITEM MAY BE ATTACHED IF NECESSARY. PLEASE NOTE: THE AMOUNT OF ALLOWABLE CREDIT FOR A DBE SUPPLIER IS 60% OF THE TOTAL COST OF THE MATERIALS OR SUPPLIES OBTAINED AND 100% FOR A DBE MANUFACTURER OF THE MATERIALS AND SUPPLIES OBTAINED. A CONTRACTOR MAY COUNT 100% OF THE FEES PAID TO A DBE HAULER FOR THE DELIVERY OF MATERIALS AND SUPPLIES TO THE PROJECT SITE, BUT NOT FOR THE COST OF THE MATERIALS AND SUPPLIES THEMSELVES.

DBE REQUIREMENT  
\[ \frac{12}{100} \%

PERCENT ATTAINED BY BIDDER  
\[ \frac{123}{100} \%

<table>
<thead>
<tr>
<th>NAMES(S) AND CERTIFICATION NO. OF DBE(S) TO BE USED</th>
<th>USED AS</th>
<th>TYPE OF WORK AND ITEM NO(S)</th>
<th>$ AMOUNT OF ALLOWABLE CREDIT PER ITEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>D.T. Read Steel Co., Inc</td>
<td>Sub (S)</td>
<td>FE &amp; R Steel &amp; Concrete Beams</td>
<td>$1,025,000</td>
</tr>
<tr>
<td>Bryant-Ritter Electric Corp.</td>
<td>Sub (S)</td>
<td>Electrical Work</td>
<td>$125,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$1,150,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>$1,150,000</td>
</tr>
</tbody>
</table>

TOTAL CONTRACT VALUE  \[ \frac{9,476,000}{100} \% \]  x  REQUIRED DBE  \[ \frac{12}{100} \% \]  =  \[ \frac{1,137,120}{100} \%

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

Waterfront Marine Construction Inc  
BY  
Sr. Vice President  
TITLE  

September 11, 2013  
DATE
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

--DO NOT DETACH--

THIS INFORMATION MUST BE SUBMITTED
WITH YOUR BID PROPOSAL IF YOUR BID DOES
NOT MEET THE PROJECT DBE REQUIREMENTS,
OR
WHEN REQUESTED BY VDOT

CONTRACT I.D. NUMBER C00081457DB57
PROJECT NUMBER 0035-087-112
FHWA NUMBER BR-087-5(014)
DISTRICT Hampton Roads
DATE BID SUBMITTED September 11, 2013
BIDDER'S NAME Waterfront marine Construction, inc.
SIGNATURE
TITLE Sr. Vice President
VENDOR NUMBER W140
DBE GOAL FROM BID PROPOSAL 12%
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

CONTRACT I.D. NO. ___________________________ DATE SUBMITTED ___________________________

IF THE DBE GOAL ESTABLISHED FOR THIS CONTRACT HAS NOT BEEN MET OR VDOT REQUESTS THE SUBMITTAL THEREOF, THE BIDDER IS REQUIRED TO SUBMIT GOOD FAITH EFFORTS AS OUTLINED IN THIS DOCUMENT.

THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER ___________________________ SIGNATURE ___________________________

TITLE ___________________________

NAMES OF CERTIFIED DBEs AND THE DATES ON WHICH THEY WERE SOLICITED TO BID ON THIS PROJECT

INCLUDE THE ITEMS OF WORK OFFERED AND THE DATES AND METHODS USED FOR FOLLOWING UP INITIAL SOLICITATIONS TO DETERMINE WHETHER OR NOT DBEs WERE INTERESTED.

<table>
<thead>
<tr>
<th>NAMES AND VENDOR NUMBERS OF DBEs SOLICITED</th>
<th>DATE OF INITIAL SOLICITATION</th>
<th>ITEM(S) OF WORK</th>
<th>FOLLOW-UP METHODS AND DATES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: ATTACH ADDITIONAL PAGES IF NECESSARY

ATTACH COPIES OF SOLICITATIONS, TELEPHONE RECORDS, FAX CONFIRMATIONS, ELECTRONIC INFORMATION, ETC.
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

CONTRACT I.D. NO. ______________________ DATE SUBMITTED ______________________

IF THE DBE GOAL ESTABLISHED FOR THIS CONTRACT HAS NOT BEEN MET OR VDOT REQUESTS THE SUBMITTAL THEREOF, THE BIDDER IS REQUIRED TO SUBMIT GOOD FAITH EFFORTS AS OUTLINED IN THIS DOCUMENT.

THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER ______________________ SIGNATURE ______________________

TITLE ______________________

TELEPHONE LOG

<table>
<thead>
<tr>
<th>DBE(s) CALLED</th>
<th>TELEPHONE NUMBER</th>
<th>DATE CALLED</th>
<th>TIME CALLED</th>
<th>CONTACT PERSON OR VOICE MAIL STATUS</th>
</tr>
</thead>
</table>

NOTE: ATTACH ADDITIONAL PAGES IF NECESSARY
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

CONTRACT I.D. NO. ____________________ DATE SUBMITTED ____________________

IF THE DBE GOAL ESTABLISHED FOR THIS CONTRACT HAS NOT BEEN MET OR VDOT REQUESTS THE SUBMITTAL THEREOF, THE BIDDER IS REQUIRED TO SUBMIT GOOD FAITH EFFORTS AS OUTLINED IN THIS DOCUMENT.

THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER ____________________ SIGNATURE ____________________
TITLE ____________________

ITEM(S) OF WORK THAT THE BIDDER MADE AVAILABLE TO DBE FIRMS

IDENTIFY THOSE ITEM(S) OF WORK THAT THE BIDDER MADE AVAILABLE TO DBE FIRMS OR THOSE ITEM(S) THE BIDDER IDENTIFIED AND DETERMINED TO SUBDIVIDE INTO ECONOMICALLY FEASIBLE UNITS TO FACILITATE DBE PARTICIPATION. FOR EACH ITEM LISTED, SHOW THE DOLLAR VALUE AND PERCENTAGE OF THE TOTAL CONTRACT AMOUNT. IT IS THE BIDDER'S RESPONSIBILITY TO DEMONSTRATE THAT SUFFICIENT WORK TO MEET THE GOAL WAS MADE AVAILABLE TO DBE FIRMS.

<table>
<thead>
<tr>
<th>ITEM(S) OF WORK MADE AVAILABLE</th>
<th>BIDDER NORMALLY PERFORMS ITEM(S) (Y/N)</th>
<th>ITEM(S) BROKEN DOWN TO FACILITATE PARTICIPATION (Y/N)</th>
<th>AMOUNT IN DOLLARS</th>
<th>PERCENTAGE OF CONTRACT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: INFORMATION REQUIRED FOR THIS SECTION CONTINUED ON SHEET 5
ATTACH ADDITIONAL PAGES IF NECESSARY
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

CONTRACT I.D. NO. ___________________ DATE SUBMITTED _______________________

IF THE DBE GOAL ESTABLISHED FOR THIS CONTRACT HAS NOT BEEN MET OR VDOT REQUESTS THE SUBMITTAL THEREOF, THE BIDDER IS REQUIRED TO SUBMIT GOOD FAITH EFFORTS AS OUTLINED IN THIS DOCUMENT.

THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER ___________________ SIGNATURE _________________________

TITLE _________________________

ADDITIONAL INFORMATION REGARDING ITEM(S) OF WORK THAT THE BIDDER MADE AVAILABLE TO DBE FIRMS (Continued From Sheet 4)

ITEM(S) OF WORK MADE AVAILABLE, NAMES OF SELECTED FIRMS AND DBE STATUS, DBEs THAT PROVIDED QUOTES, PRICE QUOTE FOR EACH FIRM, AND THE PRICE DIFFERENCE FOR EACH DBE IF THE SELECTED FIRM IS NOT A DBE.

<table>
<thead>
<tr>
<th>ITEM(S) OF WORK MADE AVAILABLE (CONT.)</th>
<th>NAME OF SELECTED FIRM AND VENDOR NUMBER</th>
<th>DBE OR NON-DBE</th>
<th>NAME OF REJECTED FIRM(S)</th>
<th>QUOTE IN DOLLARS</th>
<th>PRICE DIFFERENCE IN DOLLARS</th>
</tr>
</thead>
</table>

NOTE: ATTACH ADDITIONAL PAGES IF NECESSARY.

IF THE FIRM SELECTED FOR THE ITEM IS NOT A DBE, PROVIDE THE REASON(S) FOR THE SELECTION ON A SEPARATE PAGE AND ATTACH.

PROVIDE NAMES, ADDRESSES, AND TELEPHONE NUMBERS FOR THE FIRMS LISTED ABOVE.
COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
DBE GOOD FAITH EFFORTS DOCUMENTATION  

CONTRACT I.D. NO. __________________ DATE SUBMITTED __________________

IF THE DBE GOAL ESTABLISHED FOR THIS CONTRACT HAS NOT BEEN MET OR VDOT REQUESTS THE SUBMITTAL THEREOF, THE BIDDER IS REQUIRED TO SUBMIT GOOD FAITH EFFORTS AS OUTLINED IN THIS DOCUMENT.

THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER __________________ SIGNATURE __________________

TITLE 0035-087-112, PE-101, RW-201, C-501, B-604

ADVERTISEMENTS OR PROOFS OF PUBLICATION.

NAMES AND DATES OF EACH PUBLICATION IN WHICH A REQUEST FOR DBE PARTICIPATION FOR THE PROJECT WAS PLACED BY THE BIDDER. ATTACH COPIES OF PUBLISHED ADVERTISEMENTS OR PROOFS OF PUBLICATION.

<table>
<thead>
<tr>
<th>PUBLICATIONS</th>
<th>DATES OF ADVERTISEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

NOTE: ATTACH ADDITIONAL PAGES IF NECESSARY
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

CONTRACT I.D. NO. __________________ DATE SUBMITTED __________________

IF THE DBE GOAL ESTABLISHED FOR THIS CONTRACT HAS NOT BEEN MET OR VDOT REQUESTS THE SUBMITTAL THEREOF, THE BIDDER IS REQUIRED TO SUBMIT GOOD FAITH EFFORTS AS OUTLINED IN THIS DOCUMENT.

THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER __________________ SIGNATURE __________________

TITLE BR-087-5(014) __________________

NAMES OF AGENCIES CONTACTED TO PROVIDE ASSISTANCE

NAMES OF AGENCIES (SEE SPECIAL PROVISION FOR 107.15) AND THE DATES THESE AGENCIES WERE CONTACTED TO PROVIDE ASSISTANCE IN CONTACTING, RECRUITING, AND USING DBE FIRMS. IF THE AGENCIES WERE CONTACTED IN WRITING, ATTACH COPIES OF SUPPORTING DOCUMENTS.

<table>
<thead>
<tr>
<th>NAME OF AGENCY</th>
<th>METHOD AND DATE OF CONTACT</th>
<th>RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
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</table>

NOTE: ATTACH ADDITIONAL PAGES IF NECESSARY.
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

CONTRACT I.D. NO. __________________ DATE SUBMITTED __________________

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THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER __________________ SIGNATURE __________________

TITLE __________________

TECHNICAL ASSISTANCE AND INFORMATION PROVIDED TO DBEs

EFFORTS MADE TO PROVIDE INTERESTED DBEs WITH ADEQUATE INFORMATION ABOUT THE PLANS, SPECIFICATIONS, AND REQUIREMENTS OF THE BID DOCUMENTS TO ASSIST THE DBEs IN RESPONDING TO A SOLICITATION.

IDENTIFY THE DBEs ASSISTED, THE INFORMATION PROVIDED, AND THE DATE OF CONTACT. ATTACH COPIES OF SUPPORTING DOCUMENTS.

<table>
<thead>
<tr>
<th>DBEs ASSISTED</th>
<th>INFORMATION PROVIDED</th>
<th>DATE OF CONTACT</th>
</tr>
</thead>
<tbody>
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</table>

NOTE: ATTACH ADDITIONAL PAGES IF NECESSARY.
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

CONTRACT I.D. NO. ___________________ DATE SUBMITTED ________________________

IF THE DBE GOAL ESTABLISHED FOR THIS CONTRACT HAS NOT BEEN MET OR VDOT
REQUESTS THE SUBMITTAL THEREOF, THE BIDDER IS REQUIRED TO SUBMIT GOOD
FAITH EFFORTS AS OUTLINED IN THIS DOCUMENT.

THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY
REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER ___________________ SIGNATURE ________________________
TITLE ______________________

EFFORTS MADE TO ASSIST DBEs OBTAIN BONDING, LINES OF CREDIT,
INSURANCE, ETC.

EFFORTS MADE TO PROVIDE INTERESTED DBEs IN OBTAINING BONDING, LINES OF
CREDIT, INSURANCE, NECESSARY EQUIPMENT, SUPPLIES, MATERIALS, OR RELATED
ASSISTANCE OR SERVICES, EXCLUDING SUPPLIES AND EQUIPMENT THE
SUBCONTRACTOR PURCHASES OR LEASES FROM THE PRIME CONTRACTOR OR ITS
AFFILIATES.

IDENTIFY THE DBEs ASSISTED, THE ASSISTANCE OFFERED, AND THE DATES OF
SERVICES OFFERED AND PROVIDED. ATTACH COPIES OF SUPPORTING DOCUMENTS.

<table>
<thead>
<tr>
<th>DBEs ASSISTED</th>
<th>ASSISTANCE OFFERED</th>
<th>DATES SERVICES OFFERED AND/OR PROVIDED</th>
</tr>
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</tbody>
</table>

NOTE: ATTACH ADDITIONAL PAGES IF NECESSARY.
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
DBE GOOD FAITH EFFORTS DOCUMENTATION

CONTRACT I.D. NO. __________________________ DATE SUBMITTED __________________________

IF THE DBE GOAL ESTABLISHED FOR THIS CONTRACT HAS NOT BEEN MET OR VDOT REQUESTS THE SUBMITTAL THEREOF, THE BIDDER IS REQUIRED TO SUBMIT GOOD FAITH EFFORTS AS OUTLINED IN THIS DOCUMENT.

THE BIDDER ACKNOWLEDGES AND CERTIFIES THAT THIS FORM ACCURATELY REPRESENTS THE INFORMATION CONTAINED HEREIN.

BIDDER __________________________ SIGNATURE __________________________
TITLE __________________________

ADDITIONAL DATA TO SUPPORT DEMONSTRATION OF GOOD FAITH EFFORTS

| ADDITIONAL DATA TO SUPPORT DEMONSTRATION OF GOOD FAITH EFFORTS |

NOTE: ATTACH ADDITIONAL PAGES, IF NECESSARY
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: 0035-087-112, PE-101, RW-201, C-501, B-604

Federal Project No.: BR-087-5 (014)

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

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

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

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

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

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

Prime Contractor
Waterfront Marine Construction, Inc.

By: ________ Greene
Signature

Sr. Vice President
Title

Date: 9/11/2013

First Tier
Subcontractor if Applicable

By: ____________________________
Signature

Title

Date: ____________________________
Second Tier
Subcontractor if Applicable

By: ___________________________  Signature   ___________________________  Title
    ___________________________  Date: ___________________________

Third Tier
Subcontractor if Applicable

By: ___________________________  Signature   ___________________________  Title
    ___________________________  Date: ___________________________

DBE Contractor
D.T. READ STEEL CO., INC.

By: ___________________________  Signature   ___________________________  Title
    ___________________________  Date: 8/28/2013
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: (NFO) 0035-087-112, PE-101, RW-201, C-501, B-604

Federal Project No.: BR-087-5(014)

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

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

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

Prime Contractor: Waterfront Marine

By: [Signature]

Date: 9/11/2013

First Tier Subcontractor if Applicable

By: [Signature]

Date:

Title:

[Signature]
Second Tier
Subcontractor if Applicable

By: __________________________  Signature  Title
Date: _________________________

Third Tier
Subcontractor if Applicable

By: __________________________  Signature  Title
Date: _________________________

DBE Contractor  Bryant-Ritter Electric Corporation

By: __________________________  Signature  President  Title
Date: 9/10/2013
Route 35 Bridge Replacement
Design-Build Price Proposal

CD-ROM
Containing the Entire Price Proposal
in a Single Cohesive Adobe PDF File

Submitted by Waterfront Marine Construction, Inc - September 5, 2013
Route 35 Bridge Replacement
Post Notice of Intent to Award Submittals

Submitted by Waterfront Marine Construction, Inc - September 23, 2013
Organizational Chart

Section 4.4.1

Submitted by Waterfront Marine Construction, Inc - September 23, 2013
4.4.1 Organization Narrative, Chain of Command and Organization Charts

Organization Narrative:

We have assembled an experienced Team that will develop processes and procedures for joining together each of the members of the design and construction forces to communicate and work effectively together. We will hold weekly Design Coordination Meetings, regular progress meetings with VDOT and weekly Construction Progress Meetings on the jobsite once construction has commenced.

Decision making and issue resolution will reside at the lowest, most direct level on the Waterfront / URS Team to assist in making the fastest response and to minimize disruptions to the project, the public and all stakeholders. Should an issue not be able to be resolved then it will go up the chain of command to the next level, and so on, until the issue is resolved. This chain of command will be established at the very beginning of the project and will be conveyed to all project members.

The chain of command for the project team is as follows. The Waterfront Marine Team’s Organizational Chart along with the organizational chart for URS’s design team follows the chain of command narrative.

Chain of Command:

Major Roles, Responsibility and Reporting of Team Members (* Denotes Key Personnel):

**VDOT**: VDOT will maintain oversight responsibility for all aspects of the Project to ensure compliance with Contract Documents and to take final acceptance when complete. VDOT will be an active participant with the project team and all other stakeholders involved.

*Design-Build Project Manager (John Greene)*: The Design-Build Project Manager (D-B PM) will have final authority over all aspects of the Waterfront Marine Team’s responsibilities. The D-B PM will be the primary point of contact with VDOT and is responsible for contract management, coordinating and integrating the design, construction, QA/QC, right-of-way, utilities, permitting, and safety aspects of the project. The D/B PM will support the teams’ and VDOT’s efforts to communicate with third-party stakeholders.

*Quality Assurance Manager (Duncan Stewart, P.E.)*: The Quality Assurance Manager (QAM) reports directly to the D/B PM and is completely independent from the construction operations and QC inspections. The QAM has full responsibility for assuring the Project is in compliance with the Contract Documents, will manage all aspects of the QA program, and will direct the QA inspections by the QA inspector and independent QA testing technicians from MBP. The QAM has the authority to report findings directly to VDOT in addition to the D/B PM, and if the work is not in compliance with the Contract Documents has the authority to halt or suspend any and all work. The QAM has the responsibility to assure corrective action is taken before work is accepted and certified for payment.
*Design Manager (Joseph Hardee, Jr., PE):* The Design Manager reports to the D/B PM and is responsible for managing all aspects of the design process including roadway, structural, hydraulic, permitting, traffic, and geotechnical. The Design Manager role is critically important in joining the assorted design disciplines with the construction, right-of-way, utility, and safety elements. The Design Manager will also establish and oversee the Design QA/QC program. The Design Manager will ensure that the design QA and QC functions shall be exclusively designated as such and shall not be assigned to perform conflicting duties or production work, as outlined in the updated version (January 2012) of the *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects.*

*Construction Manager (Ronnie Rouse, P.E.):* The Construction Manager reports to the D/B PM and is responsible for managing all aspects of the project construction with special emphasis on the Quality Control process. The Construction Manager will facilitate all constructability reviews for each aspect of the design, work closely with the Design manager to plan for necessary relocations, and coordinate with the Design manager to prioritize and schedule the acquisition process. During construction, he will be on site at all times, and will maintain the project schedule, coordinate with the QAM, the D/B PM and the Project Superintendent to ensure all construction materials and activities are in accordance with the Contract Documents. The Construction Manager will communicate with the D/B DM to arrange for design engineer’s review of construction activities through the witness and hold points.

*Lead Structural Engineer (Dave Hieber, PE):* The Lead Structural Engineer reports directly to the Design Manager and is responsible for the structural design of the bridge. Additional responsibilities include reviewing structural designs, verification of modifications to designs, reviewing structural RFI's and shop drawings, and the preparation of load ratings for VDOT project acceptance.
TEAM ORGANIZATION CHART

REMSA – Research, Environmental & Management Support
PMI – Precision Measurements, Inc.
KDR – KDR Real Estate Services

Quality Assurance
Donald Corda, PE

Project Manager
Joseph Hardee, Jr., PE

Principal
Bill Cashman, AICP

Bridge, Walls, & Structure Design
Philip Jones, PE
Stephen Matty, PE

Roadway Design & Specifications
Burt Matteson, PE

Traffic Analysis
Chris Lawrence, PE

H&H Analysis/Stormwater Management/E&S Control
Sean Bradberry, PE

Signs, Signal, & Lighting Plans
Mike Greenwood, PE

Environmental Documents/Permits
Deborah Painter (REMSA)

Public Information
Beverly Noffsinger

Transportation Management/Maintenance of Traffic Plans
Burt Matteson, PE

Utility Coordination & Design Plans
Scott Graver, PE, PACP, LACP

Right-of-Way Acquisition
Allen Dorin, Jr. (KDR)

Survey
Mark McGoniagle, LS, RPLS (PMI)

Geotechnical Analysis
James Sherring, PE
Key Personnel Resumes

Section 4.4.2

Submitted by Waterfront Marine Construction, Inc - September 23, 2013
**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name &amp; Title: John Greene – Senior Vice President</td>
</tr>
<tr>
<td>b. Project Assignment: Design / Build Project Manager</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated: Waterfront Marine Construction, Inc.</td>
</tr>
<tr>
<td>d. Years experience: With this Firm &lt;1 Years With Other Firms 35 Years</td>
</tr>
</tbody>
</table>

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

2013-Present: Waterfront Marine Construction, Inc. – Senior Vice President – John is responsible for leading management team with estimating, procuring and operations for public and private heavy civil work in the greater Tidewater area. Duties include leading all aspects of the business including safety, operations, hiring, procurement, marketing, estimating, contracts, job cost, budget, profit and loss and yearly business plan. Work types include bridges and roadways, marine construction, concrete and steel structures, piling, excavation support, mass excavations, cofferdams, demolition, earthwork, drainage and roadwork.

2006-2013: Joseph B. Fay Company – Vice President – John was responsible for leading management team with estimating, procuring and operations for public and private heavy civil work in the greater Pittsburgh and Western Pennsylvania Area. Duties include leading all business aspects of the heavy civil division including safety, operations, hiring, procurement, marketing, estimating, contracts, job cost, budget, profit and loss and yearly business plan. Work types include underground and above ground utility construction, marine construction, landfill liner construction, concrete and steel structures, piling, excavation support, mass excavations, cofferdams, demolition, earthwork, drainage and roadwork.

2003-2006: Edward Kraemer & Sons, Inc. – Chief Estimator / Sr. Project Manager – John was responsible for estimating, procuring and managing public and private work in the Mid-Atlantic Region. Duties include initiating, estimating and reviewing estimates, soliciting and negotiating subcontracts and material purchases, startup and management of projects on which we were the successful low bidder. Additional responsibilities include assisting Vice President of Mid-Atlantic Region with management of all business aspects including operations, hiring, procurement, marketing, estimating, contracts, job cost, budget, profit and loss and yearly business plan.

2002-2003: Cianbro Corporation – Senior Estimator – John was responsible for estimating and procuring public and private work ranging in value from $50,000 to $50,000,000. Duties included initiating, estimating and reviewing estimates, soliciting and negotiating subcontracts and material purchases and startup of projects on which we were the successful low bidder.
1993-2002: FMW Contracting, Inc. – Owner & President – John was in charge of the day to day management of a heavy and highway Construction Company – Responsibilities included estimating, project management, scheduling, design, quality control, equipment purchases, accounting, personnel management, benefit management, insurance and bonding.

e. Education: Degree(s)/Year/Specialization:

BS, Civil Engineering, Clarkson College, 1979

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

N/A

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

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

PENNDOT Boulevard of the Allies Design/Build ($30 Million Total Contract) – Pittsburgh, PA for the Joseph B. Fay Company (March 2007 – July 2009) John was the Vice President in charge of all heavy civil work constructing foundations and retaining walls for the new bridge and approaches (Approximate value $10 Million). Responsibilities included coordination of design and oversight of construction operations for a 900’ long 35’ high tieback retaining wall, a cantilevered retaining wall and pile supported bridge foundations

PENNDOT Charleroi-Monessen Design/Build Bridge Replacement($32 Million) – Charleroi & Monessen, PA for the Joseph B. Fay Company (July 2010 – July 2013) John was the Vice President in charge of all heavy civil work required to construct cofferdams and foundations and later for the completion of the entire 1,100’ long bridge superstructure. Responsibilities included coordination of design and oversight of construction operations for cofferdams, foundations and substructure and superstructure

Norfolk Southern Bridge Deck Replacement of the Beaver River – New Brighton, PA for the Joseph B. Fay Company (March 2007 – August 2008) John was the Vice President in charge of all heavy civil work required for the phased demolition and replacement of twin 1,200 foot long steel deck railroad superstructures. Responsibilities included oversight of all construction operations for the demolition, steel repairs, concrete repairs, steel tub erection, waterproofing and ballast placement


This project was an $82 Million Joint Venture with GA & FC Wagman to construct 40 span twin 6,000’ long precast segmental bridges. John was in charge of estimating, procuring and served as the acting project manager for the first 6 months of construction. Responsibilities included being in charge of setting up and establishing the casting yard, substructure construction and the construction and erection of all precast segments
ATTACHMENT B

KEY PERSONNEL RESUME FORM

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name: Duncan K. Stewart, PE</td>
</tr>
<tr>
<td>b. Project Assignment: Quality Assurance Manager</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated: MBP</td>
</tr>
<tr>
<td>d. Years experience: With this Firm 13 Years With Other Firms 2 Years</td>
</tr>
</tbody>
</table>

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

   **Engineer, Senior Engineer, Project Manager, Branch Operations Manager, MBP, 1999-Present:** Mr. Stewart has more than 15 years of hands-on construction experience providing project controls, critical path method (CPM) scheduling, resident engineering, training, claims analysis, and program and project management. He has provided these services for several transportation, airport, K-12 school, commercial, municipal, federal, and military projects.

   **Field Engineer, Interstate 95, Richmond, VA (1997-1999):** As Field Engineer, responsible for approximately 100 lane miles of interstate 95. Project involved daily management of various construction and maintenance projects including roadway, bridge and incidental items. Duties also included field inspection, strategic maintenance planning and contract management.

<table>
<thead>
<tr>
<th>e. Education: Degree(s)/Year/Specialization:</th>
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<tbody>
<tr>
<td>BE/1997/Civil Engineering</td>
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<tr>
<th>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</th>
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<tbody>
<tr>
<td>2002/Professional Engineer (PE)/036991</td>
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<table>
<thead>
<tr>
<th>g. Document the extent and depth of experience and qualifications relevant to the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Note your specific responsibilities and authorities for each assignment, not those of the firm.</td>
</tr>
<tr>
<td>2. Note whether experience is with current firm or with other firm.</td>
</tr>
<tr>
<td>3. Provide beginning and end dates for each assignment.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Project Name: Airport Connector Road</th>
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<tbody>
<tr>
<td>Name of Firm: MBP</td>
</tr>
<tr>
<td>Start Date: 2008 End Date: 2011</td>
</tr>
<tr>
<td>Project Role/Responsibilities: As Quality Assurance Manager, oversaw quality assurance processes for structures, roadways, and bridges on the project. Also, researched, identified and implemented solutions to construction problems, while managing a staff of several inspectors and technicians.</td>
</tr>
<tr>
<td>Project Name</td>
</tr>
<tr>
<td>----------------------</td>
</tr>
<tr>
<td>Richmond District-Wide</td>
</tr>
<tr>
<td>VDOT Finals Region 2</td>
</tr>
<tr>
<td>Zions Crossroads</td>
</tr>
</tbody>
</table>
**ATTACHMENT 4.4.2**

**KEY PERSONNEL RESUME FORM**

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

| a. Name & Title: | Joseph Hardee, Jr., PE  
Senior Structural Engineer/Project Manager |
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>b. Project Assignment:</td>
<td>Design Manager</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated:</td>
<td>URS Corporation</td>
</tr>
<tr>
<td>d. Years experience:</td>
<td>With this Firm 28 Years With Other Firms 2 Years</td>
</tr>
</tbody>
</table>

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

**Senior Structural Engineer/Project Manager, URS Corporation, 1984 – Present**

Mr. Hardee’s level of experience, achieved through the many bridge design projects for the Virginia Department of Transportation and neighboring states, has proven to be a valuable element in URS’s design team. By playing an important role in many bridge design projects, Mr. Hardee has gained experience in all aspects of bridge analysis, design, and project management. His diverse experience has resulted in his becoming capable of solving a broad range of design problems. Mr. Hardee has directed and precipitated in the design of steel and concrete bridges both curved and straight. His experience also includes the design of bridge foundations on piles and spread footings as well as the design of cast in place concrete walls and MSE walls. Several key projects are listed below.

<table>
<thead>
<tr>
<th>e. Education: Degree(s)/Year/Specialization:</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Carolina State University/MS/1980/Civil Engineering</td>
</tr>
<tr>
<td>North Carolina State University/BS/1978/Civil Engineering</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</th>
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</thead>
<tbody>
<tr>
<td>Professional Engineer VA: 1989/Civil/04020019609</td>
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</tbody>
</table>

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<tr>
<td>3. Provide beginning and end dates for each assignment.</td>
</tr>
</tbody>
</table>

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

**WALLACE CREEK PHASE II DESIGN-BUILD, MCB CAMP LEJEUNE, NC**

**Project Role/Responsibility:** Senior Structural/Bridge Engineer

1. Senior Bridge/Structural Engineer for design of a 550-foot, 11-span voided slab bridge to span the creek and wetland. The bridge construction was top down, using the previously constructed spans as a work platform. The voided slab superstructure is supported on pile bents. URS was the Designer of Record for the D-B contractor providing architectural, engineering, and construction services for Phase II of a new USMC regimental complex. Mr. Hardee’s daily responsibilities included coordination of the bridge design with other disciplines and supervising and assisting with superstructure and substructure design for the bridge and quality control.

2. Project Experience with URS Corporation

3. From 2009 to present

**VDOT I-64 OVER ACCA RAIL YARD REPLACEMENT/WIDENING, VDOT, RICHMOND, VA**

**Project Role/Responsibility:** Project Manager/Senior Structural/Bridge Engineer

1. Project Manager for additional lane and superstructure replacement/widening for the I-64 bridge over the
rail yard. The project included design for a staged replacement and widened superstructure, substructure design, and redesign of the Staples Mill Rd. Interchange entry ramps to I-64 east bound and all associated geometric design, hydraulics design, and retaining wall design necessitated by the widening of I-64, and maintenance of traffic plans. Work also included substructure inspection to develop rehabilitation plans, preparation of signing and marking plans and maintenance of traffic plans. Mr. Hardee's responsibilities included project coordination and management, budget and schedule monitoring, supervising the structural design and shop drawing reviews, quality control, and coordination with VDOT and DRPT.

2. Project Experience with URS Corporation
3. From 1995 to 2007

**SOF AND SOTF FACILITIES D-B, USN, NAS OCEANA, VA**

Project Role/Responsibility: Senior Structural/Bridge Engineer

1. Lead Bridge Engineer for the design and shop drawing review of a 350-foot continuous bulb “T” bridge over Red Wing Lake for the Naval Facilities Engineering Command Mid Atlantic. The superstructure was made up of precast prestressed bulb “T” girders design as simple spans for dead load and made continuous for live load. Simi-integral abutments and pile bents were used for the substructure elements. The bridge was designed to VDOT standards. This was a part of a larger D-B contract where URS provided site design, landscape architecture, permitting, and demolition and construction phase services as subconsultant to the GC for D-B construction of the new Special Operations Facility and Special Operational Training Facility. Mr. Hardee’s responsibilities included coordination of the bridge design with other disciplines, supervising, and assisting with superstructure and substructure design for the bridge, and quality control.

2. Experience with URS
3. From 2008 to 2011

**VDOT I-95 BRIDGES RECONSTRUCTION, RICHMOND, VA**

Project Role/Responsibility: Project Manager/Senior Structural/Bridge Engineer

1. Project Manager for the rehabilitation/superstructure replacement of 11 bridges along the I-95 corridor in the City of Richmond. The project included extension of the Robin Hood Road on-ramp and shoulder improvements along the I-95 approaches to Lombardy Street/CSXT Bridge, plus hydraulic design, preparation of signing and marking plans and maintenance of traffic plans required for the roadway improvements. Pre-constructed composite units (PCU’s) and nighttime construction were used to keep all traffic lanes in service during peak hours. The PCU’s are longitudinal segments of a span composed of the concrete deck and supporting steel girders. Once segments in a span are placed they are transversely post-tensioned together to form a continuous deck. Cast-in-place concrete closure pours using high early strength concrete were used on highly skewed spans. Mr. Hardee’s responsibilities include project coordination and management, budget and schedule monitoring, supervising the structural design and shop drawing reviews, quality control, and coordination with VDOT and subconsultants.

2. Project Experience with URS Corporation
3. From 2002 to present
**ATTACHMENT 4.4.2**

**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name &amp; Title: Ronnie W. Rouse, P.E.  Project Manager</td>
</tr>
<tr>
<td>b. Project Assignment: Construction Manager</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated: Waterfront Marine Construction, Inc.</td>
</tr>
<tr>
<td>d. Years experience: With this Firm 1 Years With Other Firms 32 Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:</td>
</tr>
<tr>
<td>2012 - Current Waterfront Marine Construction, Inc. – Project Manager - estimating cost and managing the progress of various construction projects including design/build jobs, preparing subcontracts and progress schedules, attending preconstruction conferences, negotiating change order proposals and prepares, reviewing and approving all required administrative and technical submittals. Duties also include direct supervision of Quality Control Managers on all assigned Federal Government Contracts.</td>
</tr>
<tr>
<td>2010 - 2012 Rand Enterprises and Bay Electric Company – Project Manager, Estimator and Quality Control Manager – Estimating costs and managing delivery of military construction projects, including design-build. Served as the Quality Control Manager on an 80 year old building renovation project located in Kittery, Maine.</td>
</tr>
<tr>
<td>1996-2007 Clark-Nexsen Architechts and Engineers – Principal – Responsible for the design of commercial and residential sites including roads, water distribution systems, sewage distribution systems, storm water drainage systems and landscaping. Directly responsible for marketing and civil, structural, mechanical and electrical design of over 3,000 personal communication sites (PCS). Responsible for marketing, managing and designing a variety of design/build projects. Supervised a staff of 20 engineers, CAD technicians and clerical staff.</td>
</tr>
<tr>
<td>e. Education: Degree(s)/Year/Specialization:</td>
</tr>
<tr>
<td>B.S. in Civil Engineering 1980 Virginia Polytechnic Institute and State University</td>
</tr>
<tr>
<td>M.S. in Structural Engineering 2006 Old Dominion University</td>
</tr>
<tr>
<td>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</td>
</tr>
<tr>
<td>Virginia P.E. #15702 Civil Engineering First registered - 1985 ; North Carolina. P.E. #013983</td>
</tr>
</tbody>
</table>
g. Document the extent and depth of experience and qualifications relevant to the Project.
   1. Note your specific responsibilities and authorities for each assignment, not those of the firm.
   2. Note whether experience is with current firm or with other firm.
   3. Provide beginning and end dates for each assignment.

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

**JE B Little Creek – Virginia Beach, VA for Waterfront Marine Construction, Inc.**
**March 2013 - Current**
Ron is currently the Project Manager on this project which is for the removal and replacement of a 1950’s concrete boat ramp located at the end of Pier 34 on the Little Creek Naval Base. His responsibilities include estimating cost and managing the progress, preparing subcontracts and progress schedules, attending preconstruction conferences, negotiating change order proposals and prepares, reviewing and approving all required administrative and technical submittals. Directly supervise the onsite Quality Control Manager.

**Nimmo Parkway - Virginia Beach, VA for Waterfront Marine Construction, Inc.**
**January 2012 - Current**
Ron is the Project Manager during the construction of 1.7 miles of four-lane divided asphalt highway including two concrete pile supported concrete bridges 1,620 LF and 120 LF long, respectively; and seven concrete sound walls. His responsibilities include estimating cost and managing the progress, preparing subcontracts and progress schedules, attending preconstruction conferences, negotiating change order proposals and prepares, reviewing and approving all required administrative and technical submittals. Directly supervise the site Quality Control Manager.

**Laskin Road- Gateway – Virginia Beach, VA for Waterfront Marine Construction, Inc.**
**January 2013 – July 2013**
Ron was the Project Manager during the construction of 190 LF of a 2-lane CIP concrete bridge, 100 LF of steel sheet pile retaining wall with a concrete cap, 346 LF of steel sheet pile bulkhead with a concrete cap, and an extension of a concrete box culvert. His responsibilities include estimating cost and managing the progress, preparing subcontracts and progress schedules, attending preconstruction conferences, negotiating change order proposals and prepares, reviewing and approving all required administrative and technical submittals.

**Mason Creek Bridge Demolition, Norfolk Naval Base for Waterfront Marine Construction, Inc.**
**2012 - 2013**
Ron was the Project Manager during the complete demolition of an existing 1400 lf steel span bridge, including . His responsibilities include estimating cost and managing the progress, preparing subcontracts and progress schedules, attending preconstruction conferences, negotiating change order proposals and prepares, reviewing and approving all required administrative and technical submittals.
**ATTACHMENT 4.4.2**

**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
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</thead>
<tbody>
<tr>
<td>a. Name &amp; Title: Philip H. Jones, PE</td>
</tr>
<tr>
<td>Senior Structural Engineer</td>
</tr>
<tr>
<td>b. Project Assignment: Lead Structural Engineer</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated: URS Corporation</td>
</tr>
<tr>
<td>d. Years experience: With this Firm 29 Years With Other Firms 4 Years</td>
</tr>
<tr>
<td>Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:</td>
</tr>
<tr>
<td>Senior Structural Engineer/Project Manager, URS Corporation, 1983 – Present</td>
</tr>
<tr>
<td>With over 30 years of experience in bridge design, Mr. Jones serves as URS’ senior engineer on the majority of our bridge projects in Virginia. His experience working with VDOT and other clients throughout the Commonwealth on similar structures makes him a great resource for the URS Team in designing the proposed project.</td>
</tr>
<tr>
<td>e. Education: Degree(s)/Year/Specialization:</td>
</tr>
<tr>
<td>University of Virginia /ME/1981/Civil Engineering</td>
</tr>
<tr>
<td>Washington &amp; Lee University/BS/1973/Interdepartmental Math &amp; Natural Sciences</td>
</tr>
<tr>
<td>f. Active Registration: Year First Registered/ Discipline/VA Registration #:</td>
</tr>
<tr>
<td>Professional Engineer VA: 1984/Civil/015302</td>
</tr>
<tr>
<td>g. Document the extent and depth of experience and qualifications relevant to the Project.</td>
</tr>
<tr>
<td>1. Note your specific responsibilities and authorities for each assignment, not those of the firm.</td>
</tr>
<tr>
<td>2. Note whether experience is with current firm or with other firm.</td>
</tr>
<tr>
<td>3. Provide beginning and end dates for each assignment.</td>
</tr>
<tr>
<td>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</td>
</tr>
<tr>
<td>VDOT I-95 BRIDGES RECONSTRUCTION, RICHMOND, VA</td>
</tr>
<tr>
<td>Project Role/Responsibility: Interim Project Manager – Phase III/Senior Design Engineer</td>
</tr>
<tr>
<td>1. Senior Design Engineer for the rehabilitation/ superstructure replacement of 11 bridges along the I-95 corridor in the City of Richmond. The project included extension of the Robin Hood Road on-ramp and shoulder improvements along the I-95 approaches to Lombardy Street/CSXT Bridge, plus hydraulic design, preparation of signing and marking plans and maintenance of traffic plans required for the roadway improvements. Pre-constructed composite units (PCU’s) and nighttime construction were used to keep all traffic lanes in service during peak hours. The PCU’s are longitudinal segments of a span composed of the concrete deck and supporting steel girders. Once segments in a span are placed they are transversely post-tensioned together to form a continuous deck. Cast-in-place concrete closure pours using high early strength concrete were used on highly skewed spans. For the James River Bridge, Mr. Jones served as Design Engineer for the development of structural plans, seismic retrofit, traffic management, and specifications for the complex rehabilitation/replacement of the superstructure.</td>
</tr>
<tr>
<td>2. Project Experience with URS Corporation</td>
</tr>
<tr>
<td>3. From 2002 to present</td>
</tr>
<tr>
<td>VDOT I-64 OVER ACCA RAIL YARD REPLACEMENT/WIDENING, VDOT, RICHMOND, VA</td>
</tr>
<tr>
<td>Project Role/Responsibility: Senior Design Engineer</td>
</tr>
<tr>
<td>1. Senior Design Engineer for additional lane and superstructure replacement/widening for the I-64 bridge</td>
</tr>
</tbody>
</table>
over the rail yard. The project included design for a staged replacement and widened superstructure, substructure design, and redesign of the Staples Mill Rd. Interchange entry ramps to I-64 east bound and all associated geometric design, hydraulics design, and retaining wall design necessitated by the widening of I-64, and maintenance of traffic plans. Work also included substructure inspection to develop rehabilitation plans, preparation of signing and marking plans and maintenance of traffic plans. Mr. Jones’ responsibilities included preliminary superstructure and MOT design.

2. Project Experience with URS Corporation
3. From 1995 to 2007

RTE. 11 OVER NSRW, VDOT, MONTGOMERY COUNTY, VA
Project Role/Responsibility: Project Manager
1. Project Manager for the design of a 155-foot simple span plate girder bridge spanning over the NSRW. A curved deck was placed on the straight girders to accommodate the horizontal curve in the approach roadway. The abutments are skewed approximate 39 degrees placing them parallel to the tracks. Mr. Jones’ responsibilities included design of the substructure and superstructure.
2. Project Experience with URS Corporation
3. From 1995 to 1995

ELTHAM BRIDGE, ROUTE 30 OVER THE PAMUNKEY RIVER, WEST POINT, VA
Project Role/Responsibility: Project Manager
1. Project Manager for the superstructure inspection, rating and rehabilitation recommendations for the 37 concrete beam approach spans. Mr. Jones’ responsibilities included leading the inspection team and development of recommendations.
2. Project Experience with URS Corporation
3. From 1996 to 1996

ROUTE 360 OVER RAPPAHANNOCK RIVER, VDOT, TAPPAHANNOCK, VA
Project Role/Responsibility: Project Manager
1. Project Manager for the superstructure inspection, rating, and preparation of rehabilitation plans for the prestressed concrete beam approach spans (approximately 5,300 ft in length. Mr. Jones’ responsibilities included development of rehabilitation plans.
2. Project Experience with URS Corporation
3. From 1996 to 1996
SCC Registration Information and DPOR License Information

Section 4.4.3

Submitted by Waterfront Marine Construction, Inc - September 23, 2013
ATTACHMENT 4.4.3

State Project No. 0035-087-112, PE-101, RW-201, C-501, B-604

SCC and DPOR Information - Individuals

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Individual's Name</th>
<th>Office Location Where Professional Services will be</th>
<th>Individual's DPOR Address</th>
<th>DPOR Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>URS</td>
<td>Joseph E Hardee, Jr</td>
<td>Richmond, VA</td>
<td>1510 Old Compton Road, Richmond, VA 23233</td>
<td>Engineer</td>
<td>0402019609</td>
<td>04-30-2015</td>
</tr>
<tr>
<td>URS</td>
<td>Philip Hardison Jones</td>
<td>Richmond, VA</td>
<td>5812 West Club Lane, Richmond, VA</td>
<td>Engineer</td>
<td>0402015302</td>
<td>12-31-2013</td>
</tr>
<tr>
<td>MBP</td>
<td>Duncan Kenneth Stewart</td>
<td>Richmond, VA</td>
<td>13322 Diamond Ridge Drive, Richmond, VA 23112</td>
<td>Engineer</td>
<td>0402036991</td>
<td>06-30-2014</td>
</tr>
<tr>
<td>Waterfront Marine</td>
<td>Ronnie Rouse</td>
<td>Virginia Beach, VA</td>
<td>1020 Grantham Lane, Chesapeake, VA 23322</td>
<td>Engineer</td>
<td>0402015702</td>
<td>06-30-2015</td>
</tr>
<tr>
<td>Construction, Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

PHILIP HARDISON JONES
5812 WEST CLUB LANE
RICHMOND, VA 23226

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

EXPires On
06-30-2014

NUMBER
0402036991

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

DUNCAN KENNETH STEWART
13322 DIAMOND RIDGE DRIVE
MIDLOTHIAN, VA 23112

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

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402036991 EXPIRES: 06-30-2014

DUNCAN KENNETH STEWART
13322 DIAMOND RIDGE DRIVE
MIDLOTHIAN, VA 23112

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Maryland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

RONNIE WILLIAM ROUSE
1020 GRANTHAM LN
CHESAPEAKE, VA 23322

Gordon N. Dixon, Director

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

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

Section 4.4.4

Submitted by Waterfront Marine Construction, Inc - September 23, 2013
Proposal Schedule
and Narrative

Section 4.4.5

Submitted by Waterfront Marine Construction, Inc - September 23, 2013
4.4.5 Proposal Schedule Narrative

The overall proposal schedule and plan to complete the design and construction for the replacement of the Route 35 Bridge over the Nottoway River in Courtland, Va. includes the following schedule aspects:

- **Project milestones:**
  - Notice of Award Date: October 16, 2013
  - Contract execution date: November 13, 2013
  - Notice to Proceed Date: November 18, 2013
  - Close Road (300 days): December 1, 2014
  - Interim Milestone (Open Road): September 30, 2015
  - Final Completion Date: November 30, 2015

- **Work Breakdown Structure:** The work breakdown structure (WBS) is broken down into multiple levels that include the following:
  - **Level 1** includes the following major phases of the design build process:
    - **Project Milestones:** Key summary dates required to be established and achieved.
    - **Project Management:** Includes initial, interim and baseline schedule activities, submittals and procurement activities
    - **Scope Validation period:** Investigative activities to be performed prior to design
    - **Design:** Includes preliminary engineering services, plan development and VDOT review and approval of plans. A secondary WBS level provides detailed design activities secondary phases that include Geotechnical Analysis, Roadway Design, Bridge Design, Utilities, Survey and Hydrological & Hydraulic Analysis.
    - **Environmental:** Includes testing, wetland analysis and permitting
    - **Utilities and relocations:** Includes activities for relocation of existing utilities and design of new electrical utilities
    - **Construction:** Includes major groups of activities broken down into multiple levels including construction activities organized by types of work including Erosion controls, access, roadwork, earthwork, drainage, demolition, piles, substructure and superstructure work

  - The complete work breakdown structure is as follows:
    - Milestones:
    - Project Management
      - Schedule activities
      - Submittal activities
      - Procurement activities
    - Public Involvement
    - Environmental
    - Right of Way
    - Design
      - Geotechnical Analysis
      - Roadway design
      - Bridge Design
• Utility Design
• Survey
• Hydrologic & Hydraulic Analysis

Scope Validation Period

Construction
• Mobilization and Demobilization
• Erosion and sediment controls
• Temporary Access – causeway and trestle
• Roadwork, Earthwork and Drainage
• Demolition
• Foundation Piles and cofferdams
• Substructure
• Superstructure

❖ Calendars

❖ The calendars used in the proposal schedule include the following:

❖ Global Calendar – Work day is 8 hours per day with the following holidays:

❖ RT35-1 – “Normal Workweek” – This calendar includes working 5 days per week and is used for all construction activities

❖ RT35-3 – “Procurement” – This calendar provides 7 working days per week for all procurement and engineering activities.

❖ Critical Path

❖ Design Phase:

❖ The longest path starts with the issuance of the notice to proceed and progresses thru scope validation investigations. Once the scope validation has been completed the geotechnical investigation becomes critical and leads to the bridge design submission and approval. The right of way acquisition, sanitary force main relocation and environmental permitting will all run concurrently with the bridge design process but are not on the critical path. The final roadway plans are also on the critical path and run concurrent with the approval of the bridge plans. The scope validation investigations, the geotechnical investigations, the preliminary bridge and roadway plans will all start immediately after the notice to proceed is issued. The duration for the scope validation period includes the full 90 calendar days provided in the contract. The initial roadway and bridge design activities allow 45 working days for preparation with 30 days allowed for review by VDOT. The final bridge plans will allow 90 working days (18 weeks) for preparation and 30 calendar days for VDOT review and approval. The final roadway plans will allow 55 working days (11 weeks) for preparation and 30 calendar days for review and approval by FDOT. The final acceptance by VDOT and the subsequent issuance of bridge and roadway plans for construction bring the critical path to the start of construction.
- **Construction:**
  - The critical path after approval of the bridge and roadway designs continues thru construction for temporary access, including the causeway and trestle work and then continues thru the demolition of the existing bridge. New construction will commence shortly after the bridge demolition starts and the critical path will follow thru Abutment B excavation, then piles, then thru piles at Abutment A and forming and pouring Abutment A. Once Abutment A is complete the critical path will follow thru construction of Abutment B, then erection of spans 7 thru 9. The bridge deck construction including forming overhangs, installing SIP forms, tooth expansion joints and rebar and dry running and pouring all decks is critical. The final bridge deck items including forming and pouring parapets and installing bridge rail, cleaning, grooving and striping the bridge deck will all be critical.

- **Utility Relocations:**
  - Utility relocations are not on the critical path. The temporary access for the bridge construction will require the existing 4" sanitary force main be relocated to the outer limits of the temporary construction easement. The schedule reflects this work will be performed immediately after equipment is mobilized, E&S controls are installed and clearing for access roads has been completed but will run concurrently with the pre-road closure work with some float.

The overall schedule will progress as follows:

- **Mobilization** will begin October 1, 2014 per the previously listed milestone dates. Work will begin by installing erosion controls, clearing for access roads and relocating the existing 4" sanitary force Main. Work to install temporary causeway and a temporary trestle over the Nottoway River will follow immediately thereafter. The temporary trestle will have capacity to support 200 crawler cranes and will be constructed of temporary pipe piles, temporary steel pier caps installed on the pipe piles, twin pairs of structural steel beams spanning between the pile caps, 12" timber mats utilized for bridge decking with safety rail at edges of deck. All work to install the causeway and the temporary trestle will be accessed from the east approach and will be completed prior to the road closure milestone date.

- **Bridge Demolition** will start with the milestone date for the road closure on Dec. 1, 2014 which than starts the 300 calendar closure period. The bridge demolition will start with removal of the two truss spans over the river. Demolition of both the east and west approach spans will immediately follow the truss demolition. The demolition of all land based substructure elements will follow the superstructure demolition and the last demolition item to be completed will be the existing river pier removal, which will be completed before the Fish Spawning season starting Feb. 15, 2015.
• The construction of the new bridge will start with installation of steel sheet pile cofferdams for the new river piers and then follow the cofferdams with the test pile program for all test piles. Production piles will work concurrently with the test pile program and will start at Piers 4 and 5, progress to Abutment A and piers 1 thru 3 and then finish with piers 7 thru 9 and Abutment B. Substructure concrete work will be started immediate after production piles have been completed at piers 4 and 5 and will then follow the production piles completed at other substructure locations. There will be two substructure concrete crews utilized until completion of substructure work. Superstructure construction will start with precast beam erection starting with spans 1 thru 3, moving to spans 7 thru 9 and finishing with spans 4 thru 6 over the river. Beam erection will not start until all substructure work is complete. Bridge deck construction will commence during the beam erection operations and will include forming and pouring end closures, forming overhangs, bulkheads and end joints, with the concurrent installation of SIP metal bridge forms and reinforcing bars and finally the installation of the tooth expansion joints with the final activity being dry run, pour bridge decks and cure. Forming and pouring bridge parapets will follow the bridge deck construction and will be finished once the bridge rail is installed. The final bridge operations will include cleaning and grooving the deck and completing all pavement markings.

• Roadway work will be completed concurrently with the new bridge construction and will commence following construction of Abutments A and B. Work will start with all excavation and fill operations, follow with drainage operations followed by sub-base placement and asphalt paving operations. All guardrail and electrical operations will follow sub-base placement operations.

• The final work to be completed after the roadway has been opened to traffic will include removal of the temporary trestle, removal of the temporary causeway, and restoration activities including placement of topsoil and final seeding.

The proposal schedule and narrative were created in a very condensed time frame and as such the attached schedule may be subject to change. There are several activities that are constrained to meet the proposal dates that will need to adjusted in the baseline. The logic generally appears to be correct but will need to be examined in much greater detail as the baseline schedule is prepared for submittal.
### VDOT D/B Rt-35 Nottoway River Bridge - NOIA Schedule

#### MILESTONES

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Durations</th>
<th>Start Date</th>
<th>Finish Date</th>
<th>Total Foot</th>
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<td>RT35-1059</td>
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#### PROJECT MANAGEMENT

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<th>Total Foot</th>
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</thead>
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<tr>
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**RIGHT OF WAY**

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**BRIDGE DESIGN**

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Legend:
- **VDOT DB** Ref-35 Notoway River Bridge - NOVA Schedule
- **Route 35 Bridge Replacement Project**
- **Waterfront Market Construction**
- **Remaining Level of Effort**
- **Actual Work**
- **Critical Remaining Work**
- **Actual Level of Effort**
- **Remaining Work**
- **Milestone**

Date Format: MM-DD-YYYY
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<td>Erosion controls for causeway</td>
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**Remainder Level of Effort**
- VDOT DIB No.35 Nottaway River Bridge - NOAA Schedule
- Route 35 Bridge Replacement Project - Waterfront Master Construction

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<td>Form and Pour Pier 2 Cap Beam</td>
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<td>Form and Pour Pier 3 Cap Beam</td>
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<td>RT35-2060</td>
<td>Structure Backfill at Abut A</td>
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<td>Form and Pour Pier 4 &amp; 5 Columns</td>
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<td>Form and Pour Pier 4 &amp; 5 Cap Beams</td>
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<td>Form and Pour Pier 8 Cap Beam</td>
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**Remaining Level of Effort**
- Remaining Work
- Actual Level of Effort
- Critical Remaining Work
- Milestone

**Actual Work**
- VDOT D/B Rte-35 Nottaway River Bridge - NOA Schedule
- Page 7 of 8

**Critical Remaining Work**
- Route 35 Bridge Replacement Project - Waterfront Marine Construction
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Schedule of Items for the Price Proposal

Section 4.4.6

Submitted by Waterfront Marine Construction, Inc - September 23, 2013
## SCHEDULE OF ITEMS

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

<table>
<thead>
<tr>
<th>VDOT Item Code</th>
<th>Item Description</th>
<th>Fuel (F) or Price (P) Adjustment</th>
<th>Approximate Quantity</th>
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### Attachments 4.4.6
State Project 0035-087-112, PE-101, RW-201, C-501, B-604

**SCHEDULE OF ITEMS**

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

<table>
<thead>
<tr>
<th>VDOT Item Code</th>
<th>Item Description</th>
<th>Fuel (F) or Price (P) Adjustment</th>
<th>Approximate Quantity</th>
<th>Units</th>
<th>Budgeted Cost ($)</th>
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**TOTAL** 9,476,000.00
Monthly Payment Schedule

Section 4.4.7

Submitted by Waterfront Marine Construction, Inc - September 23, 2013
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Route 35 Bridge Replacement
Post Notice of Intent to Award Submittals

Escrow Proposal Documents
To Be Furnished Under Separate Cover

Section 4.4.8

Submitted by Waterfront Marine Construction, Inc - September 23, 2013