Letter of Submittal
& Attachments

State Project No.: (NFO) 0035-087-112, PE-101, RW-201, C-501, B-604
Federal Project No.: BR-087-5(014)
Contract ID Number: C00081457DB57

September 11, 2013

submitted by

In association with
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>1-2</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>3</td>
</tr>
<tr>
<td>Letter of Submittal</td>
<td>NA</td>
<td>Sections 4.1</td>
<td>4-5</td>
</tr>
<tr>
<td>Letter of Submittal on Offeror’s letterhead</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>4</td>
</tr>
<tr>
<td>Offeror’s full legal name and address</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>4</td>
</tr>
<tr>
<td>Authorized representative’s original signature</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>5</td>
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<tr>
<td>Declaration of intent</td>
<td>NA</td>
<td>Section 4.1.2</td>
<td>4</td>
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<tr>
<td>120 day declaration</td>
<td>NA</td>
<td>Section 4.1.3</td>
<td>4</td>
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<tr>
<td>Point of Contact information</td>
<td>NA</td>
<td>Section 4.1.4</td>
<td>4</td>
</tr>
<tr>
<td>Principal Officer information</td>
<td>NA</td>
<td>Section 4.1.5</td>
<td>4</td>
</tr>
<tr>
<td>Offeror’s Corporate Structure</td>
<td>NA</td>
<td>Section 4.1.6</td>
<td>4</td>
</tr>
<tr>
<td>Full Legal Name of Lead Contractor and Lead Designer</td>
<td>NA</td>
<td>Section 4.1.7</td>
<td>4</td>
</tr>
<tr>
<td>Offeror’s VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.1.8</td>
<td>5</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>
<td>5</td>
</tr>
<tr>
<td>Interim Milestone and Final Completion Dates</td>
<td>NA</td>
<td>Section 4.1.10</td>
<td>5</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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</thead>
<tbody>
<tr>
<td>Attachments to the Letter of Submittal</td>
<td>NA</td>
<td>Section 4.2</td>
<td></td>
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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>6</td>
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<tr>
<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>7-15</td>
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<td>Offeror's VDOT prequalification certificate</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>16</td>
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<td>Evidence of obtaining bonding</td>
<td>NA</td>
<td>Section 4.2.4</td>
<td>17-21</td>
</tr>
<tr>
<td>Full size copies of DPOR licenses and SCC registrations</td>
<td>NA</td>
<td>Section 4.2.5</td>
<td>24-42</td>
</tr>
<tr>
<td>SCC registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.1</td>
<td>22-23</td>
</tr>
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<td>DPOR registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.2</td>
<td>22-23</td>
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<tr>
<td>Lead Contractor Work History Form</td>
<td>Attachment 4.2.6(a)</td>
<td>Section 4.2.6</td>
<td>43-45</td>
</tr>
<tr>
<td>Lead Designer Work History Form</td>
<td>Attachment 4.2.6(b)</td>
<td>Section 4.2.6</td>
<td>46-48</td>
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<tr>
<td>Conceptual Roadway Plans</td>
<td>NA</td>
<td>Section 4.2.7</td>
<td>49-66</td>
</tr>
<tr>
<td>Conceptual Bridge Plans</td>
<td>NA</td>
<td>Section 4.2.8</td>
<td>67-68</td>
</tr>
</tbody>
</table>
ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

By signing this Attachment 3.4, 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
Arthur C. Cox, III
PRINTED NAME

September 11, 2013
DATE
Vice President
TITLE
4.1 LETTER OF SUBMITTAL
September 11, 2013

Mr. Joseph Clarke, PE
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 8th Floor
Richmond, VA 23219

RE: Design Build Route 35 Bridge Replacement
State Project No.: (NFO) 0035-087-112, PE-101, RW-201, C-501, B-604
Federal Project No.: BR-087-5(014) / Contract ID Number: C00081457DB57

Dear Mr. Clarke:

In response to the above referenced RFP, Corman Construction, Inc. (Corman) is pleased to submit the following:

- 1 original Letter of Submittal and Attachments to the Letter of Submittal and one DVD-ROM containing the proposal in a single cohesive Adobe PDF file,
- 1 original Price Proposal and one CD-ROM containing the Price Proposal in a single cohesive Adobe PDF file.

4.1.2 Corman declares that, if selected, we will enter into a contract with VDOT for the Project in accordance with the terms of this RFP.

4.1.3 Pursuant to Part 1, Section 8.2, Corman declares that the offer represented by our Price Proposal will remain in full force and effect for 120 days after the date the Proposal is submitted to VDOT.

4.1.4 Point of Contact: Louis Robbins, PE, DBIA, Vice President Design-Build, Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD; 301-953-0900 (T); 301-953-0384 (F); 703-772-8566 (C); lrobbins@cormanconstruction.com

Alternative Point of Contact: Ryan Gorman, PE, DBIA, Business Development Manager/Sr. Estimator, Corman Construction, Inc., 16500 Happy Hill Road, Colonial Heights, VA 23834; 804-520-9766 x157 (T), 804-520-9810 (F), 804-400-4521(C), or rgorman@cormanconstruction.com,

4.1.5 Principal Officer: Arthur C. Cox, III, Vice President, Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD 20701; 301-953-0900 (T), 240-882-3973 (C).

4.1.6 Corman will be the design-build contracting entity for the Route 35 Bridge Replacement project in Southampton County, VA. Corman is a corporation titled in Delaware, a wholly-owned subsidiary of CG Enterprises, Inc., and will be the sole major participant firm and responsible party to the design-build contract with the Virginia Department of Transportation (VDOT). Corman will hold all financial responsibility for the contract (a surety letter is attached). In addition, we are an active participant in the eVA Internet procurement solution program (Registration Number E27577).

4.1.7 Corman Construction, Inc. is the Lead Contractor and Volkert & Associates, Inc. (Volkert) is the Lead Designer.
4.1.8 Corman is pre-qualified with VDOT (Vendor Number C097 – Active) to provide Grading, Major Structures, Minor Structures and Underground Utilities. Evidence is in the Attachments to the Letter of Submittal.

4.1.9 Corman is committed to achieving a 12% DBE participation goal for the entire value of the contract.

4.1.10 Interim Milestone Date: 10/30/15; Final Completion Date: 11/30/15.

Our signature below affirms the information supplied in this proposal is true and accurate to the best of our knowledge.

The Corman/Volkert Team are enthusiastic about the opportunity to participate in the design-build process for the Route 35 Bridge Replacement project and are confident we will complete it on time and within budget. Collectively, Corman and Volkert bring the leadership, skills, and shared core values to assist VDOT in delivering projects that set the standards for others to follow.

Sincerely,

CORMAN CONSTRUCTION, INC.

Arthur C. Cox, III, Vice President
4.2 ATTACHMENTS TO THE LETTER OF SUBMITTAL
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.
☒ 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>Affiliate (Parent)</td>
<td>CG Enterprises, Inc.</td>
<td>12001 Guilford Road, Annapolis Junction, MD 20701</td>
</tr>
<tr>
<td>Affiliate (Sister)</td>
<td>Corman Marine Construction, Inc.</td>
<td>711 East Ordnance Road, Suite 715, Baltimore, MD 21226</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>CK Constructors, A Joint Venture</td>
<td>c/o Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD 20701</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Intercounty Constructors Joint Venture</td>
<td>c/o Granite Construction Northeast, Inc., 120 White Plains Road, Suite 310, Tarrytown, NY 10591</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>MD 200 Constructors, A Joint Venture</td>
<td>c/o Kiewit Infrastructure South Co., 11710 Beltsville Drive, Beltsville, MD 20705</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Wagman, Corman, McLean Joint Venture</td>
<td>c/o GA &amp; FC Wagman, Inc., 3290 North Susquehanna Trail, York, PA 17406</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Corman- Wagman, A Joint Venture</td>
<td>c/o Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD 20701</td>
</tr>
</tbody>
</table>
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 statues 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 ___________________________  Vice President ___________________________

Date ___________________________  Title ___________________________

Corman Construction, Inc.

Name of Firm

______________________________
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS


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.

Dennis M. Mussara  August 2, 2013  Senior Vice President
Signature  Date  Title

Volkert, Inc.
Name of Firm
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS


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.

Edward G. Dyalor  July 31, 2013
Signature  Date

Senior Reviewer  Title

Schnabel Engineering Consultants, Inc.
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] 8/1/13  [Vice President]
Signature   Date   Title

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


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] 7-31-2013  President
Signature  Date  Title

Utility Professional Services, Inc.
Name of Firm
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS


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: ___________________________  8/1/2013  Principal: ___________________________

Date: ___________________________  Title: ___________________________


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


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  Title

Vice President of Finance

McCormick Taylor, Inc.

Name of Firm
ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS


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: 08-02-13 President: ____________________________ Title: ____________________________

Engineering and Testing Consultants, Inc.
Name of Firm: ____________________________
ATTACHMENT 4.2.2(b) 
CERTIFICATION REGARDING DEBARMENT 
LOWER TIER COVERED TRANSACTIONS 


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  7/31/2013  Managing Partner  

______________________________  
Date  Title 

Cridor, Bouye & Elliott, LLC  
Name of Firm
C097
CORMAN CONSTRUCTION, INC.
PREQ. EXP : 03/31/2014

--PREQ ADDRESS ----------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
12001 GUILFORD ROAD
ANNAPOlis, MD 20701-1201
PHONE : 410-792-9400
FAX : 301-953-0384
002 - GRADING
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: PENA, KENNETH JOHN
EMAIL: BHULME@CORMANCONSTRUCTION.COM

-------DBE INFORMATION------

DBE TYPE : N/A
DBE CONTACT: N/A

C1140
CORMAN MARINE CONSTRUCTION, INC.
PREQ. EXP : 03/31/2014

--PREQ ADDRESS ----------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
12001 GUILFORD RD
ANNAPOlis JUNCTION, MD 20701-1201
PHONE : 301-953-0900
FAX : 301-953-0384
030 - PILE DRIVING AND CAISSONS
054 - MARINE CONSTRUCTION
082 - SHORING AND SHEETING

BUSINESS CONTACT: PENA, KENNETH JOHN
EMAIL: BHULME@CORMANCONSTRUCTION.COM

-------DBE INFORMATION------

DBE TYPE : N/A
DBE CONTACT: N/A
September 5, 2013

State of Virginia
Virginia Department of Transportation
1401 East Broad Street, Annex Bldg., 8th Floor
Richmond, VA 23219
Attn: Mr. Joseph Clarke, P.E.

Re: Corman Construction, Inc. – Surety Qualification
Route 35 Bridge Replacement & Approaches over the Nottoway River
Project: (NFO) 0035-087-112, PE-101, RW-201, C-501, B-604
Contract ID No.: C00081457DB57

Dear Mr. Clarke:

As Surety for Corman Construction, Inc., Fidelity and Deposit Company of Maryland (Zurich) with A.M. Best Financial Strength Rating “A+” and Financial Size Category “XV” is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the estimate contract value of $10,500,000.00, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of Corman Construction, Inc., in the event that such firm be successful bidder and enter into a contract for this Project.

Fidelity and Deposit Company of Maryland (Zurich) has handled all of Corman Construction, Inc.’s bonding needs for over twenty (20) years. Based on Corman Construction, Inc.’s financial strength and track record, Fidelity and Deposit Company of Maryland (Zurich) has extended a bond program of $150,000,000 single/$400,000,000 aggregate total program. These are not the maximum limits but rather are general parameters to handle the company’s day to day bonding needs.

Our consideration and issuance of bonds is a matter solely between Corman Construction, Inc. and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

We trust that this information meets with your satisfaction. If there are further questions, please feel free to contact me.

Sincerely,

Robert A. Chlada,
Attorney-in-Fact
Commonwealth of Virginia

STATE CORPORATION COMMISSION

July 1, 2013

FIDELITY AND DEPOSIT COMPANY OF MARYLAND
600 RED BROOK BLVD
OWINGS MILLS MD 21117-5153

is hereby licensed to transact the business of

Aircraft Liability
Auto Liability
Auto Physical Damage
Boiler & Machinery
Burglary & Theft
Commercial Multi-Peril
Credit
Credit Property Insurance
Fidelity
Fire

Glass
Homeowners Multi-Peril
Inland Marine
Liability Other than Auto
Misc Property & Casualty
Ocean Marine
Surety
Water Damage
Workers Compensation & Employers’ Liability

in the Commonwealth of Virginia through the thirtieth day of June next succeeding the date hereof unless this license shall be sooner revoked or otherwise cancelled.

ID: 39306

State Corporation Commission
Bureau of Insurance

By: [Signature]
Commissioner
FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
600 Red Brook Blvd., Suite 600, Owings Mills, MD 21117

Statement of Financial Condition
As Of December 31, 2012

ASSETS

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonds</td>
<td>$157,177,826</td>
</tr>
<tr>
<td>Stocks</td>
<td>$23,000,311</td>
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<tr>
<td>Cash and Short Term Investments</td>
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<tr>
<td>Reinsurance Recoverable</td>
<td>$17,923,564</td>
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<tr>
<td>Other Accounts Receivable</td>
<td>$35,473,256</td>
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<tr>
<td><strong>TOTAL ADMITTED ASSETS</strong></td>
<td><strong>$233,694,113</strong></td>
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</table>

LIABILITIES, SURPLUS AND OTHER FUNDS

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reserve for Taxes and Expenses</td>
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</tr>
<tr>
<td>Ceded Reinsurance Premiums Payable</td>
<td>$48,323,524</td>
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<tr>
<td>Securities Lending Collateral Liability</td>
<td>$1,716,240</td>
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<tr>
<td><strong>TOTAL LIABILITIES</strong></td>
<td><strong>$50,114,546</strong></td>
</tr>
<tr>
<td>Capital Stock, Paid Up</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Surplus</td>
<td>$178,579,567</td>
</tr>
<tr>
<td>Surplus as regards Policyholders</td>
<td>$183,579,567</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$233,694,113</strong></td>
</tr>
</tbody>
</table>

Securities carried at $59,468,002 in the above statement are deposited as required by law.

Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of December 31, 2012 market quotations for all bonds and stocks owned, the Company's total admitted assets would be $243,518,971 and surplus as regards policyholders $193,404,425.

I, DENNIS F. KERRIGAN, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2012.

[Signature]
Corporate Secretary

State of Illinois
City of Schaumburg  } SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 15th day of March, 2013.

[Signature]
Notary Public

OFFICIAL SEAL
DARRYL JOINER
Notary Public - State of Illinois
My Commission Expires May 3, 2014
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by JAMES M. CARROLL, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Joseph A. PIERSOEN, Robert A. CHLADA, Cynthia M. CHARYAT, April O. COMPTON, Dennis C. OURLAND, Steven A. DZURIK, JR., John J. MARKOTIC and Diane S. LOUGHRY, all of Hunt Valley, Maryland, EACH its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 7th day of May, A.D. 2013.

ATTEST:

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

By: Eric D. Barnes
Assistant Secretary

By: James M. Carroll
Vice President

State of Maryland
City of Baltimore

On this 7th day of May, A.D. 2013, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, JAMES M. CARROLL, Vice President, and ERIC D. BARNES, Assistant Secretary, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeseth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

Constance A. Dunn, Notary Public
My Commission Expires: July 14, 2015

POA-F 025-0056C

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EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies,
this 4th day of September, 2013.

[Seal]

[Seal]

[Seal]

Geoffrey Delisio, Vice President
**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>SCC Address / Address Information</th>
<th>DPOR Registered Address / Address Information</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Registration Date</th>
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<tr>
<td>Corman Construction, Inc.</td>
<td>F046798-7</td>
<td>Incorporated</td>
<td>Active</td>
<td>12001 Guilford Road Annapolis Junction, MD 20701</td>
<td>Class A Contractors License</td>
<td>2701 014794A</td>
<td>10/31/13</td>
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<tr>
<td>Schnabel Engineering Consultants, Inc.</td>
<td>07126741</td>
<td>Corporation</td>
<td>Active</td>
<td>One Cary Street, Richmond, VA 23220</td>
<td>Branch Office – Eng.</td>
<td>0411000700</td>
<td>2/28/14</td>
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<td>H&amp;B Surveying &amp; Mapping, LLC</td>
<td>S290560-4</td>
<td>LLC</td>
<td>Active</td>
<td>612 Hull Street Suite 101B Richmond, VA 23224</td>
<td>Business Entity- LS</td>
<td>0407005432</td>
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<td>Utility Professional Services, Inc.</td>
<td>0588987-8</td>
<td>S Corporation</td>
<td>Active</td>
<td>P.O.Box 923 Colonial Beach, VA 22443</td>
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<td>McCormick Taylor, Inc.</td>
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<td>North Shore Commons A 4951 Lake Brook Dr. Suite 275 Glen Allen, VA 23060</td>
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<td>McCormick Taylor, Inc.</td>
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<td>Branch Office- Eng.</td>
<td>0411000771</td>
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### ATTACHMENT 4.2.5

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

**SCC and DPOR Information - Businesses**

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<th>Business Name</th>
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<th>Address</th>
<th>Business Entity:</th>
<th>Date</th>
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<tr>
<td>Crider, Bouye, &amp; Elliott, LLC</td>
<td>LLC</td>
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<td>2 Ridgeway Ave. Greenville, SC 29607</td>
<td>Appraisal Business</td>
<td>4008001745</td>
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CISMO190

CORPORATE DATA INQUIRY

CORP ID: F046796 - 7 STATUS: 00 ACTIVE STATUS DATE: 01/06/06
CORP NAME: COMMON CONSTRUCTION, INC.

DATE OF CERTIFICATE: 11/02/1984 PERIOD OF DURATION:
STATE OF INCORPORATION: DE DELAWARE STOCK INDICATOR: S STOCK
MERGER IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE:
R/A NAME: CT CORPORATION SYSTEM
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
ACCEPTED AR#: 212 16 1202 DATE: 10/12/12 HENRICO COUNTY
CURRENT AR#: 212 16 1202 DATE: 10/12/12 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 100.00

(Screen Id:/Corp_Data_Inquiry)


24

8/5/2013
CISM0180 CORPORATE DATA INQUIRY

CORP ID: F136659  STATUS: 00 ACTIVE  STATUS DATE: 01/21/99

CORP NAME: Volkert, Inc.

DATE OF CERTIFICATE: 01/21/1999 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: AL ALABAMA STOCK INDICATOR: S STOCK

MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CORPORATION SERVICE COMPANY

STREET: BANK OF AMERICA CENTER, 16TH FLOOR AR RTN MAIL:
1111 EAST MAIN ST.

CITY: RICHMOND STATE: VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 07/13/11 LOC: 216

ACCEPTED AR#: 213 01 4511 DATE: 12/17/12 RICHMOND CITY

CURRENT AR#: 213 01 4511 DATE: 12/17/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
13 100.00

(Screen Id:/Corp_Data_Inquiry)


8/5/2013
Schnabel Engineering Consultants, Inc.

General
SCC ID: 07126741
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 8/12/2009
Status: Active
Shares Authorized: 10000

Principal Office
1054 TECHNOLOGY PARK DR
GLEN ALLEN VA 23059

Registered Agent/Registered Office
CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 6/16/2011

Screen ID: e1000
Need additional information? Contact econtrac@sc.c virginia.gov Website questions? Contact: webmaster@scc.virginia.gov
we provide external links throughout our site.
LLCM3220 LLC DATA INQUIRY

LLC ID: S290560 - 4 STATUS: 00 ACTIVE STATUS DATE: 04/27/09
LLC NAME: H & B Surveying and Mapping, LLC

DATE OF FILING: 04/27/2009 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF FILING: VA VIRGINIA MERGER INDICATOR: CONVERSION/DOMESTICATION INDICATOR:
PRINCIPAL OFFICE ADDRESS
STREET: 612 HULL STREETSTE 101B
CITY: RICHMOND STATE: VA ZIP: 23224-0000
REGISTERED AGENT INFORMATION
R/A NAME: TIMOTHY H GUARE

STREET: TIMOTHY H GUARE PLC
6802 PARAGON PLSTE 100 RTN MAIL:
CITY: HENRICO STATE: VA ZIP: 23230-0000
R/A STATUS: 4 MEMBER OF VSB EFF DATE: 07/02/09 LOC: 143 HENRICO COUNTY YEAR FEES PENALTY INTEREST BALANCE

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<td>R/A NAME:</td>
<td>RAYMOND H SUTTLE JR</td>
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<td>STREET:</td>
<td>701 TOWN CENTER DRIVE</td>
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CORPORATE DATA INQUIRY

CISMD0180

CORP ID: F129691   -  4   STATUS: 00   ACTIVE   STATUS DATE: 07/28/03
CORP NAME: MCCORMICK TAYLOR, INC.

DATE OF CERTIFICATE: 06/02/1997   PERIOD OF DURATION:   INDUSTRY CODE: 00
STATE OF INCORPORATION: PA   PENNSYLVANIA   STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:   GOOD STANDING IND: Y
MONITOR INDICATOR:   CHARTER FEE: 150.00   MON NO:   MON STATUS:   MONITOR DTE:
R/A NAME: RICHARD A BUTALA

STREET: NORTH SHORE COMMONS A
        4951 LAKE BROOK DR STE 275
CITY: GLEN ALLEN   STATE: VA   ZIP: 23060
R/A STATUS: 2 OFFICER   EFF. DATE: 03/05/04   LOC: 143
ACCEPTED AR#: 213 09 8993   DATE: 06/14/13   HENRICO COUNTY
CURRENT AR#: 213 09 8993   DATE: 06/14/13   STATUS: A
ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
13 490.00

(Screen Id:/Corp_Data_Inquiry)
CORPORATE DATA INQUIRY

CORP ID: 0408097 - 4   STATUS: 00 ACTIVE   STATUS DATE: 04/14/93
CORP NAME: ENGINEERING AND TESTING CONSULTANTS, INC.

DATE OF CERTIFICATE: 04/14/1993   PERIOD OF DURATION:   INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA   STOCK INDICATOR: S STOCK
MERGER IND:   CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y   MONITOR INDICATOR:
CHARTER FEE: 50.00   MON NO:   MON STATUS:   MONITCR DTE:
R/A NAME: DEBORAH CACACE

STREET: 509 VIKING DR STE B   AR RTN MAIL:

CITY: VIRGINIA BEACH   STATE: VA   ZIP: 23452 7323
R/A STATUS: 2 OFFICER   EFF. DATE: 06/20/02   LOC: 228
ACCEPTED AR#: 213 06 3142   DATE: 03/28/13   VIRGINIA BEACH
CURRENT AR#: 213 06 3142   DATE: 03/28/13   STATUS: A   ASSESSMENT INDICATOR: 0

YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
13 100.00

(Screen Id:/Corp_Data_Inquiry)
LLC ID: T050151 - 2  STATUS: 00 ACTIVE  STATUS DATE: 05/22/12
LLC NAME: Crider, Bouye & Elliott, LLC

DATE OF FILING: 05/22/2012  PERIOD OF DURATION: 99/99/9999  INDUSTRY CODE: 00
STATE OF FILING: SC SOUTH CAROLINA  MERGER INDICATOR:
CONVERSION/DOMESTICATION INDICATOR:
PRINCIPAL OFFICE ADDRESS
STREET: 2 RIDGEWAY AVE
CITY: GREENVILLE  STATE: SC  ZIP: 29607-0000
REGISTERED AGENT INFORMATION
R/A NAME: NATIONAL REGISTERED AGENTS INC
STREET: 4701 COX RD
CITY: GLEN ALLEN  STATE: VA  ZIP: 23060-0000
R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 05/22/12 LOC: 143 HENRICO COUNTY
YEAR FEES PENALTY INTEREST BALANCE
13  50.00

(Screen Id://LLC_Data_Inquiry)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9660 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8600

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE
CORMAN CONSTRUCTION INC
12001 GUILFORD RD
ANNAPOLIS JUNCTION MD 20701 0160

*CLASSIFICATIONS* H/H

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.

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

COMMONWEALTH OF VIRGINIA
BOARD FOR CONTRACTORS - CLASS A
CONTRACTOR LICENSE - CLASSIFICATIONS: H/H

NUMBER: 2701 014794A
EXPIRES: 10-31-2013
CORMAN CONSTRUCTION INC
12001 GUILFORD RD
ANNAPOLIS JUNCTION MD 20701 0160

(ATTACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9660 Mayland Dr., Suite 400, Richmond, VA 23233

(POCKET CARD)
H & B SURVEYING & MAPPING LLC
612 HULL ST
SUITE 101B
RICHMOND, VA 23224
UTILITY PROFESSIONAL SERVICES INC
UTILITY PROS
P O BOX 923
COLONIAL BEACH, VA 22443
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

PROFESSIONS: ENG

MCCORMICK TAYLOR INC
NORTH SHORE COMMONS A
4951 LAKE BROOK DR SUITE 275
GLEN ALLEN, VA 23060

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

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.
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

MCCORMICK TAYLOR INC
113 MILL PLACE PARKWAY
UNIT 103
VERONA, VA 24482

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

(DELETE HERE)

COMMONWEALTH OF VIRGINIA
BOARD FOR APESICILDA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER 04110007771 EXPIRES: 02-28-2014
PROFESSIONS: ENG
MCCORMICK TAYLOR INC
113 MILL PLACE PARKWAY
UNIT 103
VERONA, VA 24482

(DELETE HERE)
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>Benning Road Bridge Over Anacostia River, NE Washington, DC</td>
<td>Volkert</td>
<td>DC Department of Transportation 202 673-6813 Said Cheriff, PE 202-661-5305 <a href="mailto:cheriffs@pbworld.com">cheriffs@pbworld.com</a> (now with Parsons Brinckerhoff)</td>
<td>7/1/03</td>
<td>9/19/03</td>
<td>$27,465</td>
<td>$27,094</td>
</tr>
</tbody>
</table>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement.

This was a phased demolition of the existing bridge and construction of a replacement bridge. The 550’ long, 8-span, 8-lane concrete bridge was removed using mechanical means. Construction of the new bridge over the Anacostia River required installing and dewatering cofferdams as part of a new 4-span, 8-lane steel girders continuous structure spanning the Anacostia River for pier removal and construction. Project was completed under budget and ahead of schedule resulting from a successfully implemented Value Engineering solution that avoided costly utility relocations and potential lengthy delays.

Challenges
- Maintaining the large number of live utilities (11 bays)
- Access restrictions due to an elevated WMATA Metrorail line
- Removing arsenic-contaminated materials from the river bottom.

Cofferdams
There were a total of 12 cofferdams installed in 2 phases. Each cofferdam was constructed of PZ-27 sheet pile and were 16’ x 40’ x 18’ deep, installed within the Anacostia River to protect the environment and seal off the river from entering the excavation. After driving sheet pile and installing one 36’ support ring, a steel frame template was used to drive 60 H-piles inside each cofferdam. The template was removed and the bottom was filled with 3’ of tremie concrete. Each cofferdam was continuously dewatered with the bottom approximately 12’ below water level. After dewatering, construction work included excavating and disposing 3’ of hazardous materials from the river bottom, which was sent to an approved HAZMAT program disposal site. The cofferdam was now secure for bridge substructure construction.

The bridge was constructed over water and had a bridge value only in excess of $5,000,000

Bridge
The phased approach was an in-water removal of the existing bridge, including piers in the Anacostia River. Substructure excavation within the cofferdams required handling and disposing arsenic-contaminated materials. Once removed, new construction included cast-in-place abutments and pier caps with steel girders, architectural fascia panels, granite curbing and architectural parapets. This also required continuous support of twin PEPCO 69kVA high-voltage conduits.

Working Around Active Utilities
The initial contract required a three-phase demolition and replacement. It became evident in the planning stages that after the first phase, the conversion of the two 69kv electric lines and 36 communication lines would cause major delays. Corman partnered with the utility companies and owner for a successful plan that saved the utility companies $2.5 Million in relocation costs and a potential lengthy delay for the relocation period. Phasing for construction of the bridge was reduced from 3 to 2 phases, which reduced the number of concrete pours, eliminated the cost of temporarily relocating Pepco, Verizon and Washington Gas utility lines and prevented potential schedule delays.
**ATTACHMENT 4.2.6(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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<tr>
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<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
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<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 340 Harpers Ferry Bridge Over Shenandoah River</td>
<td>Unknown</td>
<td>West Virginia Department of Transportation Gary S. Long - Construction Manager 304-289-2251 - Telephone <a href="mailto:Gary.S.Long@wv.gov">Gary.S.Long@wv.gov</a></td>
<td>10/31/00</td>
<td>11/10/00</td>
<td>$15,368</td>
<td>$16,175 (Unforeseen additional rock drilling)</td>
</tr>
</tbody>
</table>

**Harpers Ferry, WV**

**Construction of a 2-lane, 8-span (elevated 60°), 432-meter (1440’) long bridge over Shenandoah River and CSX railroad in Harpers Ferry National Historic Park. Superstructure included 2 super-elevated curves; substructure included 7 piers founded on 3.7 meter diameter caissons drilled to 9 meters in competent rock. Abutments encompassed 960 square meters of architecturally-finished reinforced earth retaining walls.**

Scope entailed 23,500 cubic meter rock embankment construction, some which were placed as a causeway to gain access to the 3 river pier locations.

Caissons for the river piers were drilled and poured using cofferdam-like structures to partially dry the work area. These structures consisted of steel fabrications roughly fitted to the river bottom bedrock contours and extended above mean water level. The fabrications were sealed using sand bags and heavy plastic sheeting, so the volume of leakage into the caisson excavation could be controlled using traditional dewatering methods, such as 4” diesel pumps.

The 7-pier substructure consisted of over 3,000 cubic meters of concrete. Extensive storm drainage and earthwork at the approaches were also performed. Upon completion and opening of the new structure, traffic was diverted from the old structure and existing bridge demolition was accomplished using controlled explosives.

**The bridge was constructed over water and had a bridge only construction value in excess of $5,000,000.**

Surrounded by Harpers Ferry National Historic Park land, environmental management was a paramount concern. An environmental response plan was in place for the project’s duration, which consisted of environmental sensitivity, accident prevention, equipment, and stocking of onsite precautionary devices (e.g., oil booms and specialized absorbent products). Biodegradable operating fluids were used in lieu of hydraulic fluid for all equipment traveling on the causeway or near the river edge. As a result, project was successfully completed with no environmental hazards and recreational activities, such as fishing, kayaking, rafting, and biking were safely maintained throughout the project.

The Harpers Ferry Bridge officially opened with a high-profile dedication ceremony was held to commemorate the achievement. In attendance were prominent state politicians, National Park Service senior representatives, and the West Virginia Division of Highways. This superstructure serves Appalachian Trail hikers, recreational, commuter, and commerce traffic through the heavily-traveled US-340 corridor and has received praise and accolades for its architecturally-enhanced appearance and structural quality.
Rehabilitation and replacement of two 50+ year old structurally-deficient bridges crossing over Weems and College Creeks. Replaced the Weems Creek Bridge on MD 70 (Rowe Blvd.) and replaced the superstructure and rehabilitated the substructure for the College Creek Bridge on MD 70. Additional work included 10,500 CY of cast-in-place concrete, erecting precast pilaster, coping elements, 5 retaining walls, 5 bio-retention facilities, storm drainage pipe and structures, stormwater management pond retrofit, new 12’ water main, high-voltage electrical and communication cable relocations, bridge approach construction, asphalt paving, and extensive roadside development.

**Cofferdam**
Corman successfully designed and installed three "floating" cofferdams constructed from steel EFCO forms and 1/4” thick steel base plate, measured 18’ wide by 80’ long to drive pile and construct fiberglass-wrapped concrete water-level pier struts. They were designed to be used as footing forms for major phases of construction and reduced the risk of sealing a much larger conventional cofferdam.

**Weems Creek Bridge Cofferdam**
Cofferdam construction consisted of a 14’ x 35’-40’ x 8’ long rectangle floating cofferdam made out of EFCO panels on the side and fabricated steel bottom with pile sockets sealed with Neoprene caps. Cofferdam was floated into position anchored by spud piles. The 24” pipe piles were driven through the pile sockets and the cofferdam was dewatered continuously and prepared for footing concrete. This process was repeated 8 times in phased construction and the EFCO panels were removed and the fabricated steel bottom remained in place as part of the structure.

**Weems Creek Bridge** was a 735' long, eight-span steel girders bridge built in 1953 with 27 clear roadways separated by a 4’ raised median accommodating four lanes of traffic (two north and southbound). The new bridge is a 712’ long, eight-span steel girders bridge with 26' clear roadways (two 11’ lanes and a 4’ shoulder) separated by a 15’ raised median accommodating four lanes of traffic (two north and southbound), founded on four piers and supported by 18’ diameter plumb pipe pile driven up to 140 LF below mud line. Three piers were constructed with floating cofferdams in in-water construction. A 5’ sidewalk is on the northbound side. The bridge is on a new alignment, approximately 16’ to the west of the existing alignment. This was necessary to maintain all four traffic lanes during construction in the least amount of construction phases. Substructure contained approximately 3,150 CY of architecturally-finished concrete.

Bridge was constructed in two major phases while maintaining original traffic volume during construction. Traffic switches allowed bridge demolition and new bridge construction.

**College Creek Bridge** was a 930’ long,16 single-span (58’ each) steel beam bridge built in 1954 with two 27 clear roadways separated by a 4’ raised median accommodating four lanes of traffic (two north and southbound). Five-foot wide sidewalks were on both sides. The new bridge is a 920’ long, four-lane superstructure, with 7’ wide pedestrian sidewalks and a decorative gateway structure adjacent to the bridge. Notable elements were identified, including unifying brick building facades, sidewalks and streets, granite foundation blocks and rustication of the State House, black wrought-iron fencing and lamp posts, and liberal use of formal hedges and landscaping. For the new bridge, designers considered symbolism, historical context, views and vistas, design scale, proportion and function. The result is a centerpiece gateway structure with a pedestrian overlook allowing views of the water, framed by steeples and a dome. Bridge is founded on 15 existing piers supported by battered piers encased in concrete. Pier caps were demolished/reconstructed, pier columns and fenders were repaired, and underwater piling wrapped in fiberglass jackets.

Rehabilitation consisted of replacing the existing superstructure with one that matched the existing configuration. Superstructure provides two 27 clear roadways (1’ offset, two 11’ lanes and a 4’ shoulder) separated by a 4’ raised median accommodating four lanes of traffic (two north and southbound). Each of the 15 reinforced concrete pier caps was replaced and both abutments widened to accept the wider superstructure.

**Awards:**
- 2008 AASHTO America’s Transportation Award -On Time
- 2008 MDQI Award of Excellence for Context Sensitive Project Development
- 2007 NHQ National Achievement Award Special Recognition for a Structure Project
- 2006 Mid-Atlantic Construction Best of 2006 –Project of the Year - Highway/Roadway/Bridge
- 2006 American Concrete Institute (ACI) Int. Maryland Chapter – Excellence in Concrete Award

The bridges were constructed over water and had a bridge only value in excess of $5,000,0000 for each bridge.
ATTACHMENT 4.1.6(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>Benning Road Bridge Replacement Washington, DC</td>
<td>Corman Construction, Inc.</td>
<td>District DOT (202) 671-2800 Muhammed Khalid, PE (202) 671-4577 <a href="mailto:muhammed.khalid@dc.gov">muhammed.khalid@dc.gov</a></td>
<td>10/2003</td>
<td>7/2003</td>
<td>$27,000 (17,810 Bridge Value)</td>
<td>$27,400 (17,810 Bridge Value)</td>
</tr>
</tbody>
</table>

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

The Benning Road Bridge spans over the Anacostia River and required in-stream work for piers and had a bridge only cost of $17 Million.

Originally constructed in 1797, it crosses the Anacostia River in central northeastern Washington, DC. In 1934, the bridge was reconstructed as a concrete-cased steel structure. With Volkert’s design, the replacement bridge, completed in 2003, maintains the historic look and feel of the 1934 structure with a buff-colored concrete finish and paneled classical details.

Volkert was initially contracted to conduct a study to assess the soundness and repair portions of the structure. The Volkert team conducted a structural evaluation, scour analysis, geotechnical and environmental analyses. Study results indicated that the bridge was unfit for repair or renovation and that a bridge replacement was needed.

The District wanted to preserve the look of the existing structure, while bringing it up to current standards. Methods implemented to make the new bridge similar in appearance to the existing bridge included using precast concrete fascia panels to mask the steel girders and to give the appearance of a concrete structure, designing the new parapet to closely resemble the existing one, and reusing existing lighting standards.

The 560-linear foot, eight-lane replacement bridge designed by Volkert is a five-span, continuous, multi-girder bridge. The design included roadway approaches, period street lighting, traffic signal design, and sidewalks/bike lanes, for a total project length of 1,300 linear feet. Plans were prepared to maintain uninterrupted utility service throughout construction. Large utility duct banks were designed into the new structure to accommodate a water main, a Washington Gas pipeline, major electrical lines from the close-by PEPCO station and telephone lines.

The bridge reconstruction required detailed construction phasing and accommodations for construction over water. In addition, Volkert worked closely with WMATA to coordinate work adjacent to the metro lines and facilities. Uninterrupted operations of WMATA’s elevated Metro structure adjacent to the bridge were maintained throughout all phases.

Volkert’s design included storm drainage on approach roadways and grading and erosion control plans to protect areas in the Children’s Island and Anacostia Parks on both sides of the Anacostia River connected by the bridge. Volkert redesigned the entrance into Langston Golf Course, a historic facility with a USACE 4(0) designation, located in an environmentally sensitive area next to the river on Children’s Island. Design included tennis courts and ball fields on the adjacent parkland.
### ATTACHMENT 4.2.6(b)
#### LEAD DESIGNER - WORK HISTORY FORM

**LIMIT 1 PAGE PER PROJECT**

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<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this Procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oxon Run Bay Bridge</td>
<td>Fort Meyer Construction Corporation</td>
<td>District DOT (202) 671-2800 Mr. Mohamed Dahir (202) 671-4627 <a href="mailto:mohamed.dahir@dc.gov">mohamed.dahir@dc.gov</a></td>
<td>7/2004</td>
<td>7/2004</td>
<td>$10,600 (Bridge Value)</td>
<td>$10,513 (Bridge Value)</td>
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<tr>
<td>Washington, DC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$775</td>
<td></td>
</tr>
</tbody>
</table>

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

The widening and rehabilitation of the bridge include in-stream work for the extension of piers and had a bridge only construction cost of over $10 Million.

Volkert provided engineering design for the widening and rehabilitation of Antioch Freeway (I-295) over Oxon Run Bay. The structural engineering work included the replacement/rehabilitation of the bridge superstructure, rehabilitation of substructure and widening of abutments/piers. The work required new continuous steel girders with a span arrangement of 84 ft. - 112 ft. - 84 ft. The field bolted splices on the middle span allowed simplified and speedy erection over the waterway channel. The stone and reinforced concrete piers are supported on a driven pile foundation.

The bridge widening was accomplished by construction of extended piers in Oxon Run Bay and the Potomac River. New welded steel girders with field bolted splices maintain the existing freeboard beneath the structure and were installed by field bolting to the existing superstructure. The new abutment and wingwall work was designed to reduce environmental effects and maintain the work within the existing right-of-way. The new substructure is pile supported concrete compatible with the existing substructure. The Volkert team prepared the new soil boring layout sheets and supervised the subsurface exploration report for substructure recommendation.

The earthen causeways on the widened approaches to the Oxon Run Bay bridge use four retaining walls supported on piles. The retaining walls were constructed parallel to the roadway alignment. The causeway work was designed to minimize disturbance to Oxon Run Bay and the Potomac River.

The rehabilitation and widening of the Oxon Run Bridge required the partial demolition of piers and abutments and the excavation for new foundations in the Oxon Run Bay. An environmental investigation was conducted to determine the nature of the river sediments by sampling and testing soil of the surface and subsurface in the area near the proposed construction. Geo-environmental support included drilling and retrieving samples of the soils within the depth anticipated to be exposed during foundation construction.

Volkert provided associated traffic management, roadway, drainage and SWM design for the bridge reconstruction project. Volkert provided shop drawing review to ensure conformance with contract documents for reinforcing steel, structural steel, electrical and miscellaneous installations.
a. Project Name & Location | b. Name of the prime/general contractor responsible for overall construction of the project | c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities | d. Construction Contract Completion Date (Original) | e. Construction Contract Completion Date (Actual or Estimated) | f. Contract Value (in thousands) | g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
---|---|---|---|---|---|---
Rt 7 and Rt. 15 Interchange, Leesburg, Virginia | Shirley Contracting Company, LLC | Virginia DOT 804-371-6794 Russell Martin, PE (804) 786-4460 Russell.Martin@VDOT.Virginia.gov | 1998 | 1998 | $6,000 (Bridge Value) | $590

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

Expansive growth in Loudoun County placed tremendous strain on the highly traveled Route 7/15 interchange. VDOT contracted with Volkert to design the structural solutions for this fast-track $12 million interchange, involving the design of four bridges in four months, with a construction schedule of eleven months.

Volkert provided engineering and shop drawing review services for the widening and re-decking of a pair of twin, two-span (96-foot, continuous, plate girder) bridges carrying Route 7 over Route 15 Bypass; widening and replacing the superstructure of a three-span (50 feet), concrete, T-beam bridge carrying Route 15 Bypass over Tuscarora Creek; and the design of a 13-span, curved-girder flyover bridge carrying Ramp A over Routes 7 and 15 and three ramps with span lengths from 115 to 145 feet. Tall hammer head piers measure to 48-feet high. The three bridge widenings were designed for staged construction to maintain traffic.

The flyover was designed to VDOT standards and constructed of weathering steel, which has low maintenance costs and high strength. The girder depth was kept constant to keep the fabrication economical. Pot bearings were chosen to minimize the potential for secondary stresses creeping into the framing system. In the flyover, two piers are skewed and parallel to roadways underneath. All other units are radial.

The girder depth and span-to-pier height ratios result in the elegant, sweeping curvature of the bridge on the landscape. Hammer head piers were chosen for the aesthetic appeal in this large structure. Existing roads dictated location of piers. These constraints to pier placement dictated the span arrangement.
## INDEX OF SHEETS

<table>
<thead>
<tr>
<th>SHEET</th>
<th>DESCRIPTION</th>
<th>STATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TITLE SHEET</td>
<td></td>
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<tr>
<td>0B</td>
<td>INDEX OF SHEETS</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>SURVEY ALIGNMENT DATA SHEETS</td>
<td></td>
</tr>
<tr>
<td>0E - 030</td>
<td>CONSTRUCTION ALIGNMENT DATA SHEET</td>
<td></td>
</tr>
<tr>
<td>2A</td>
<td>TYPICAL SECTIONS</td>
<td></td>
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<tr>
<td>3 - 6</td>
<td>PLAN SHEET</td>
<td>7+00.00 TO 34+00.00</td>
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<tr>
<td>3A - 64</td>
<td>PROFILE SHEET</td>
<td>7+00.00 TO 34+00.00</td>
</tr>
<tr>
<td>3B - 6B</td>
<td>EROSION AND SEAWAY CONTROL PLAN</td>
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</tr>
</tbody>
</table>

TOTAL CROSS SECTION SHEETS 1 (SEE CROSS SECTION SHEET NUMBER 1 FOR INDEX OF SHEETS)
SURVEY ALIGNMENTS

POINT STATION | BEARING | NORTH (Y) | EAST (X) | COORDINATES
--- | --- | --- | --- | ---
SS | 107°31'57"W | 1420422.6949 | 3688732.2203 | M2020695
P | 114°47'02"W | 1499028.0670 | 3688732.2203 | M2020695
P | 113°28'23"W | 1404635.3368 | 3688732.2203 | M2020695
P | 123°14'43"W | 2145297.0874 | 3688732.2203 | M2020695
P | 55°49'01"W | 860891.2135 | 3688732.2203 | M2020695
P | 49°44'20"W | 860864.8041 | 3688732.2203 | M2020695
P | 49°29'50"W | 385298.8880 | 3688732.2203 | M2020695

BENCH MARKS

POINT STATION | BEARING | NORTH (Y) | EAST (X) | COORDINATES
--- | --- | --- | --- | ---
SS | 107°31'57"W | 1420422.6949 | 3688732.2203 | M2020695
P | 114°47'02"W | 1499028.0670 | 3688732.2203 | M2020695
P | 113°28'23"W | 1404635.3368 | 3688732.2203 | M2020695
P | 123°14'43"W | 2145297.0874 | 3688732.2203 | M2020695
P | 55°49'01"W | 860891.2135 | 3688732.2203 | M2020695
P | 49°44'20"W | 860864.8041 | 3688732.2203 | M2020695
P | 49°29'50"W | 385298.8880 | 3688732.2203 | M2020695
CONSTRUCTION ALIGNMENT DATA SHEET

Chain ROUTE35 contains:
ML100 CUR ROUTE35-1 CUR ROUTE35-2 CUR ROUTE35-3 CUR ROUTE35-4 CUR ROUTE35-5

Beginning chain ROUTE35 description

---

Point ML100 N 142,966.44 E 3,699,988.67 Sta 000.00
Course from ML100 to PC ROUTE35-1 S 72° 22' 13.97" W Dist 216.52
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Point P.T. Station 24+30.22 N 142,443.75 E 3,698,340.16
P.C. Station 23+50.00 N 142,464.55 E 3,698,417.62

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Chord Bear = S 74° 58' 02.15" W
Ahead = S 76° 44' 05.91" W
Back = S 73° 11' 58.39" W

C.C. N 143,709.07 E 3,698,041.87

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P.T. Station 23+90.12 N 142,452.96 E 3,698,379.21
P.C. Station 13+50.04 N 142,756.54 E 3,699,373.93

---

Chord Bear = S 71° 13' 01.82" W
Ahead = S 73° 11' 58.39" W
Back = S 69° 14' 05.25" W

C.C. N 143,972.09 E 3,698,913.02

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P.T. Station 13+95.04 N 142,740.59 E 3,699,331.85
P.C. Station 10+62.37 N 142,856.70 E 3,699,643.56

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Chain ROUTE35 contains:
ML100 CUR ROUTE35-1 CUR ROUTE35-2 CUR ROUTE35-3 CUR ROUTE35-4 CUR ROUTE35-5

Ending chain ROUTE35 description

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Point P.T. Station 40+67.64 N 141,881.46 E 3,696,815.52
P.C. Station 34+80.54 N 142,155.45 E 3,697,330.53

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Chord Bear = S 61° 59' 12.13" W
Ahead = S 50° 46' 25.88" W
Back = S 73° 11' 58.39" W

C.C. N 141,128.75 E 3,698,427.71

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P.I. Station 10+97.96 N 142,845.92 E 3,699,609.65
P.C. Station 10+62.37 N 142,856.70 E 3,699,643.56

---

Curve ROUTE35-1

---

P.T. Station 23+50.00 N 142,464.55 E 3,698,417.62
P.C. Station 23+90.12 N 142,452.96 E 3,698,379.21

---

Radius = 1,300.00
Length = 80.22
Tangent = 40.12
Degree = 4° 24' 26.52"
Delta = 3° 32' 07.52" (LT)

---

Point P.I. Station 23+90.12 N 142,452.96 E 3,698,379.21

---

Curve ROUTE35-2

---

P.T. Station 13+50.04 N 142,756.54 E 3,699,373.93
P.C. Station 13+95.04 N 142,740.59 E 3,699,331.85

---

Radius = 1,300.00
Length = 89.94
Tangent = 45.00
Degree = 4° 24' 26.52"
Delta = 3° 57' 53.14" (RT)

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Point P.I. Station 13+95.04 N 142,740.59 E 3,699,331.85

---

Curve ROUTE35-3

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P.T. Station 11+33.52 N 142,833.30 E 3,699,576.38
P.C. Station 10+62.37 N 142,856.70 E 3,699,643.56

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Radius = 1,300.00
Length = 71.15
Tangent = 35.58
Degree = 4° 24' 26.52"
Delta = 3° 08' 08.71" (LT)

---

Point P.I. Station 10+97.96 N 142,845.92 E 3,699,609.65

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Curve ROUTE35-4

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P.T. Station 26+46.74 N 142,394.07 E 3,698,129.42
P.C. Station 27+26.95 N 142,373.27 E 3,698,051.96

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Radius = 1,300.00
Length = 80.20
Tangent = 40.12
Degree = 4° 24' 26.52"
Delta = 3° 32' 07.52" (LT)

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Point P.I. Station 26+86.86 N 142,384.86 E 3,698,090.36

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Course from ML100 to PC ROUTE35-5 S 72° 22' 13.97" W Dist 362.37

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Point ML100 N 142,966.44 E 3,699,988.92 Sta 7+00.00

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END CHAIN ROUTE35 DESCRIPTION

---

BEGINNING CHAIN ROUTE35 DESCRIPTION

---

END CHAIN ROUTE35 DESCRIPTION

---

CONCEPT PLANS
SEPTEMBER 5, 2013
NOT IN SCALE

INSET A

INSET B

CORMAN CONSTRUCTION

VOLKERT

CONCEPT PLANS
SEPTMBER 5, 2013

NOT IN SCALE

INSET A

INSET B

TYPICAL SECTIONS

- Typical Sections
- Surfacing
- Subgrade
- Cross-sections
- Notes
- Plans

CONTRACTOR:

CORMAN CONSTRUCTION

VOLKERT

CONCEPT PLANS
SEPTMBER 5, 2013

NOT IN SCALE

INSET A

INSET B

TYPICAL SECTIONS

- Typical Sections
- Surfacing
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CORMAN CONSTRUCTION

VOLKERT

CONCEPT PLANS
SEPTMBER 5, 2013

NOTE: PAVEMENT WIDTHS VARY AT TAPERS. SEE PLAN SHEETS AND CROSS SECTIONS FOR PAVEMENT LENGTHS AND WIDTHS.
CONCEPT PLANS PROFILE VIEW
SEPTEMBER 5, 2013

ROUTE 35

STA.  29+50.00  Construction  BL  End  Construction
STA.  29+55.00  Construction  BL

STA.  29+00.00  Construction  BL

STA.  27+25.00  SHEET  5A

VOLKERT

20.92

50 MPH

STA.  29+55.00  Construction  BL

STA.  29+00.00  Construction  BL

STA.  27+25.00  SHEET  5A

C&M

MATCH LINE  STA.  27+25.00  SHEET  5A
Price Proposal

State Project No.: (NFO) 0035-087-112, PE-101, RW-201, C-501, B-604
Federal Project No.: BR-087-5(014)
Contract ID Number: C00081457DB57

September 11, 2013

submitted by
CORMAN
CONSTRUCTION

In association with
VOLKERT
ATTACHMENT 4.0.1.2

DESIGN-BUILD PRICE PROPOSAL
CHECKLIST

Project Name: Route 35 Bridge Replacement
Contract ID Number: C00081457DB57

➢ 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
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]

__________________________
Arthur C. Cox, III

__________________________
September 11, 2013
DATE

__________________________
Vice President

__________________________
PRINTED NAME

__________________________
TITLE
4.3.1 PROPOSAL PRICE
ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

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

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Services, LS</td>
<td>$922,000.00</td>
</tr>
<tr>
<td>Mobilization (Construction), LS</td>
<td>$575,000.00</td>
</tr>
<tr>
<td>QA/QC (Construction), LS</td>
<td>$865,000.00</td>
</tr>
<tr>
<td>Dismantle and Remove Existing Structure, LS</td>
<td>$950,000.00</td>
</tr>
<tr>
<td>Earthwork, LS</td>
<td>$634,072.00</td>
</tr>
<tr>
<td>Roadway Incidentals, LS</td>
<td>$600,951.25</td>
</tr>
<tr>
<td>Bridge (Structures), LS</td>
<td>$5,774,289.00</td>
</tr>
<tr>
<td>Drainage, LS</td>
<td>$94,924.00</td>
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<tr>
<td>Utilities, LS</td>
<td>$207,551.00</td>
</tr>
<tr>
<td>Environmental Permitting, LS</td>
<td>$180,991.75</td>
</tr>
<tr>
<td>ROW Acquisition, LS</td>
<td>$40,000.00</td>
</tr>
<tr>
<td>All Others Costs, LS</td>
<td>$319,335.00</td>
</tr>
</tbody>
</table>

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

Lump Sum (LS): **ELEVEN MILLION ONE HUNDRED SIXTY-FOUR THOUSAND SEVENTEEN DOLLARS AND 00/100 ($11,164,017.00)

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

BCDs = **THREE HUNDRED AND SIXTY-FIVE** (365) days

Signature: [Signature]
Date: 9-11-13

Design-Builders: Corman Construction, Inc.

Vendor No.: C097
4.3.2 ADJUSTMENTS TO ASPHALT, FUEL & STEEL PRICES
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-Builder 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 statewide 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-Builder shall clearly identify in its Price Proposal those pay items and the associated quantities it chooses to have asphalt price adjustment applied to in its work packages. Items the Design-Builder 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-Builder’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: 9-11-13
Signature: [Signature]
Design-Build: [Name]
Vendor No.: 097
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: 0035-087-112, PE-101, RW-201, C-501, B-604

DISTRICT:

Bid Prices in this contract for items containing PG 64-22 asphalt cement were developed using an f.o.b. price of $581.50 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 $1400 (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-Build proponent 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.

X I elect to use this provision

DATE: 9-11-13

SIGNATURE: Arthur C. Cox, III

Corman Construction, Inc.
(Firm or Corporation)
C-097
(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.virginia.dot.gov/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 voucherized for payment.

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

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

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

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

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

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

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

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

[Signature]
Date: 9-11-13

Design-builder: Corman Construction Inc.
Vendor No.: C097
<table>
<thead>
<tr>
<th>Item #</th>
<th>Description</th>
<th>Bid Qty.</th>
<th>UM</th>
</tr>
</thead>
<tbody>
<tr>
<td>00120</td>
<td>REGULAR EXCAVATION</td>
<td>3000</td>
<td>CY</td>
</tr>
<tr>
<td>00150</td>
<td>EMBANKMENT</td>
<td>21061</td>
<td>CY</td>
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<td>09151</td>
<td>EROS.CONTR.STONE CL. I, EC-1</td>
<td>22</td>
<td>SY</td>
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<tr>
<td>10128</td>
<td>AGGR. BASE MATL. TY. I NO. 21B</td>
<td>2485</td>
<td>TON</td>
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<tr>
<td>10250</td>
<td>NS AGGR. MATERIAL NO. 3 STONE</td>
<td>3248</td>
<td>TON</td>
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<tr>
<td>10630</td>
<td>FLEXIBLE PAVEMENT PLANING</td>
<td>289</td>
<td>SY</td>
</tr>
<tr>
<td>10642</td>
<td>ASPHALT CONCRETE TY. BM-25.0A</td>
<td>1124</td>
<td>TON</td>
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<tr>
<td>16350</td>
<td>ASPHALT CONCRETE TY. SM-12.5A</td>
<td>562</td>
<td>TON</td>
</tr>
<tr>
<td>24430</td>
<td>DEMOLITION OF PAVEMENT (FLEXIBLE)</td>
<td>3322</td>
<td>SY</td>
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<tr>
<td>27430</td>
<td>SILTATION CONTROL EXCAVATION</td>
<td>700</td>
<td>CY</td>
</tr>
<tr>
<td>60404</td>
<td>CONCRETE CLASS A4</td>
<td>1527</td>
<td>CY</td>
</tr>
<tr>
<td>64011</td>
<td>STRUCTURE EXCAVATION</td>
<td>300</td>
<td>CY</td>
</tr>
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<td>65013</td>
<td>CONCRETE CLASS A3</td>
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<td>CY</td>
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</tbody>
</table>
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-Build 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-Build will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in steel used on specific items of work identified in the Price Proposal/Contract in accordance with this provision. Provided at the end of the provision is a master listing of standard bid items the Department has determined are eligible for steel price adjustment. Invented 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-Build 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-Build 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-Build 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-Build must use the format as shown with this Form; no other format for presenting this information will be permitted. Design-Build 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-Build 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.

Commonwealth of Virginia
Virginia Department of Transportation
Page 1 of 8
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  9-11-13

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

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

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

[Signature]
Design-Builder
Corman Construction, Inc.
Arthur C. Cox, III, Vice President

9-11-13
Sample Calculation of a Price Adjustment (Increase)


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

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

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

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

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

Adjustment formula is as follows:

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

Where:

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

\[ B = \$0.2816 \]

\[ P = \frac{(161.1 - 139.6)}{139.6} - 0.10 = 0.054 \]

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

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

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


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

Design-Builders' "f.o.b. supplier price for structural steel submitted in the Price Proposal is $0.2916 per pound. *free on board

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

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

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

Adjustment formula is as follows:

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

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

\[ B = 0.2916 \]
\[ P = (156.6 - 136.3)/156.6 - 0.10 = 0.030 \]
\[ Q = 450,000 \text{ lb.} \]

\[ A = 0.2916 \times 0.030 \times 450,000 \]
\[ A = 3,801.60 \text{ credit to Department} \]
## MASTER LISTING

STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT

March 18, 2009

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<td>68100</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>68104</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>68105</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>68107</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GRADE 50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68108</td>
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<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68109</td>
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<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
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<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68112</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 36</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68113</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>68114</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
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<tr>
<td>68115</td>
<td>STRUCT. STEEL</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
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<td>REINF. STEEL BRIDGE APPR. SLAB</td>
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<tr>
<td>69060</td>
<td>SHEET PILES, STEEL</td>
<td>SF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>69100</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>69104</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>69105</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>69110</td>
<td>STEEL PILES 10&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>69112</td>
<td>STEEL PILE 12&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
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<td>DRIVING TEST FOR 12&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
</tbody>
</table>

---

I elect to use this provision

X I elect not to use this provision

Date: 9-11-13

Signature: [Signature]

Design-Builder: Corman Construction, Inc.

Vendor No.: C097

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

KNOW ALL MEN BY THESE PRESENTS, THAT WE, Corman Construction, Inc. as principal, and Fidelity and Deposit Company of Maryland as 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 ______________ Day of ____________, 2013

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

PROJECT NUMBER: (Project Number)
Design/Build of Route 35 Bridge Replacement and Approaches Over the Nottoway River

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.

Corman Construction, Inc

By: ________________________________
    (Principal)
    (Officer, Partner or Owner) (Seal)
    Arthur C Cox (Vice President)

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

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

Fidelity and Deposit Company of Maryland

By: ________________________________
    (Surety Company)
    (Seal)
    (Address)

By: ________________________________
    (Address)
    (Surety Company)

By: ________________________________
    (Address)
    (Surety Company)

*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 jointly 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
Commonwealth of Virginia

STATE CORPORATION COMMISSION

July 1, 2013

FIDELITY AND DEPOSIT COMPANY OF MARYLAND
600 RED BROOK BLVD
OWINGS MILLS MD 21117-5153

is hereby licensed to transact the business of

Aircraft Liability
Auto Liability
Auto Physical Damage
Boiler & Machinery
Burglary & Theft
Commercial Multi-Peril
Credit
Credit Property Insurance
Fidelity
Fire
Glass
Homeowners Multi-Peril
Inland Marine
Liability Other than Auto
Misc Property & Casualty
Ocean Marine
Surety
Water Damage
Workers Compensation & Employers' Liability

in the Commonwealth of Virginia through the thirtieth day of June next succeeding the date hereof unless this license shall be sooner revoked or otherwise cancelled.

ID: 39306

State Corporation Commission
Bureau of Insurance

By: [Signature]
Commissioner
FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
600 Red Brook Blvd., Suite 600, Owings Mills, MD 21117

Statement of Financial Condition
As Of December 31, 2012

<table>
<thead>
<tr>
<th>ASSETS</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonds</td>
<td></td>
<td>$157,177,826</td>
</tr>
<tr>
<td>Stocks</td>
<td></td>
<td>23,000,311</td>
</tr>
<tr>
<td>Cash and Short Term Investments</td>
<td></td>
<td>119,155</td>
</tr>
<tr>
<td>Reinsurance Recoverable</td>
<td></td>
<td>17,923,564</td>
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<tr>
<td>Other Accounts Receivable</td>
<td></td>
<td>35,473,256</td>
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<tr>
<td>TOTAL ADMITTED ASSETS</td>
<td></td>
<td>$233,694,113</td>
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</table>

<table>
<thead>
<tr>
<th>LIABILITIES, SURPLUS AND OTHER FUNDS</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reserve for Taxes and Expenses</td>
<td>$74,782</td>
<td></td>
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<tr>
<td>Ceded Reinsurance Premiums Payable</td>
<td>48,323,524</td>
<td></td>
</tr>
<tr>
<td>Securities Lending Collateral Liability</td>
<td>1,716,240</td>
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<tr>
<td>TOTAL LIABILITIES</td>
<td>$50,114,546</td>
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<tr>
<td>Capital Stock, Paid Up</td>
<td>$5,000,000</td>
<td></td>
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<tr>
<td>Surplus</td>
<td>178,579,567</td>
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</tr>
<tr>
<td>Surplus as regards Policyholders</td>
<td>183,579,567</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$233,694,113</td>
<td></td>
</tr>
</tbody>
</table>

Securities carried at $59,468,002 in the above statement are deposited as required by law.

Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of December 31, 2012 market quotations for all bonds and stocks owned, the Company's total admitted assets would be $243,518,971 and surplus as regards policyholders $193,404,425.

I, DENNIS F. KERRIGAN, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2012.

[Signature]
Corporate Secretary

State of Illinois
City of Schaumburg

SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 15th day of March, 2013.

[Signature]
Notary Public

OFFICIAL SEAL
DARRYL JOINER
Notary Public - State of Illinois
My Commission Expires May 3, 2014
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by JAMES M. CARROLL, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Joseph A. PIERSO, Robert A. CHILADA, Cynthia M. CHARYAT, April O. COMPTON, Dennis C. OURAND, Steven A. DZURIK, JR., John J. MARKOTIC and Diane S. LOUGHRY, all of Hunt Valley, Maryland, EACH its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York, the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland, and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland, in their own proper persons.

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 7th day of May, A.D. 2013.

ATTEST:

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

By: ____________________________
   Assistant Secretary
   Eric D. Barnes

Vice President
James M. Carroll

State of Maryland
City of Baltimore

On this 7th day of May, A.D. 2013, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, JAMES M. CARROLL, Vice President, and ERIC D. BARNES, Assistant Secretary, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposed and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

Constance A. Dunn, Notary Public
My Commission Expires: July 14, 2015
EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies.

this 21st day of August, 2012

[Signatures]

Geoffrey Delisio, Vice President
4.3.4 SWORN STATEMENTS
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

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

FHWA: BR-087-5(014)

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

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

AFFIDAVIT

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

Signed at Anne Arundel County, Maryland, this 13 day of September, 2013
Coman Construction, Inc.

County (City), STATE

(Name of Firm)

By: Arthur C. Cox, III

(Signature)

Vice President

COUNTY (CITY) of AA Co, Annapolis Jnt

To-whit:

STATE of Maryland

NAME OF NOTARY

I, Bonnie Hulme, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Arthur C. Cox, III 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 13 day of September, 2013

Notary Public

My Commission expires May 2014 OR

UNSWORN DECLARATION

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

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

County (City), STATE


(Name of Firm)

By: ________________

(Signature)

Title (print)
COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
AFFIDAVIT  

PROJECT: 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).  

<table>
<thead>
<tr>
<th>NAME</th>
<th>Location of Principal Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTCA</td>
<td>Richmond, VA</td>
</tr>
<tr>
<td>ARTBA</td>
<td>Washington, DC</td>
</tr>
<tr>
<td>MTBMA</td>
<td>Glen Burnie, MD</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

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

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

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

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

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

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

Signed at Anne Arundel Co. Maryland, this 14th day of October, 2013

Corman Construction, Inc.

By: Arthur C. Cox III
Vice President

(Name of Firm) 

STATE of Maryland

COUNTY (CITY) of AA Co Annapolis Junction

To-wit:

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

Subscribed and sworn to before me this 14th day of December, 2013

Notary Public

My Commission expires May 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 12 %
PERCENT ATTAINED BY BIDDER 12 %

<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></td>
<td>SUBCONTR. (S) MFG (M) SUPPLIER (SP) HAULER (H)</td>
<td>SEE ATTACHED</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL $1,339,857.50

TOTAL CONTRACT VALUE $11,164,017 x REQUIRED DBE 12 % = $1,339,682.04

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 WILL MEET OR EXCEED THE PARTICIPATION ESTABLISHED HEREIN BY THE DEPARTMENT.

Corman Construction, Inc.

BY

Arthur C. Cox, III Vice President

BY

SIGNATURE 9-11-13

DATE
# C-111 ATTACHMENT
CORMAN CONSTRUCTION, INC.
RTE 35 BRIDGE REPLACEMENT

<table>
<thead>
<tr>
<th>CERTIFICATION NUMBER</th>
<th>NAME</th>
<th>USED AS</th>
<th>TYPE OF WORK &amp; ITEM NO.</th>
<th>AMT OF ALLOWABLE CREDIT PER ITEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>650392</td>
<td>A&amp;P Services</td>
<td>Sub</td>
<td>Furnish &amp; Install Guardrail</td>
<td>$ 58,090.00</td>
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<tr>
<td>660048</td>
<td>Aver Technologies</td>
<td>Sub</td>
<td>Dynamic pile testing</td>
<td>$ 21,000.00</td>
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<tr>
<td>658179</td>
<td>Brookhill Electrical</td>
<td>Sub</td>
<td>Supply &amp; Install lighting</td>
<td>$ 123,571.00</td>
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<td>626244</td>
<td>Commercial Seeding</td>
<td>Sub</td>
<td>Seeding, mulching, E&amp;S controls</td>
<td>$ 74,005.00</td>
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<td>000610</td>
<td>Devcon Contracting</td>
<td>Sub</td>
<td>On-site and Quarry Hauling</td>
<td>$ 119,049.00</td>
</tr>
<tr>
<td>626596</td>
<td>DT Read Steel Company</td>
<td>Sub</td>
<td>Furnish and install reinforcing steel</td>
<td>$ 618,106.02</td>
</tr>
<tr>
<td>626596</td>
<td>DT Read Steel Company</td>
<td>Sub</td>
<td>Furnish and install deck pans</td>
<td>$ 102,372.48</td>
</tr>
<tr>
<td>679423</td>
<td>H&amp;B Surveying and Mapping</td>
<td>Sub</td>
<td>Design Survey Services</td>
<td>$ 59,618.00</td>
</tr>
<tr>
<td>626541</td>
<td>Lasting Coastline</td>
<td>Sub</td>
<td>Striping and Signage</td>
<td>$ 31,046.00</td>
</tr>
<tr>
<td>000982</td>
<td>Sabra, Wang, and Associates</td>
<td>Sub</td>
<td>Design Services</td>
<td>$ 98,000.00</td>
</tr>
<tr>
<td>676087</td>
<td>Utility Professional Services</td>
<td>Sub</td>
<td>Utility Relocation Design</td>
<td>$ 35,000.00</td>
</tr>
</tbody>
</table>

Total $ 1,339,857.50

9/11/2013
COMMOMWEALTH 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.

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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
Corman Construction, Inc

By: ____________________________  Vice President

Signature  Title

Arthur C. Cox, III

Date: August 21, 2013

First Tier Subcontractor if Applicable

By: ____________________________  Title

Signature

Date: ____________________________

Second Tier
Subcontractor if Applicable

By ___________________________ Signature ___________________________ Title ___________________________
Date ___________________________

Third Tier
Subcontractor if Applicable

By ___________________________ Signature ___________________________ Title ___________________________
Date ___________________________

DBE Contractor

A & P SERVICES, LLC

By ___________________________ Signature ___________________________ Title CHIEF EXEC. MANAGER
Date: 8/8/13
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)

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

Prime Contractor: Corman Construction, Inc.

By: ___________________________ Signature: ___________________________

Arthur C. Cox, III

Vice President

Date: August 21, 2013

First Tier Subcontractor if Applicable

By: ___________________________ Signature: ___________________________

Date: ___________________________

Title: ___________________________
Second Tier
Subcontractor if Applicable

By: __________________________  __________________________
   Signature                         Title
   Date: __________________________

Third Tier
Subcontractor if Applicable

By: __________________________  __________________________
   Signature                         Title
   Date: __________________________

DBE Contractor  Aver Technologies, Inc.

By: __________________________  __________________________
   Signature                         President
   Date: 08/13/2013
   __________________________
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.

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

Prime Contractor Corman Construction, Inc.

By: [Signature]

Arthur C. Cox, III

Vice President

Title

Date: August 21, 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

Imorex, Inc. d/b/a Brook Hill Electrical & Traffic Signals

By: ___________________________   Vice President
    Signature                  Title
    Date: 09/06/13


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)

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

Prime Contractor: Corman Construction, Inc.

By: ________________________________  Signature: ________________________________

Arthur C. Cox, III  Title: Vice President

Date: August 21, 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

[Signature]

[Name: Current or Former]
Title
Date: 8/7/13

Commercial Seeding, Inc.

19123 Beulah Place Drive
Zuni, Virginia 23898
Commseedinginc@aol.com
Ph: (757) 242-6756 Fax: (757) 242-6758

VDOT DBE# C-329
SWAM# 621244
DDOT#12-05-03-R
VA Contractor License #
2705150741
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)

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

Prime Contractor: Corman Construction, Inc.

By: [Signature]

Arthur C. Cox, III

Vice President

Date: August 21, 2013

Title

First Tier Subcontractor if Applicable

By: [Signature]

Date:

Title
Second Tier
Subcontractor if Applicable

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

Third Tier
Subcontractor if Applicable

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

DBE Contractor
DEVCON CONTRACTING INC

By: ____________________________  Signature: ____________________________  Title: PRESIDENT  Date: 9/6/2013
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)

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

Prime Contractor: Corman Construction, Inc.

By: ____________________________  Signature  ____________________________  Title
    (Arthur C. Cox, III)

Date: August 21, 2013

First Tier Subcontractor if Applicable

By: ____________________________  Signature  ____________________________  Title

Date: ____________________________
Second Tier Subcontractor if Applicable

By: __________________________  __________________________  Title
    Signature                                           Date: __________________________

Third Tier Subcontractor if Applicable

By: __________________________  __________________________  Title
    Signature                                           Date: __________________________

DBE Contractor D.T. Read Steel Co., Inc.

By: __________________________  __________________________  Title
    Signature                                           Date: 8/9/13
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: State 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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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

By: [Signature] [Title] [Date]

First Tier
Subcontractor if Applicable

By: [Signature] [Title] [Date]

[Signature]

[Title]

[Date]
Second Tier Subcontractor if Applicable

By: ___________________________ Signature ______________ Title
    ___________________________ Date:

Third Tier Subcontractor if Applicable

By: ___________________________ Signature ______________ Title
    ___________________________ Date:

DBE Contractor H & B Surveying and Mapping, LLC

By: ___________________________ Signature __________________
    ___________________________ President ____________________
    ___________________________ Title ________________________
    ___________________________ Date: 8-28-2013
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)

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

Prime Contractor: Corman Construction, Inc.

By: [Signature] Date: August 21, 2013

Vice President

First Tier Subcontractor if Applicable

By: [Signature] Date:

Title

[Signature] Date:
Second Tier
Subcontractor if Applicable

By: ____________________________  Signature  ____________________________  Title  ____________________________

Date: ____________________________  ____________________________

Third Tier
Subcontractor if Applicable

By: ____________________________  Signature  ____________________________  Title  ____________________________

Date: ____________________________  ____________________________

DBE Contractor
Lasting Coastline Inc

By: ____________________________  Signature  ____________________________  Title  ____________________________

Date: ____________________________  ____________________________
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: State 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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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

CORMAN CONSTRUCTION, INC

By: [Signature]

Date: 9-11-13

Vice President

First Tier Subcontractor if Applicable

Volkert, Inc

By: [Signature]

Date: 9-5-13

Senior Vice President
Second Tier Subcontractor if Applicable

By: ____________________ Signature ____________________ Title ____________________
Date: ____________________

Third Tier Subcontractor if Applicable

By: ____________________ Signature ____________________ Title ____________________
Date: ____________________


By: ____________________ Principal ____________________ Title ____________________
Date: August 29, 2013
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)

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

Prime Contractor: Corman Construction, Inc.

By: [Signature]

Arthur C. Cox, III

Vice President

Title

Date: August 21, 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

Utility Professional Services Inc.

By: ___________________ Signature ___________________ Title ___________________
    Date: July 5, 2013