LETTER OF SUBMITTAL AND ATTACHMENTS

Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg
From: 0.096 miles north of Hope Parkway
To: 0.016 miles north of Gateway Drive
Loudoun County, Virginia

State Project No.: 6007-053-S96
Federal Project No.: STP-5A01(229)
Contract ID Number: C00099256DB53

Submitted to: Virginia Department of Transportation
Date: October 4, 2012
October 4, 2012

Brenda L. Williams  
Commonwealth of Virginia  
Virginia Department of Transportation (VDOT)  
Central Office Mail Center  
Loading Dock Entrance  
1401 East Broad Street  
Richmond, VA 23219

RE: Letter of Submittal and Attachments  
A Design-Build Project  
Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg (Loudon County, VA)  
From: 0.096 miles north of Hope Parkway  
To: 0.016 miles north of Gateway Drive  
State Project No.: 6007-053-S96  
Federal Project No.: STP-5A01(229)  
Contract ID No: C00099256DBS3

Dear Ms. Williams:

Corman Construction, Inc. (Corman) is pleased to submit one original copy of our Letter of Submittal and Attachments, one CD-ROM of our Letter of Submittal and Attachments in PDF, one original copy of our Price Proposal, and one CD-ROM of our Price Proposal in PDF to provide design-build services for the Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg project. Corman has thoroughly reviewed the Request for Proposal (RFP), including Addendum #1 (9/7/12), attended the Pre-Proposal and Utility Meetings, visited the project site, addressed all potential impacts with utility owners/third parties, become familiar with all federal, state and local laws and regulations that may affect cost, progress, or performance, notified VDOT of any conflicts in the RFP, and determined that the RFP documents are sufficient to indicate and convey the understanding of all terms and conditions for performance of work.

The following is requested information and/or attachments separated by numbered tabs with sections corresponding to the order set forth in Section 4.1:

Letter of Submittal Checklist and Acknowledgement of Receipt of RFP, Revisions, and/or Addenda (Form C-78-RFP) - Completed and included as Attachments 4.0.1.1 and 3.4.

4.1.2 Declaration of Intent - 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 Price Proposal Effective Date – Pursuant to Part I, Section 8.2, Corman declares that the offer represented by our Price Proposal will remain in full force and effect for one hundred twenty (120) days after the date the Proposal is submitted to VDOT (October 4, 2012).
4.1.4 Official Representative and Point of Contact – Louis Robbins, DBIA - Vice President Design-Build - 12001 Guilford Road, Annapolis Junction, MD 20701. He can be reached at: 301-953-0900 (T), 301-953-0384 (F), 703-772-8566 (C), or lrobbins@cormanconstruction.com.

4.1.5 Principal Officer Information - William G. Cox, President of Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, Maryland 20701, is the principal officer of the legal entity (Offeror) with whom a DB contract with VDOT will be written. He can be reached at: Telephone: 410-792-9400 x233, Mobile: 301-343-5401.

4.1.6 Corporate Structure - Corman will be the design-build contracting entity for the Design-Build Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg project. 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 Lead Contractor and Lead Designer – Corman Construction, Inc. is the Lead Contractor for this Project, meaning the prime/general contractor responsible for overall construction.

Volkert & Associates, Inc. (Volkert) will be our Lead Designer for this Project, meaning the prime design consulting firm responsible for the overall design.

4.1.8 VDOT Prequalification Evidence - Corman is pre-qualified with VDOT (Vendor Number C097 – active) to provide Grading, Major Structures, Minor Structures and Underground Utilities. The standard VDOT prequalification certificate is presented in Attachment 4.2.3 of the Attachments to the Letter of Submittal section.

4.1.9 DBE Requirements – Corman is committed to achieving a twenty percent (20%) DBE participation goal for the entire value of the contract.

4.1.10 Interim Milestone (8/15/14), Substantial Completion (10/14/14), and Final Completion Dates (10/14/14).

Our signature below affirms the information supplied in this proposal is true and accurate to the best of our knowledge. This proposal is signed in ink by an authorized representative of Corman.

The Corman Team (Corman and Volkert) is enthusiastic about the opportunity to participate in the design-build process for the Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg project and is confident our team will complete this project 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.

[Signature]
William G. Cox, President
Offerors shall furnish a copy of this Letter of Submittal Checklist, with the page references added, with the Letter of Submittal.

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<td>Offeror’s full legal name and address</td>
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<td>Authorized representative’s original signature</td>
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<td>Declaration of intent</td>
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<td>NA</td>
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<td>Offeror’s Corporate Structure</td>
<td>NA</td>
<td>Section 4.1.6</td>
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<td>Full Legal Name of Lead Contractor and Lead Designer</td>
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<td>Offeror’s VDOT prequalification information</td>
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<td>Section 4.1.8</td>
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<td>DBE statement confirming Offeror is committed to achieving the required DBE goal</td>
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<td>Substantial and Final Completion Date(s)</td>
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## LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

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ATTACHMENT 3.4

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFP NO. C00099256DB53
PROJECT NO.: 6007-053-S96

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

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

1. Cover letter of July 31, 2012 – RFP
   (Date)

2. Cover letter of September 7, 2012 – Addendum #1
   (Date)

3. Cover letter of
   (Date)

William G. Cox, President

October 4, 2012

SIGNATURE

DATE


**ATTACHMENT 4.2.1**

*State Project No. 6007-053-S96*

**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>12001 Guilford Road, Annapolis Junction, MD 20701</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Intercounty Constructors Joint Venture</td>
<td>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>11710 Beltsville Drive, Beltsville, MD 20705</td>
</tr>
<tr>
<td>Affiliate (Joint Venture)</td>
<td>Wagman, Corman, McLean Joint Venture</td>
<td>3290 North Susquehanna Trail, York, PA 17406</td>
</tr>
</tbody>
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ATTACHMENT 4.2.2(a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 6007-053-S96

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

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

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

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

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

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

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

\[Signature\] 9/14/12 \[Date\] President \[Title\]

Corman Construction, Inc.

Name of Firm
ATTACHMENT NO. 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 6077-053-S96

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.

Volkert, Inc.
Name of Firm

[Signature] Sept. 3, 2012 [Date] Senior Vice President [Title]
ATTACHMENT NO. 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 6007-053-S96

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] 8/24/12 President

GeoConcepts Engineering, Inc.

Name of Firm
ATTACHMENT NO. 4.2.20(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 5907-053-596

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]

[Utility Professional Services, Inc.]

[Name of Firm]
ATTACHMENT NO. 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 6007-053-S96

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] 8/27/2012  VICE PRESIDENT
Signature  Date  Title

CERVANTES & ASSOCIATES, P.C.
Name of Firm
ATTACHMENT NO. 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 6007-053-S96

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.

____________________  8/24/2012  Managing Partner
Signature                Date              Title

Appraisal Review Specialists, LLC  
Name of Firm
ATTACHMENT NO. 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 6077-053-896

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]
Sept. 10, 2012
Signature

[Date]
Member-Manager
Date

[Title]
O’Neill & Associates, L.C.
Title

Name of Firm
CERTIFICATE OF QUALIFICATION

CORMAN CONSTRUCTION, INC.

Vendor Number: C097

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

PREQUALIFIED

Work Classes: GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; UNDERGROUND UTILITIES

Issue Date: 03/31/2012 This Rating and Classification will Expire: 03/31/2013

Suzanne FR Lucas Prequalification Officer

Don E. Sillers, State Contract Officer
October 4, 2012

Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, VA 23219

RE: Corman Construction, Inc.

Project: RFP - Design/Build Project-Sycolin Road Overpass of the Route 7/15 Bypass
In Leesburg
From: 0.096 miles north of Hope Parkway
To: 0.016 miles north of Gateway Drive
State Project No. 6007-053-S96
Federal Project No. STP-SA01(229)
Contract ID Number: C00099256DB53

It is our understanding that Corman Construction, Inc. is submitting a proposal on the referenced project. As surety for the above named Contractor, Fidelity and Deposit Company of Maryland with an A.M. Best Rating of A and Financial Size Category of XV is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction with a current estimate of $16,000,000. and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Our firm in conjunction with Fidelity and Deposit Company of Maryland have handled all of Corman Construction, Inc.’s bonding needs for over ten years. Based on their excellent financial strength and track record of profitability, Fidelity and Deposit Company of Maryland has extended a bond program of $150,000,000 single/$400,000,000. total program. These are not the maximum limits they would consider but rather are general parameters to handle the company’s day to day bonding needs.

In closing, we highly recommend this contractor and should you desire more specific information feel free to give me a call.

Sincerely,

[Signature]
Patricia L. Lewis
Attorney-In-Fact

RICHMOND OFFICE
1001 Haxall Point | Suite 800 | Richmond, VA 23219 | 804-780-0611 | Fax: 804-788-8944 | www.rutherfoord.com

Local Touch. World Class.
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 Geoffrey Delisio, 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 Patricia L. Lewis

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 17th day of May, 2012.  

ATTEST:

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

By: ________________________________
   Assistant Secretary
   Gerald F. Haley

By: ________________________________
   Vice President
   Geoffrey Delisio

State of Maryland
County of Baltimore

On this 17th day of May, 2012, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, Geoffrey Delisio, Vice President and Gerald F. Haley, 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, deposeth 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 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 October, 2012.

Thomas O. McClellan, Vice President
**ATTACHMENT 4.2.5**  
**State Project No. 6007-053-S96**  
**SCC and DPOR Information**

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>DPOR Registered Address</th>
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**CORPORATE DATA INQUIRY**

**CORP ID:** F046798  -  7  **STATUS:** 00 ACTIVE  **STATUS DATE:** 01/06/06

**CORP NAME:** CORMAN CONSTRUCTION, INC.

**DATE OF CERTIFICATE:** 11/02/1984  **PERIOD OF DURATION:**  **INDUSTRY CODE:** 00

**STATE OF INCORPORATION:** DE DELAWARE  **STOCK INDICATOR:** S STOCK

**MERGER IND:** CONVERSION/DOMESTICATION IND:

**GOOD STANDING IND:** Y  **MONITOR INDICATOR:**

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

**R/A NAME:** CT CORPORATION SYSTEM

**STREET:** 4701 COX RD STE 301  **AR RTN MAIL:**

**CITY:** GLEN ALLEN  **STATE:** VA  **ZIP:** 23060 6802

**R/A STATUS:** 5 B.E. AUTH IN WI  **EFF. DATE:** 01/05/04  **LOC:** 143

**ACCEPTED AR#:** 212 12 1045  **DATE:** 07/17/12  **HENRICO COUNTY**

**CURRENT AR#:** 212 12 1045  **DATE:** 07/17/12  **STATUS:** A  **ASSESSMENT INDICATOR:** 0

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CORPORATE DATA INQUIRY

CORP ID: F136659   -   2   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#: 212 02 6546   DATE: 01/23/12   RICHMOND CITY
CURRENT AR#: 212 02 6546   DATE: 01/23/12   STATUS: A   ASSESSMENT INDICATOR:  0
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CISM0180

CORPORATE DATA INQUIRY

09/06/12
15:46:54

CORP ID: 0588987 - 8 STATUS: 00 ACTIVE STATUS DATE: 12/31/02
CORP NAME: Utility Professional Services, Inc.

DATE OF CERTIFICATE: 12/31/2002 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: MONITOR DTE:
R/A NAME: FREDERIC N HOWE III

STREET: 311 CANNON CIRCLE AR RTN MAIL:

CITY: FREDERICKSBURG STATE: VA ZIP: 22401 2102
R/A STATUS: 2 OFFICER EFF. DATE: 12/24/03 LOC: 206
ACCEPTED AR#: 211 18 6174 DATE: 11/02/11 FREDERICKSBURG
CURRENT AR#: 211 18 6174 DATE: 11/02/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00

(Screen Id:/Corp_Data_Inquiry)
### CORPORATE DATA INQUIRY

**CORP ID:** 0209123   **STATUS:** 00 ACTIVE   **STATUS DATE:** 09/07/12  
**CORP NAME:** CERVANTES & ASSOCIATES, P.C.  

**DATE OF CERTIFICATE:** 08/28/1980  **PERIOD OF DURATION:**  
**STATE OF INCORPORATION:** VA VIRGINIA  
**STOCK INDICATOR:** S STOCK  
**MERGER IND:** CONVERSION/DOMESTICATION IND:  
**GOOD STANDING IND:** N NO A-REPORT  
**MONITOR INDICATOR:**  
**CHARTER FEE:**  
**MON NO:**  
**MON STATUS:**  
**MONITOR DTE:**  
**R/A NAME:** W THOMAS PARROTT III  

**STREET:** 8065 LEESBURG PIKE 4TH FL  
**AR RTN MAIL:**  

**CITY:** TYSONS CORNER  
**STATE:** VA  
**ZIP:** 22182 2738  
**R/A ATTORNEY:**  
**EFF. DATE:** 03/18/03  
**LOC:** 129  
**ACCEPTED AR#:** 211 13 5231  
**DATE:** 07/22/11  
**FAIRFAX COUNTY**  
**CURRENT AR#:** 211 13 5231  
**DATE:** 07/22/11  
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Commonwealth of Virginia
State Corporation Commission

09/07/12
14:02:15

LLCM3220
LLC DATA INQUIRY

LLC ID: T049068 - 2 STATUS: 00 ACTIVE STATUS DATE: 02/03/12

LLC NAME: Appraisal Review Specialists, LLC

DATE OF FILING: 02/03/2012 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00

STATE OF FILING: WV WEST VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

PRINCIPAL OFFICE ADDRESS
STREET: 3058 MOUNT VERNON RD

CITY: HURRICANE STATE: WV ZIP: 25526-0000

REGISTERED AGENT INFORMATION
R/A NAME: INCORP SERVICES INC
STREET: 7288 HANOVER GREEN DR

CITY: MECHANICSVILLE STATE: VA ZIP: 23111-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 02/03/12 LOC: 142 HANOVER COUNTY YEAR FEES PENALTY INTEREST BALANCE 00

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2013

NUMBER
0407002610

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

PROFESSIONS: ENG, LA

VOLKERT INC
5400 SHAWNEE RD
STE 301
ALEXANDRIA, VA 22312

Gordon N. Dixon, Director

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

PROFESSIONS: ENG

GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147

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.
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

UTILITY PROFESSIONAL SERVICES INC
UTILITY PROS
P O BOX 923
COLONIAL BEACH, VA 22443

EXPRESS ON
12-31-2013

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9900 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS
UTILITY PROFESSIONAL SERVICES INC
UTILITY PROS
P O BOX 923
COLONIAL BEACH, VA 22443

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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL CORPORATION REGISTRATION
PROFESSIONS: ARC, ENG, LS

CERVANTES & ASSOCIATES P C
4229 LAFAYETTE CENTER DRIVE
SUITE 1125
CHANTILLY, VA 20151

Gordon N. Dixon, Director
REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

APPRaisal REVIEW SPECIALISTS LLC
3058 MOUNT VERNON ROAD SUITE 12
HURRICANE WV 25523

Gordon N. Dixon, Director

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

ONEILL & ASSOCIATES LLC
8705 FOX RIDGE RD
SPRINGFIELD VA 22152

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
8610 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
4008 001606
**PROJECT NARRATIVE**  
This $560 million design-build roadway project for the Maryland State Highway Administration (MDSHA) was recently completed by MD200 Constructors, a Joint Venture consisting of Kiewit Infrastructure South, Corman Construction, and G.A. & F.C. Wagman. ICC-B included building seven miles of automated toll road which connects existing and proposed development along the I-95/US-1 commercial corridor. By removing commuter traffic from the local roads of neighboring residential areas, the new roadway greatly alleviates congestion and improves mobility and safety.

The project featured extensive community outreach, stakeholder and third-party coordination, phased maintenance of traffic (MOT) for all crossings and interchange points, and a stringent environmental compliance program. With the seven mile, six-lane roadway bisecting two special protection areas, ICC-B was an extremely environmentally-sensitive segment of the entire ICC project.

Major scope included:
- 10 mainline bridges with 600,000 SF of deck and 150-ft average spans;
- 98 EA - 72” diameter bridge caissons;
- Design and phased construction of 5 arterial roadways with pedestrian access;
- 2.4 million CY of excavation and 2 million CY of embankment;
- 7 miles of sound barrier walls and 65,000 SF of MSE walls;
- 3 miles of 10-ft. wide pedestrian/bike shared-use path;
- 6 Electronic Toll Collection Gantry and 7 miles of roadway lighting;
- Multiple interstate-grade overhead, cantilever, and ground mounted sign systems;
- Extensive geotechnical investigation, design, and review along a seven mile corridor;
- Coordination with over 10 utility companies.

**KEYS TO PROJECT SUCCESS (PROJECT PRIORITIES)**
Due to the high volume of traffic in the surrounding area, MOT was crucial to the project’s success. Multi-modal access was maintained with temporary vehicular roads and walkways/paths for pedestrians and bicyclists. Four temporary elevated detours and one surface detour were installed over the ICC mainline at the major roadway intersections during beam setting and overhead work to eliminate lane closures. In constrained and environmentally-sensitive areas, underground stormwater management structures were utilized.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE / AWARDS**
- Maintained an over 95% conformance rating for design, construction, and program management.
- “A” cumulative rating on over 150 Erosion and Sediment Control inscriptions.

**SKILLS AND EXPERIENCED GAINED (LESSONS LEARNED)**
- Continuous coordination with the designer via task force meetings, over-the-shoulder reviews, brainstorming sessions, and constructability reviews maintained a complex, multi-year schedule.
- Developed systematic and proactive methods for stakeholder communication on a high profile project.
- High attention to detail, specifically managing robust quality control and environmental programs.

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
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<td>Design-Build Intercounty Connector Contract B (ICC-B) Montgomery County, MD</td>
<td>Parsons Transportation Group Maryland State Highway Administration Phone: 301-586-9267 Director: Mark Coblentz Phone: 443-844-9886 (Cell) Email: <a href="mailto:MChubert@iccproject.com">MChubert@iccproject.com</a></td>
<td>11/11/11 – Acceptance for Maintenance 11/11/11 – Acceptance for Maintenance</td>
<td>$559,000 ($198,090 bridge value) $558,000 ($198,090 bridge value)</td>
<td>$559,000 $558,000</td>
<td>Joint Venture (JV) - $558,000 Corman - 20% or $111,600 Other JV Partners – 80%</td>
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The site featured usage of a contractor-led $20 million Quality Control program and an overall Project Quality Manager reporting to the Executive Committee and client. Design, construction, and program management were assessed by the client where contract conformance was scored using a quality oversight database. This design-build project ended with the joint team earning an impressive 95% conformance rating and meeting all key project goals. This reflects the team’s dedication to following the quality plan for design and construction. The ICC-B project also earned an “A” cumulative rating on over 150 erosion and sediment control inspections validating the joint venture’s commitment to the environment.

Public involvement and community outreach, along with third-party and stakeholder communication, was a top priority in maintaining positive public relations and remain on schedule. With the project located in between two other mega projects totaling $1.5 Billion collectively, coordination of the design at the connection points for the roadways interfacing our design and construction were vital. Proactive coordination among all ICC contracts was key to opening on time. Progress/coordination meetings with the adjacent sections’ design-build teams discussed scheduling, safety, quality, MOT, access and design. The team also coordinated with over 10 utility companies for major utility relocations.

**LEAD CONTRACTOR - WORK HISTORY FORM**

(LIMIT 1 PAGE PER PROJECT)
<table>
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<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>
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<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.</th>
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<td>I-95 Telegraph Road Interchange Improvement</td>
<td>Dewberry</td>
<td>Virginia Dept. of Transportation Phone: 703-329-0300 Deputy Project Manager: Jalal Masumi Phone: 703-960-7721 (Direct) Phone: 571-237-2696 (Cell) Email: <a href="mailto:jalal.masumi@VDOT.virginia.gov">jalal.masumi@VDOT.virginia.gov</a></td>
<td>6/30/13</td>
<td>Contract Completion: 5/21/13 Substantial Completion: 8/31/12</td>
<td>$236,393 (+/-$110,000 bridge value)</td>
<td>Joint Venture (JV) - $241,000 Corman (JV Lead) - 55% or $132,550 Other JV Partner - 45%</td>
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</table>

**PROJECT NARRATIVE**

This Corman-led Joint Venture, CK Constructors (Corman/Kiewit Southern), is close to completing the largest design-bid-build in Virginia and the final major undertaking of the Woodrow Wilson Bridge project. The project is a fast-track reconstruction of approximately 2.5 miles I-95/I-495 and Telegraph Road and a widening/reconstruction connecting the Woodrow Wilson Bridge project with new HOT Lane projects to the west and north. A new grade-separated interchange provides access through elevated ramps over Telegraph Road to refine traffic flow and provide easier/safer pedestrian access. The project includes design-build MSE and sound wall requirements.

**Off Ramp Over Telegraph Road Helped Eliminate Congestion**

This complex project has an aggressive schedule, as it is linked with existing traffic patterns and other Woodrow Wilson Bridge projects that must be accommodated while working over water, rail systems and on the Capital Beltway, considered one of the busiest roads in the country.

Major scope includes:
- 11 ramps and bridges totaling 380,000 SF of deck;
- Widening and tie-ins of two existing 40+ year old existing beltway bridges;
- 10 bridges were demolished adjacent to or over traffic;
- 500,000 CY of excavation and 321,000 SF of new pavement (24 lane miles);
- 23 retaining and MSE walls and 4 sound walls;
- ADA compliant handicap ramps and extensive pedestrian MOT management;
- ITS fiber installation, traffic management system upgrades and utility relocations;
- Multiple interstate-grade overhead, cantilever, and ground mounted sign systems;
- Environmental permit and compliance management.

**KEYS TO PROJECT SUCCESS (PROJECT PRIORITIES)**

Management of MOT was the most critical aspect of the project’s current success. The JV Team revised MOT plans, greatly reducing the original design of 6 phases and 16 sub-phases to 3 phases and 10 sub-phases. This change helped the team meet all major interim milestones and their corresponding incentives, while improving travelling conditions for the public. Team partnering helped identify and resolve any priority issues early in the planning stages.

The JV Team managed the third-party stakeholder effort, as well as assisting in the overall Woodrow Wilson bridge community outreach program, with VDOT’s GEC. They also coordinated work with the City of Alexandria, adjacent properties, local residents, utility companies, hotels, retail stores, police, fire and other emergency responders.

**SKILLS AND EXPERIENCED GAINED (LESSONS LEARNED)**
- Intense planning for MOT and bridge demolition/construction to alleviate public concerns enable the team to meet or exceed key milestones.
- Frequent communication with the GEC, adjacent construction contracts, and key stakeholders proved essential for MOT staging and construction tie-ins.
- Where access and staging areas are limited, constant attention is paid to scheduling work area access and material deliveries to avoid MOT impacts.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE**
- Earned an impressive 95.3% CQIP rating.
- Excerpt from a letter from Jalal Masumi, Deputy Project Manager dated Nov. 2011: “Recognizing the professional and responsible discharge of functions by project management members of the joint venture, the role played by Corman as the lead entity deserves due credit. Their outstanding performance to steer and keep the project in check with parameters of budget, schedule and quality is measured by the Department metrics is commendable. The challenges of reconstructing an interstate interchange in a very congested urbanized setting, constrained by construction over a live stream in the south and over railroad lines on the north have thus far been successfully met. The contract is on schedule, has met all six possible incentive interim milestone dates, and is slated to meet the final incentive milestone of substantial completion in December 2012. This manifests the high regard by the joint venture team members to employ best management practices to achieve safety, quality, budget targets.”
**PROJECT NARRATIVE**

Corman was the Lead Contractor responsible for all phases of construction on this award-winning project where traffic volumes was similar to the I-395 main line. This project consisted of multi-phased, multi-level bridge and roadway demolition / reconstruction. A ½ mile of the I-495 Beltway was also widened from the Route 1 Interchange to the Woodrow Wilson Bridge west abutment, adjacent to the extremely congested I-95/I-495 Beltway. The project included reconstruction of 1 mile of Washington Street and the four quadrant urban deck bridge, with three separate bridges built side-by-side for MOT phasing. The design-build elements used an augmented geotechnical investigation program to develop an alternative MOT plan. This eliminated a full urban deck phase of construction and replaced it with a temporary low density cementations fill ramp and eliminated a major structure proposed for MOT. This innovation shortened construction, reduced project cost, and enhanced environmental stewardship.

**KEYS TO PROJECT SUCCESS (PROJECT PRIORITIES)**

The solution to segregate schedule dependence from other Woodrow Wilson Bridge projects was the key to this project’s success. The award-winning “Virginia Advance Connector” was constructed by shifting the entire Capital Beltway. This allowed construction to commence on the north half nine months earlier, keeping it independent of the other projects. Corman planned and executed this traffic switch by closing the beltway to one lane in each direction during selected weekends. Close coordination, partnering, and teamwork were paramount in causing minimal impact to the public.

**SKILLS AND EXPERIENCED GAINED (LESSONS LEARNED)**

- Looking “outside the box” pays dividends in schedule, public acceptance, and third-party stakeholder opinion. The team utilized an innovative traffic shift to effectively manage the schedule.
- Constant attention to MOT (functionality and appropriateness to current conditions) and communication with adjacent contracts paid off by minimizing delays and improving safety.
- Partnered with the City of Alexandria and apartment building residents adjacent to project to manage their concerns regarding noise and vibration for pile installations. There were minimal concerns during construction.

**VERIFYABLE EVIDENCE OF GOOD PERFORMANCE / AWARDS**

- All eight milestones were met. Project finished with a 0.24 Lost-Time Incident Rating and a 1.96 Recordable Incident Rating, ranked second among the Woodrow Wilson Bridge projects to date. Corman maintained a 99.29% C-36 rating.
- Regarding the Beltway Shift, Nick Nicholson, PE, VDOT’s Project Manager for the Woodrow Wilson Bridge project commented, “The outcome was surprisingly better than expected. The shift was completed ahead of schedule and without incident and with no significant traffic delays.”
- 2008 VDOT Commitment to Excellence Award for Environmental Compliance Distinction
- 2006 VDOT Commissioner’s Award for Outstanding Achievement for the “Beltway Shift –Innovation & Quality Improvement

---

**PROJECT TABLE**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contract information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)</th>
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<td>Route 1 Tie-In to Woodrow Wilson Bridge Urban Deck VA-4</td>
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<td>Virginia Dept. of Transportation Phone: 703-329-0300 Deputy Project Manager: Jalal Masumi Phone: 703-960-7721 (Direct) Phone: 571-237-2696 (Cell) Email: <a href="mailto:jalal.masumi@VDOT.Virginia.gov">jalal.masumi@VDOT.Virginia.gov</a></td>
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| Route 1 Tie-In to Woodrow Wilson Bridge Urban Deck VA-4 | Parsons Transportation Group for Design-Bid-Build portion |

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**Washington Street Looking Southwest**

This innovation shortened construction, reduced project cost, and enhanced environmental stewardship.

Major project scope includes:

- Innovative and extensive MOT;
- 28,000 CY cast-in-place architecturally-finished structural concrete;
- 1 mile CIP cantilever retaining walls and 50 precast bridge fascia panels;
- Design-build ground and structure-mounted noise walls;
- ADA compliant sidewalks, signalized intersection and arterial road reconstruction;
- ITS installation, utility relocations, roadway and decorative lighting;
- Multiple interstate-grade overhead, cantilever, and ground mounted sign systems;
- Obtained Environmental permits, coordinated with the City of Alexandria and other environmental agencies.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE / AWARDS**

- All eight milestones were met. Project finished with a 0.24 Lost-Time Incident Rating and a 1.96 Recordable Incident Rating, ranked second among the Woodrow Wilson Bridge projects to date. Corman maintained a 99.29% C-36 rating.
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---
<table>
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<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>
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<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>
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**Prime Design Engineer:** Volkert, Inc.  
**Location of Work:** Washington, DC

The Benning Road Bridge is on a principal arterial roadway in Washington, DC. 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(f) designation, located in an environmentally sensitive area next to the river on Children's Island. Design included tennis courts and bull fields on the adjacent parkland.
<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>
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<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>
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Prime Design Engineer: Volkert, Inc.  
Location of Work: Washington, DC

Volkert provided engineering design for the widening and rehabilitation of Anacostia 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
   Rt 7 and Rt. 15 Interchange
   Leesburg, Virginia

b. Name of the Prime/General Contractor responsible for overall construction of the project
   Shirley Contracting Company, LLC

Virginia DOT
804-371-6794
Russell Martin, PE
(804) 786-4460
Russell.Martin@VDOT.Virginia.gov

b. Name of the Prime/General Contractor responsible for overall construction of the project
   Shirley Contracting Company, LLC

c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities
   Virginia DOT
   Russell Martin, PE
   (804) 786-4460
   Russell.Martin@VDOT.Virginia.gov

d. Construction Contract Completion Date (Original)
   1998

e. Construction Contract Completion Date (Actual or Estimated)
   1998

f. Contract Value (in thousands)
   Construction Contract Value (Original)
   $6,000 (bridge value)
   Construction Contract Value (Actual or Estimated)
   $6,000 (bridge value)

Prime Design Engineer: Volkert, Inc.
Location of Work: Leesburg, VA

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 design 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.
## Preliminary Right of Way Data Sheet

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### Design Features

Relating to construction or to regulation and control of traffic may be subject to change as deemed necessary by the Department.
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UNDERGROUND UTILITIES OWNER INFORMATION

LEGEND

SUBSURFACE UTILITY OWNERS

LEGEND

ALL UTILITY INFORMATION HEREIN IS DEPICTED TO QUALITY (QL) OF 1-B UNLESS OTHERWISE NOTED. QL-B INFORMATION IS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOGRAPHICAL METHODS TO IDENTIFY THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QL-B DATA ARE REPRESENTATIVE OF SURFACE GEOGRAPHY AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES AND RECORDED ON PLAN DOCUMENTS.

SUCCESS OR RELIABILITY OFUTILITY INFORMATION LABELED "QL-C" OR "QL-D" IS DERIVED FROM FURNISHED FIELD DESIGNATING LIMITS AND NOT ENDPOINTS OF UTILITIES.

UNLESS OTHERWISE NOTED, UTILITY LINE LIMITS DEPICTED REPRESENT FIELD DESIGNATING LIMITS AND NOT ENDPOINTS OF UTILITIES.

LEGAL STATUS OF UTILITY STRUCTURES. NO ELECTRONIC INFORMATION WAS OBTAINED.

UTILITY INFORMATION DEPICTED ACCORDING TO RECORD INFORMATION. NO ELECTRONIC INFORMATION WAS OBTAINED.

UTILITY INFORMATION DEPICTED ACCORDING TO FIELD INSPECTION. NO ELECTRONIC INFORMATION WAS OBTAINED.

UTILITIES WITH NO ASSOCIATED PIPING FOUND FROM UTILITY STRUCTURE.

UTILITY STRUCTURES. NO ELECTRONIC INFORMATION WAS OBTAINED.

UTILITY STRUCTURES. NO ELECTRONIC INFORMATION WAS OBTAINED.

UTILITY ENDPOINT.
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<th>Plan SHEET</th>
<th>Test SHEET</th>
<th>Station &amp; Roadway</th>
<th>Owner</th>
<th>Type of Facility</th>
<th>Elev.</th>
<th>Remarks</th>
<th>Action Required</th>
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</table>

**Legend**
- W: T/Tg Duct
- SFM

**Notes:**
1. All test holes are referenced from the survey baseline unless otherwise noted.
2. Elevations shown herein are to the top of the facility unless otherwise noted.
3. Yes or no indicates no direct conflict. However, clearance may be less than acceptable to utility owner.
4. Remarks to include clearance dimension regardless of distance.
5. Yes or no, information to be provided by the VDOT District Utility Engineer.

**Underground Utilities Test Hole Information**

**Project Information**
- ARIFUR RAHMAN, P. E. (703) 259-1940
- RICE ASSOCIATES, INC. (703) 968-3200
- PARSONS TRANSPORTATION GROUP, INC. (703) 934-2300

**Date:** July 2012

**Preliminary RCP Plans**
For Information Only
**SURVEY BASELINE DATA SHEET**

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<th>POINT STATION</th>
<th>BEARING</th>
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**DATE: JULY 2012**

---

**PRELIMINARY**

RFP PLANS
For Information Only

---

**DATE: JULY 2012**

---

**PROJECT MANAGER**

**SURVEYED BY**

**DESIGN SUPERVISED BY**

**DESIGNED BY**

---

**SURVEY BASELINE DATA SHEET**

---

**RICE ASSOCIATES, INC. (703) 968-3200**

---

**ARIFUR RAHMAN, P. E. (703) 259-1940**

---

**STATE ROUTE PROJECT**

---

**VIRGINIA**

---

**REVISED STATE ROUTE PROJECT SHEET NO.**

---

**R:
**

---

**Friday, July**

---

**LEVELS**

---

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

---

**Harry Byrd HWY (Route 7 & 15) - Survey Baseline 6007-053-S96, RW-201 C-501**

---

**SYCOLIN RD. - Survey Baseline**

---

**ROBERT G. REED P. E. (703) 352-7188**
EXISTING DRAINAGE DESCRIPTIONS
## Existing Sanitary Sewer Descriptions

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Material</th>
<th>Reference</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 1</td>
<td>8&quot; PVC</td>
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<td></td>
<td></td>
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<tr>
<td>Section 2</td>
<td>12&quot; PVC</td>
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<tr>
<td>Section 3</td>
<td>15&quot; CONC</td>
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<td>Section 4</td>
<td>30&quot; CONC</td>
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<tr>
<td>Section 5</td>
<td>42&quot; CONC</td>
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</table>

### Notes
- All measurements are in feet and inches.
- Materials include PVC, SMH, and CONC.
- Some sections may require additional notes for design features relating to construction or to regulation and control of traffic.
ALIGNMENT DATA SHEET

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

PROJECT MANAGER
ROBERT G. REED P. E. (703) 352-7188

SURVEYED BY

DESIGN SUPERVISED BY

DESIGNED BY
### Prop SycolIn Road Construction Baseline

**Chain SYCLRD1 contains**

<table>
<thead>
<tr>
<th>SRL</th>
<th>CUR</th>
<th>SYCLLD1=CUR SYCLRD1-1</th>
<th>SR2</th>
</tr>
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</table>

**Beginning chain SYCLRD1 description**

<table>
<thead>
<tr>
<th>Point SRL</th>
<th>N</th>
<th>E</th>
<th>Dist</th>
<th>Sta</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR1</td>
<td>521,189.74</td>
<td>3,549,652.66</td>
<td>0</td>
<td>100+00.00</td>
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**Course from SR1 to PC SYCLRD1-1**

<table>
<thead>
<tr>
<th>N</th>
<th>E</th>
<th>Dist</th>
<th>Sta</th>
</tr>
</thead>
<tbody>
<tr>
<td>0° 45' 00.83&quot;</td>
<td>445.96</td>
<td>105+70.33</td>
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</tr>
</tbody>
</table>

**Curve Data**

<table>
<thead>
<tr>
<th>Curve SYCLRD1-1</th>
<th>P.I. Station</th>
<th>N</th>
<th>E</th>
<th>Dist</th>
<th>Sta</th>
</tr>
</thead>
<tbody>
<tr>
<td>P.I.</td>
<td>105+70.33</td>
<td>521,760.02</td>
<td>3,549,660.13</td>
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<td>104+45.96</td>
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**Curve SYCLRD1-2**

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<tbody>
<tr>
<td>104+45.96</td>
<td>521,635.66</td>
<td>3,549,658.50</td>
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**Point SR2**

<table>
<thead>
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<th>E</th>
<th>Dist</th>
<th>Sta</th>
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</thead>
<tbody>
<tr>
<td>524,293.84</td>
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**Beginning chain SYCLRD2 description**

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</thead>
<tbody>
<tr>
<td>SR2</td>
<td>524,293.84</td>
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**Course from SR2 to PC SYCLRD2-1**

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<td>45° 00.87&quot;</td>
<td>1,812.82</td>
<td>127+21.51</td>
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**Curve Data**

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<th>P.I. Station</th>
<th>N</th>
<th>E</th>
<th>Dist</th>
<th>Sta</th>
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<tbody>
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<td>P.I.</td>
<td>127+21.51</td>
<td>523,839.82</td>
<td>3,550,214.66</td>
<td>420.57</td>
<td>125+06.25</td>
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**Point BL2**

<table>
<thead>
<tr>
<th>N</th>
<th>E</th>
<th>Dist</th>
<th>STA</th>
</tr>
</thead>
<tbody>
<tr>
<td>524,235.47</td>
<td>3,551,275.70</td>
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**Prop Bypass Construction Baseline**

**Curve BL BYPASS-4**

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<th>P.I. Station</th>
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<th>E</th>
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<td>179+76.88</td>
<td>522,607.31</td>
<td>3,549,634.80</td>
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**Point BL1**

<table>
<thead>
<tr>
<th>N</th>
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<th>Dist</th>
<th>STA</th>
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</thead>
<tbody>
<tr>
<td>524,335.47</td>
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<tbody>
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<td>BL2</td>
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**Course from BL1 to PT BL BYPASS-4**

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<td>45° 13' 22.99&quot;</td>
<td>693.61</td>
<td>193+08.04</td>
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**Curve BL BYPASS-4**

<table>
<thead>
<tr>
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<th>E</th>
<th>Dist</th>
<th>STA</th>
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</thead>
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**Point BL2**

<table>
<thead>
<tr>
<th>N</th>
<th>E</th>
<th>Dist</th>
<th>STA</th>
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</thead>
<tbody>
<tr>
<td>525,794.86</td>
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**Ending chain BL BYPASS description**

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<tr>
<th>Point BL2</th>
<th>N</th>
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<th>Dist</th>
<th>STA</th>
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<tbody>
<tr>
<td>524,335.47</td>
<td>3,555,357.00</td>
<td>181+28.82</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Prepared For:**

- ARIFUR RAHMAN, P. E. (703) 259-1940
- RICE ASSOCIATES, INC. (703) 968-3200
- PARSONS TRANSPORTATION GROUP, INC. (703) 934-2300

**Reviewed For:**

- ROBERT G. REED, P. E. (703) 352-7188

**Date:** JULY 2012
Sycollin Road
Sta 117+00.00 to Sta 119+31.46
N.T.S.

Sycollin Road Bridge
Sta 119+31.46 to Sta 122+01.13
N.T.S.

Notes:
1. See Cross Sections For Dimensions.
TYPICAL SECTIONS

Sycollin Road Constr. B

SYCOLIN ROAD
Sta 123+48.00 to Sta 129+00.00
N.T.S.

NOTE: Full Depth Pavement From Sta 129+00.00 To Sta 130+00.00. 1/2" Pavement Planing and 1/2" Overlay From Sta. 130+00.00 To Sta. 131+25.00

Sycollin Road
Sta 129+00.00 to Sta 131+25.00
N.T.S.

NOTE: Full Depth Pavement From Sta 129+00.00 To Sta 130+00.00. 1/2" Pavement Planing and 1/2" Overlay From Sta. 130+00.00 To Sta. 131+25.00

SYCOLIN ROAD
Sta 131+25.00 to Sta 131+25.00
N.T.S.
## TYPICAL SECTIONS

### TYPICAL SECTION ALONG RTE 7/15 BYPASS

**Sta 169+75.00 to Sta 183+00.00**

**Sta 185+69.38 to Sta 188+85.90**

**N.T.S.**

---

**Notes:**

1. Paved Shoulder width varies from 4 Ft at Sta 185+00.00 to 12 Ft at Sta 185+57.86.
2. Paved shoulder varies from 12 ft at Sta 185+00.00 to 4 ft at Sta 185+57.86.
3. Remove and replace existing pavement from Sta 169+53.39 to Sta 185+69.38 and provide 5% cross slope.
4. Paved Shoulder width varies from 12 F at Sta 185+53.39 to 9 F at Sta 185+75.00.
5. Merge lane varies from Sta 169+53.39 to Sta 185+57.86.
6. For median grading, remove existing pavement and provide with topsoil, seed/mulch as shown on the cross sections.
7. Modified UD-1 shall be provided in lieu of standard UD-4 edgdrain for pavement subdrainage in areas of high groundwater, springs or deep (>15') cuts; the modification consist of wrapping the aggregate with geotextile drainage fabric.

---

**DATE: JULY 2012**

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**PRELIMINARY**

**RFP PLANS**

For Information Only
1. Paved Shoulder width varies from 12 Ft to 4 Ft at Sta 184+79.28 to Sta 185+64.35
2. Remove and replace existing pavement from Sta 182+95.39 to Sta 188+45.49, provide 5% cross slope.
3. Paved shoulder varies from 8-12' from Sta 183+00.00 to Sta 185+69.38
4. For median grading remove existing pavement and regrade as shown on the cross sections.
TYPICAL SECTIONS

DETAIL G

Ref To Scale

2.23'

1.37'

1.50'

2.23'

Potential Noise Barrier 2

Planting Area

Vertical Full Depth Sawcut

5% Max.

5'

Paved Shoulder

6'

2'

12'

5'

Paved Shoulder

6'

2'

12'

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Paved Shoulder

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Paved Shoulder

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12'

5'

Paved Shoulder

6'

2'

12'

5'

Paved Shoulder

6'
NOTES:

1. The width of the moment slab transition from 3'-0" to 1'-6".

TYPICAL CONCRETE COPING WITH BR-27C RAILING SCHEMATIC DETAIL

DETAIL A
FOR SIDEWALK

DETAIL B
FOR SHARED USE PATH


RETAINING WALL

PROPOSED RETAINING WALL NO.1 ELEVATION

PRELIMINARY
RFP PLANS
For Information Only
DATE: JULY 2012
PROPOSED RETAINING WALL NO. 2
ELEVATION

PROPOSED RETAINING WALL NO. 5
ELEVATION

PROPOSED RETAINING WALL NO. 6
ELEVATION

RETAINING WALL

Top of Levelling Pad

Finished Grade at
Front Face of Railing

Finished Grade Elevation
at Front Face of The Wall

Approximate Existing
Ground Elevation at
Front Face of The Wall

Sta 117+26.28
Sycolin Rd.
47.00' Rt.

El 290.29

El. 289.30

4'-6" Capping

2'-0" Coping

End Retaining Wall No. 2
End Retaining Wall No. 3
Sta 118+82.28, 47.17' Rt.

Sta 118+75.00
Sycolin Rd.
47.00' Rt.

El 319.81

Sta 118+82.28
Sycolin Rd.
47.00' Rt.

El 319.67

Sta 117+26.28
Sycolin Rd.
47.00' Rt.

El 284.85

Finished Grade at
Front Face of Railing

Finished Grade Elevation
at Front Face of The Wall

Approximate Existing
Ground Elevation at
Front Face of The Wall

Sta 117+75.00
Sycolin Rd.
47.00' Rt.

El 319.16

Sta 118+25.00
Sycolin Rd.
47.00' Rt.

El 319.30

Sta 118+82.28
Sycolin Rd.
47.00' Rt.

El 319.54

156'

6007-053-S96, RW-201
C-501
2D(3)

RFP PLANS
For Information Only
DATE: JULY 2012

PARSONS TRANSPORTATION GROUP, INC. (703) 934-2300
RICE ASSOCIATES, INC. (703) 968-3200
ARIFUR RAHMAN, P.E. (703) 259-1940

PRELIMINARY
STORMWATER POLLUTION PREVENTION PLAN (SWPPP)  
GENERAL INFORMATION SHEET

The SWPPP General Information sheets are to be completed and included in the construction plan set or other such documents for land disturbance activities that disturb an area equal to or greater than 10,000 square feet, or equal to or greater than 2,500 square feet in the area defined as Tidewater, Virginia in the Virginia Chesapeake Bay Preservation Act.

5. Locations where stabilization practices are expected to occur are identified in the construction plan set (or other such documents) for this land disturbance activity.

6. A description of interim and permanent stabilization practices for the site are identified in the applicable sections of the documents identified in the Note 1 of Section III.

7. A record of the dates when major grading activities occur, when construction activities temporarily or permanently occur under the VSMP, and when sediment measures are installed and maintained in accordance with the VSMP, documents for this land disturbance activity.

8. A description of structural practices to divert flows from exposed soils, temporary or permanent, and the use of silt fence, matting, or other similar vegetation shall be installed prior to any grubbing operations or other earth moving activities.

9. A description of temporary erosion and sediment control items required based on the actual field conditions at the time of plan development and an assumed sequence of activities on the proposed ESC Plan (e.g., those that require an engineering analysis) shall be submitted to the applicable District Hydraulics Engineer for review and approval. Any changes to the proposed ESC Plan shall be noted on a designated plan set (Record Set) which shall be retained on file in the project site and made available upon request during normal working business hours.

10. All channel relocations are to be constructed during the earliest stage of construction and shall be constructed in accordance with all applicable permit requirements and standards for streambank and other disturbed areas.

11. All engineering calculations supporting the design of erosion and sediment control measures are contained in the project drainage file located in the VDOT NOVA District Hydraulics Section or the VDOT Manassas Residency Office and will be made available for review upon request during normal working business hours.

12. The temporary erosion and siltation control items shown on the VDOT NOVA District Hydraulics Section and will be made available upon request during normal working business hours.

13. The areas beyond the project's boundary are to be protected from disturbance. Freight car sidings shall be installed prior to grading operations on the site. All earth moving operations shall be completed prior to the occupation of the construction site.

14. Temporary earth structures such as dikes and berms may be installed for temporary sediment holding, sediment holding, and erosion control. Sediment shall be temporarily stockpiled adjacent to the worksite for temporary sediment holding, and erosion control.

15. All erosion and sediment control measures are to be constructed during the earliest stage of construction and shall be constructed in accordance with applicable permit requirements and standards for streambank and other disturbed areas.

SECTION I GENERAL INFORMATION

1. Activity Description — This project consists of building the 7-10 Byrnes Road, concrete sidewalk, shared use path and curb and gutter construction from Hope Parkway to Gateway Drive in Prince William County and approximately (0.85) acres within the disturbed by excavation, grading or other construction activities. A list of the ESC measures included in the construction plan set or other such documents for this land disturbance activity.

2. Critical areas (e.g., wetlands, surface water bodies, etc) adjacent to this land disturbance activity.

3. This land disturbance activity requires construction under the VDOT Erosion and Sediment Control Program.

4. The erosion and sediment control (ESC) and stormwater management (SWMP) plans for this land disturbance activity have been developed in accordance with VDOT Erosion and Sediment Control and Stormwater Management Standards and Specifications as approved annually by the Department of Conservation and Recreation.

5. M. XXX XXX is designated as the RLD for this land disturbance activity.

6. Critical areas (e.g., wetlands, surface water bodies, etc) adjacent to this land disturbance activity.

7. Locations where surface waters are identified in the construction plan set or other such documents.

8. Directions of stormwater flow and approximate slopes anticipated after major grading activities are identified in the construction plan set or other such documents.

9. Locations where stormwater discharges from the land disturbance activity site to a surface water are identified in the construction plan set or other such documents.

10. Locations of major structural and nonstructural ESC measures identified in the applicable sections of the documents identified in Note 1 of Section III.

11. All engineering calculations supporting the design of erosion and sediment control items required based on the actual field conditions at the time of plan development and an assumed sequence of activities on the proposed ESC Plan.

12. The temporary erosion and siltation control items shown on the Erosion and Sediment Control (ESC) Plan for this project are intended to provide a general plan for controlling erosion and sediment within the project limits. The ESC Plan is based on field conditions at the time of plan development and an assumed sequence of activities. Off-site support facilities, i.e., borrow sites, disposal areas, storage areas, etc.) shall be provided by the contractor in accordance with the VSMP General Information sheets.

13. The SWPPP General Information sheets are to be completed and included in the construction plan set or other such documents for land disturbance activities that disturb an area equal to or greater than 10,000 square feet, or equal to or greater than 2,500 square feet in the area defined as Tidewater, Virginia in the Virginia Chesapeake Bay Preservation Act.

PRELIMINARY

RFP PLANS
For Information Only

DATE: JULY 2012

[Note: The disturbed area includes an estimate for any anticipated grading activities are identified in the construction plan set (or other such documents) for this land disturbance activity.]

ADDITIONAL REQUIREMENTS TO CONSTRUCTION OR DESIGN OF ESC MEASURES MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.
STORMWATER POLLUTION PREVENTION PLAN (SWPPP) GENERAL INFORMATION SHEET

The SWPPP General Information sheets are to be completed and included in the contract plan set for all such documents for land disturbance activities that occur in an area that water area of development or greater than 2,500 square feet in the area defined as Tidewater, Virginia in the Virginia Watershed of Potomac River.

I. For those land disturbing activities requiring coverage under the VSMP General Permit for Discharges Of Stormwater From Construction Activities, the SWPPP shall be made available for review upon the request of the DCR, the EPA, local government, and regulated authorities and includes the construction plan(s) of the project. These documents are referenced above, such as a copies of the VDOT Construction Plan coverage letter and the ESC Plan, the post-construction stormwater management plan, and the post-construction stormwater management plan. These documents are maintained with other SWPPP documents for the land disturbance activity.

II. For those land disturbing activities requiring coverage under the VSMP General Permit for Discharges Of Stormwater From Construction Activities, the SWPPP shall be made available for review upon the request of the DCR, the EPA, local government, and regulated authorities. Where there is no construction office, the documents shall be maintained and the contractor(s) responsible for the installation and maintenance of the pollution control measures. These documents are maintained with other SWPPP documents for the land disturbance activity.

III. A description of all pollution control measures that will be implemented as a part of this construction activity to control pollutants in stormwater discharges are identified and described in the contractor supplied documents. These documents are maintained with other SWPPP documents for the land disturbance activity.

IV. All documents related to the SWPPP for the land disturbance activity shall be certified through the DCR ESC Inspector Certification Program.

V. The name of the VDOT individual responsible for the inspection of the erosion and sediment control measures is identified on the LD-445 form which will be maintained with the other SWPPP documents, where no facilities are available at the activity site to maintain the SWPPP documents, they are to be kept by or with the designated RLD at a location convenient to the activity site where they would be made available for review upon request during normal working business hours.

VI. For those land disturbing activities requiring coverage under the VSMP General Permit for Discharges Of Stormwater From Construction Activities, the SWPPP shall be made available for review upon the request of the DCR, the EPA, local government, and regulated authorities. Where there is no construction office, the documents shall be maintained and the contractor(s) responsible for the installation and maintenance of the pollution control measures. These documents are maintained with other SWPPP documents for the land disturbance activity.

VII. All documents related to the SWPPP for this land disturbance activity shall be maintained at the activity site and shall be readily available for review upon request during normal working business hours. Such documents include, but are not limited to, the construction plan(s) of the project, the ESC Plan, the post-construction stormwater management plan, and the post-construction stormwater management plan. These documents are maintained with other SWPPP documents for the land disturbance activity.

VIII. All documents related to the SWPPP for this land disturbance activity shall be maintained at the activity site and shall be readily available for review upon request during normal working business hours. Such documents include, but are not limited to, the construction plan(s) of the project, the ESC Plan, the post-construction stormwater management plan, and the post-construction stormwater management plan. These documents are maintained with other SWPPP documents for the land disturbance activity.

IX. The SWPPP General Information sheets are to be completed and included in the contract plan set for all such documents for land disturbance activities that occur in an area that water area of development or greater than 2,500 square feet in the area defined as Tidewater, Virginia in the Virginia Watershed of Potomac River.

X. The SWPPP General Information sheets are to be completed and included in the contract plan set for all such documents for land disturbance activities that occur in an area that water area of development or greater than 2,500 square feet in the area defined as Tidewater, Virginia in the Virginia Watershed of Potomac River.
STORMWATER POLLUTION PREVENTION PLAN (SWPPP)
GENERAL INFORMATION SHEET

The SWPPP General Information sheets are to be completed and included in the construction plans or other such documents for land disturbance activities that disturb an area equal to or greater than 10,000 square feet or equal to or greater than 2,000 square feet in the area defined as Tidewater, Virginia in the Virginia Chesapeake Bay Preservation Act.

X Denotes information that is to be provided/completed by the contractor or the VDOT RLD, as appropriate.

SECTION V - LOCATION MAP

SECTION VI - PERMANENT BMP INFORMATION

<table>
<thead>
<tr>
<th>Permanent BMP Type</th>
<th>Regional BMP Type</th>
<th>County/City</th>
<th>State</th>
<th>Hydrologic Unit Code</th>
<th>BMP Receiving Stream Name</th>
<th>Acres Treated per BMP</th>
<th>In Service Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>LE Inlet</td>
<td></td>
<td>Locustville</td>
<td>VA.</td>
<td>02070000</td>
<td>Tuscarora Creek</td>
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<tr>
<td>LID Inlet</td>
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<td></td>
<td>VA.</td>
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</tbody>
</table>

Table 1: Permanent BMP Types

(1) Infiltration Trench
(2) Infiltration Basin
(3) Grassed Swale
(4) Extended Detention Basin
(5) Constructed Stormwater Wetlands

Permanent BMP Type

Regional BMP Type

County/City

State

Hydrologic Unit Code

BMP Receiving Stream Name

Acres Treated per BMP

In Service Date

Notes:
(1) Where stormwater management requirements are being met by a Regional BMP, information listed is to be for the Regional BMP.
(2) For streams with no names, list "Unnamed Tributary to (closest stream name)".
(3) Show access to the nearest road.
(4) Date placed into service as a permanent BMP.
(5) Includes agreements with off-site BMP owners or payments into a DCR approved County/City Watershed Stormwater Management Plan fund.

The information shown in the BMP table is based on the proposed pre-construction SWM Plan. Any changes to the proposed SWM Plan required during the construction phase of the project shall be coordinated by the VDOT RLD with the appropriate VDOT District Hydraulics Engineer. The RLD is to have the information shown in this table revised to reflect any authorized changes to the proposed SWM Plan, and submit the revised table to the VDOT RLD prior to the discharge of stormwater from construction activities.

Acronym:
DCR = Department of Conservation and Recreation
ESC = Erosion and Sediment Control
RLD = Responsible Land Disturber
SWM = Stormwater Management
SWPPP = Stormwater Pollution Prevention Plan
VSMIP = Virginia Stormwater Management Program

DATE: JULY 2012
R:VD Levels Ref. Fi Levels R:

PROJECT MANAGER
SURVEYED BY
DESIGN SUPERVISED BY
DESIGNED BY

VA.

STATE
ROUTE
PROJECT

VA.

REVISED
STATE
ROUTE
PROJECT

SHEET NO.

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

PROJECT
SHEET NO.

7A
6007-053-S96, PE-101, RW-201, C-501

SYCOLIN ROAD PROFILE
Match Line Sta. 129+00.00 See Sheet 6A

RFP PLANS
DATE: JULY 2012

ROBERT G. REED P. E. (703) 352-7188

STA = 127+74.16
EL = 285.79
L = 450.00
K = 71
ex = 3.57'

Proposed Grade
V = 40 MPH
-0.65%

STA = 131+25.00

Existing Grade
L

End Project No. 6007-053-596, PE-101, RW-201, C-501
Const. B Sta. 131+25.00

GATEWAY DRIVE

286.22
285.66
285.19
284.81
284.52
284.32
284.16
283.99
283.83
283.67
283.51

129+00.00
130+00.00
131+00.00

280
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PRELIMINARY EASEMENTS FOR UTILITY RELocations ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED

PRELIMINARY

DATE: JULY 2012

REFERENCES

GIFFS, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.

Mainline Plan 4, 5
Mainline Profile 4A, 5A

PI 403+71.49
PI 404+38.50
PI 405+00.00
PI 406+00.00
PI 407+00.00
PI 408+00.00

Traffic Signal Pole
Traffic Control Box
Water Valve

GAS LINE RELOCATION

ARIFUR RAHMAN, P. E. (703) 259-1940

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

(Technical Discipline)

RICE ASSOCIATES, INC. (703) 968-3200

Parsons Transportation Group,
Inc. (703) 934-2300

Prop. Sycolin Rd. Constr. B
116
117
118
119

12" Gas Line

Approximate Access for Dominion Easement (Must be Field Verified)

Begin Retaining Wall No. 2
Sta. 117+26.28, 47.17' Rt.

Prop. Culvert, D-656
Prop. 12" Gas Line

PI 316+55.32 Sycolin Road SE (Route 643) Survey Baseline = 15^12'27" Rt
PI 204+86.78 Rt. (Harry Byrd HWY (Route 7 & 15) Survey Baseline = 11^39'01"

191
192
193
194
206
207

6' x 6' Box Culvert
6' x 6' Box Culvert
8' x 6' Box Culvert

Access Driveway
60" Wire Fence
Silt Fence

Silt Fence

Island

60" Wire Fence
Silt Fence

Silt Fence

C. L. 278.57'
S
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S
S

Mixed Woods

Existing Grade Along
Prop. 12" Gas Line

Precast Island
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These plans not to be used for construction of bridge
Preliminary
RFP Plans
For Information Only
Date: July 2012

Plan

MSE Wall at Abutment B

Design: ...........
Drawn: ................
Checked: ............

No. Description Date

Commonwealth of Virginia
Department of Transportation
Structure and Bridge Division

© 2012, Commonwealth of Virginia
Developed MSE Wall Elevation

At Abutment A

Retaining Wall No. 1

Scale: ¼" = 1' - 0"

Designed: ...........

Drawn: ................

Checked: ............

Date

Plan No.

Sheet No.

No.

Description

DATE: JULY 2012

DEVELOPED MSE WALL ELEVATION

For Information Only

PRELIMINARY
DEVELOPED MSE WALL ELEVATION AT ABUTMENT B

Retaining wall No. 5

See wall plans

MSE wingwall

Elev. 306.75

wall coping

Top of MSE wall

Typ. coping

Typ. pad (Typ.)

Finished grade

Minimum

Constr.

Corner line

Sidewalk

Top of elev. 315.80

Elev. 314.96

Elev. 307.10

(Retaining wall no. 4)

8'-3"

2'-0"

43'-0"

54'-1"

30'-8"

DATE: JULY 2012

PRELIMINARY

For Information Only
Developed MSE Wall Elevation at Abutment B

- Top of MSE wing wall: Elev. 306.08
- Top of MSE wing wall coping: Elev. 306.08
- Top of MSE wall coping: Elev. 306.08
- Top of Shared Use Path: Elev. 313.98
- Top of Shared Use Path: Elev. 313.20
- Top of Shared Use Path: Elev. 307.10

Note: Scale: 1" = 1'-0"
MECHANICALLY STABILIZED EARTH WALLS

DESIGN

This work shall consist of furnishing and installing earth retaining systems in accordance with the plans, specifications, and the special provisions.

GENERAL

Retaining walls shall be designed to withstand lateral earth pressure, water pressures, and other environmental factors on each of the elements comprising the wall.

MECHANICALLY STABILIZED EARTH WALLS

Mechanically stabilized earth walls, whose elements may be precast or cast-in-place concrete panels, should be employed for retaining structures in areas with poor or non-existent bearing soils. Precast concrete retaining walls are available in different shapes and sizes, which can be selected based on the specific conditions of the site.

STRUCTURE DIMENSIONS

Walls shall be designed to ensure that the minimum factors of safety are met.

Overturning - for footings on soil
Sitting
Pullout Resistance

EXTERNAL STABILITY

Security computations shall be made by assuming the reinforced mass as a rigid block. The coefficient of active earth pressure, K_a, used to compute the horizontal earth pressure is determined as follows:

\[ V = HL \]

\[ e = \frac{1}{K_a} \]

The maximum friction angles used for the computation of the horizontal earth pressures, \( \phi' \) and \( \phi'' \), shall be determined as follows:

\[ \phi' = \tan^{-1}\left(\frac{V}{H} \right) \]

\[ \phi'' = \tan^{-1}\left(\frac{V}{L} \right) \]

The values of K_a and K_e shall be computed as follows:

\[ K_a = \frac{1}{\cos \alpha} \]

\[ K_e = \frac{1}{\cos \alpha + \sin \alpha} \]

The maximum friction angle used for the computation of the horizontal earth pressures, \( \phi' \) and \( \phi'' \), shall be determined as follows:

\[ \phi' = \tan^{-1}\left(\frac{V}{H} \right) \]

\[ \phi'' = \tan^{-1}\left(\frac{V}{L} \right) \]

The values of K_a and K_e shall be computed as follows:

\[ K_a = \frac{1}{\cos \alpha} \]

\[ K_e = \frac{1}{\cos \alpha + \sin \alpha} \]

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\[ \phi' = \tan^{-1}\left(\frac{V}{H} \right) \]

\[ \phi'' = \tan^{-1}\left(\frac{V}{L} \right) \]

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\[ K_a = \frac{1}{\cos \alpha} \]

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\[ \phi' = \tan^{-1}\left(\frac{V}{H} \right) \]

\[ \phi'' = \tan^{-1}\left(\frac{V}{L} \right) \]

The values of K_a and K_e shall be computed as follows:

\[ K_a = \frac{1}{\cos \alpha} \]

\[ K_e = \frac{1}{\cos \alpha + \sin \alpha} \]
SPECIAL LOADING CONDITIONS

Concentrated loads shall be incorporated into the internal design calculations. The loading effect on the reinforced soil shall be determined by the proportional distribution of the concentrated loads to their respective areas as defined in AASHTO Specifications.

For structures behaving as simple systems, the live load applied to the structure shall be considered as a uniformly distributed load acting on the entire cross-sectional area of the wall. If the structure behaves as a continuous system, the live load shall be considered as a uniformly distributed load acting on the entire cross-sectional area of the wall. If the structure behaves as a continuous system, the live load shall be considered as a uniformly distributed load acting on the entire cross-sectional area of the wall.

For walls subjected to extreme environmental conditions, such as seismic or hurricane loads, the wall shall be designed to resist the maximum expected wind load. The wind load shall be calculated using the appropriate wind pressure coefficients and applied uniformly to the wall surface. The wall shall be designed to resist the minimum wind load of 50 years, as defined in AASHTO Specifications.

INTERNAL STABILITY

The wall shall be designed to resist the maximum wind load expected in the service life of the wall. The wind load shall be calculated using the appropriate wind pressure coefficients and applied uniformly to the wall surface. The wall shall be designed to resist the minimum wind load of 50 years, as defined in AASHTO Specifications.

For walls subjected to extreme environmental conditions, such as seismic or hurricane loads, the wall shall be designed to resist the maximum expected wind load. The wind load shall be calculated using the appropriate wind pressure coefficients and applied uniformly to the wall surface. The wall shall be designed to resist the minimum wind load of 50 years, as defined in AASHTO Specifications.

EXTERNAL STABILITY

For structures designed for horizontal forces generated by natural or artificial causes, the horizontal forces shall be resisted by the wall system. The horizontal forces shall be determined using the appropriate wind pressure coefficients and applied uniformly to the wall surface. The wall shall be designed to resist the minimum wind load of 50 years, as defined in AASHTO Specifications.

For walls subjected to extreme environmental conditions, such as seismic or hurricane loads, the wall shall be designed to resist the maximum expected wind load. The wind load shall be calculated using the appropriate wind pressure coefficients and applied uniformly to the wall surface. The wall shall be designed to resist the minimum wind load of 50 years, as defined in AASHTO Specifications.
PRICE PROPOSAL

Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg
From: 0.096 miles north of Hope Parkway
To: 0.016 miles north of Gateway Drive
Loudoun County, Virginia

State Project No.: 6007-053-S96
Federal Project No.: STP-5A01(229)
Contract ID Number: C00099256DB53

Submitted to: Virginia Department of Transportation
Date: October 4, 2012
ATTACHMENT 4.0.1.2

DESIGN-BUILD PRICE PROPOSAL
CHECKLIST

Project Name: Sycolin Road Overpass of Route 7-15 Bypass in Leesburg
Contract ID Number: C00099256DB53

➢ Contents of Price Proposal:

☒ Proposal Price, in both numbers and words (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

1 of 1
ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

4.3.1 Offeror shall specify, the following pricing information, in both numbers and words:

.1 Proposal Price;

Lump Sum Sixteen million seventy-four thousand one hundred fifty-one dollars

Date: October 4, 2012

Signature: [Signature]

William G. Cox, President
Design-BUILDER: Corman Construction, Inc.

Vendor No.: C097
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-Builders 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-Builders shall clearly identify in its Price Proposal those pay items and the associated quantities it chooses to have asphalt price adjustment applied to its work packages. Items the Design-Builders 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-Builders' 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.

I elect to use this provision

I elect not to use this provision

Date: October 4, 2012
Signature: [Signature]
Design-builder: [Company Name]
Vendor No.: C097
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: 6007-053-596

DISTRICT:

Bid Prices in this contract for items containing PG 64-22 asphalt cement were developed using an f.o.b. price of $567.22 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 $N/A (When required by provisions) per IMPERIAL ton for PG 76-22. This quote is project specific.

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

☑ I elect to use this provision
☐ I elect not to use this provision

DATE: October 4, 2012

SIGNATURE: [Signature]

Corman Construction, Inc.  
(Firm or Corporation)

C097  
(Vendor No.)
EXHIBIT 6.3 (c)
ADJUSTMENT FOR FUEL

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

June 30, 2011

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

☐ I elect to use this provision  
☐ I elect not to use this provision

Date: October 4, 2012
Signature: [Signature]
Design-Builder: Corman Construction, Inc.
Vendor No.: C097
<table>
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EXHIBIT 6.3(d)
ADJUSTMENT FOR STEEL

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

June 30, 2011

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

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

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

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

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

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

There is an increase or decrease in the cost of eligible steel materials in excess of 10 percent up to a maximum of 60 percent from the Base Price when compared with the latest published price index ("Price Index") in effect at the time material is shipped to the fabricator.

The Price Index the Department is using is based on The U.S. Department of Labor, Bureau of Labor Statistics, Producers Price Index (PPI) which measures the average price change over time of the specific
steel eligible item from the perspective of the seller of goods. The Master List table provided at the end of this provision indicates the Producers Price Index (PPI) steel category index items and the corresponding I.D. numbers to which VDOT items will be compared. Please note: The Producers Price Index (PPI) is subject to revision 4 months after original publication, therefore, price adjustments and payments will not be made until the index numbers are finalized.

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

Price Increase/decrease will be computed as follows:

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

Where:

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

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

This price adjustment is capped at 80 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.
Sample Calculation of a Price Adjustment (Increase)

Project bid on April 26, 2004.

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

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

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

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

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

Adjustment formula is as follows:

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

Where;

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

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

\[ A = 0.2816 \times 0.054 \times 450,000 \]
\[ A = \$6,842.88 \text{ pay adjustment to Design-Builder} \]
Sample Calculation of a Price Adjustment (decrease)


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

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

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

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

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

Adjustment formula is as follows:

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

Where;

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

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

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

## STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT

**March 18, 2009**

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Date: October 4, 2012
Signature: [Signature]
Design-Builder: Corman Construction, Inc.
Vendor No.: C097

Commonwealth of Virginia
Virginia Department of Transportation
Page 8 of 8
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 Surety, are held and firmly bound unto the Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly by these presents.

SIGNED, sealed and dated this 4th Day of October , 2012

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

PROJECT NUMBER: State Project No. 6007-053-S96 Federal Project No. STP-5A01(229) Contract ID C00099256DB53 Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg

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.

By: William G. Cox, President

By: Patricia L. Lewis (Attorney-in-Fact)** (Seal)

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

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

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

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

**Attach copy of Power of Attorney
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 Geoffrey Delisio, 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 Patricia L. Lewis 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 17th day of May, 2012.

ATTEST:

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

By: Gerald F. Haley
Assistant Secretary
Gerald F. Haley

By: Geoffrey Delisio
Vice President
Geoffrey Delisio

State of Maryland
County of Baltimore

On this 17th day of May, 2012, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, Geoffrey Delisio, Vice President and Gerald F. Haley, 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, deposes 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
"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 4th day of October, 2012.

Thomas O. McClellan, Vice President
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PROJECT: 6007-053-S96

FHWA: Nono STP-5A01(229)

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 collusions, 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 11 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 (Annapolis Jnt) MD, on this 4th day of October, 2012, By: William G. Cox, President
Corman Construction, Inc., STATE of Maryland, COUNTY (CITY) of AA Co, Annapolis Jnt
To-wit:

| Bonnie Hulme |
| a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day William G. Cox |
| 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 4th day of October, 2012, My Commission expires May 29, 2014.

UNSWORN DECLARATION

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

Signed at , County (City), STATE, on this day of , 20

(Name of Firm) By: (Signature) Title (print)
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

PROJECT: 6007-053-S96

FHWA: STP-5A01(229)

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

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

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

   NAME ____________________________ Location of Principal Office ____________________________
   VTCA ___________________________________________ Richmond, VA
   ARTBA _________________________________________ Washington, DC
   MTBMA _________________________________________ Glen Burnie, MD

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

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

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

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

   (Continued)
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 judgment 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 (Annapolis Jnt) MD, this 4th day of October, 2012

Corman Construction, Inc.

(Name of Firm)

STATE of Maryland__________

COUNTY (CITY) of AA Co., Annapolis Jnt

By: ______________________

(Signature)

President

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 4th day of October, 2012

Notary Public

My Commission expires May 19, 2014
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
MINIMUM DBE REQUIREMENTS

PROJECT NO. 6007-053-S96

FHWA NO. STP-5A01(229)

*** 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 20 %
PERCENT ATTAINED BY BIDDER 20 %

<table>
<thead>
<tr>
<th>NAMES(S) AND CERTIFICATION NO.</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>OF DBE(S) TO BE USED</td>
<td>SUBCONTR. (S)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>MFG. (M)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SUPPLIER (SP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>HAULER (H)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SEE ATTACHED**

TOTAL $ 3,224.24

TOTAL CONTRACT VALUE $16,074,151 x REQUIRED DBE 20 % = $3,214,830.28

I/we certify that the proposed DBE(s) submitted will be used on this contract as stated hereon and assure that during the life of the contract, I/we will meet or exceed the participation established hereon by the department.

Corman Construction, Inc. BIDDER
William G. Cox, President TITLE

BY [Signature] SIGNATURE

BY October 4, 2012 DATE
### Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg

**State Project No.:** 6007-053-S96  
**Federal Project No.:** STP-5A01(029)  
**Contract ID No.:** C00099256DB53

#### DBE Breakdown of Form C-111

<table>
<thead>
<tr>
<th>SUBCONTRACTOR</th>
<th>ADDRESS</th>
<th>TYPE OF WORK</th>
<th>Used as</th>
<th>DBE No.</th>
<th>Amount of Allowable Credit Per item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seeram Enterprise LLC</td>
<td>Lanham, MD</td>
<td>Trucking</td>
<td>S</td>
<td>683020</td>
<td>$427,568.00</td>
</tr>
<tr>
<td>Interlock Steelworkers, Inc.</td>
<td>Mount Airy, MD</td>
<td>Concrete Rebar, Precast Beams</td>
<td>S</td>
<td>626263</td>
<td>$380,000.00</td>
</tr>
<tr>
<td>A &amp; P Services, LLC</td>
<td>Pisagh Forest, NC</td>
<td>Highway Construction - Guardrail</td>
<td>S</td>
<td>650392</td>
<td>$45,434.00</td>
</tr>
<tr>
<td>Genesis Steel Service, Inc.</td>
<td>Baltimore MD</td>
<td>Concrete Rebar, Precast Beams</td>
<td>S</td>
<td>DB2009-0079-2012</td>
<td>$476,086.00</td>
</tr>
<tr>
<td>Utility Professional Services, Inc.</td>
<td>Fredericksburg, VA</td>
<td>Engineering Consulting Services</td>
<td>S</td>
<td>676087</td>
<td>$45,000.00</td>
</tr>
<tr>
<td>GeoConcepts Engineering, Inc.</td>
<td>Ashburn, VA</td>
<td>Engineering Services</td>
<td>S</td>
<td>626642</td>
<td>$156,100.00</td>
</tr>
<tr>
<td>Cervantes and Associates, P.C.</td>
<td>Chantilly, VA</td>
<td>Engineering Services</td>
<td>S</td>
<td>626438</td>
<td>$88,930.00</td>
</tr>
<tr>
<td>Metro Petroleum, Inc.</td>
<td>Mt. Airy, MD</td>
<td>Petroleum Products</td>
<td>SP</td>
<td>691945</td>
<td>$139,598.00</td>
</tr>
<tr>
<td>Keys Material &amp; Utilities, Inc.</td>
<td>My Airy, MD</td>
<td>Construction Material Wholesalers</td>
<td>SP</td>
<td>00227</td>
<td>$1,073,381.00</td>
</tr>
<tr>
<td>Eastern Clearing, Inc.</td>
<td>Bealeton, VA</td>
<td>Clearing</td>
<td>S</td>
<td>00251</td>
<td>$47,033.00</td>
</tr>
<tr>
<td>Tavaras Concrete Company, Inc.</td>
<td>Lorton, VA</td>
<td>Highway Construction</td>
<td>S</td>
<td>626436</td>
<td>$345,113.00</td>
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</tbody>
</table>

**CONTRACT TOTAL VALUE** $16,074,151.00  
**Total** $3,224,243.00
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: 6007-053-896

Federal Project No.: STP-5A01 (229)

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

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

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

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

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

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

Prime Contractor  Corman Construction, Inc.

By: William G. Cox
Signature:  
President  Title:  
Date: October 4, 2012

First Tier
Subcontractor if Applicable  A & P Services, LLC

By:  
Signature:  
CHIEF EXECUTIVE MANAGER  Title:  
Date: 10/3/2012
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 EXECUTIVE MANAGER
    Date: 10/3/2012
Disadvantaged Business Enterprise (DBE) Vendors Directory

Search by company names = A & P ser

The following result(s) sorted by company name.

Note: Before printing, ensure that your browser print setup is set to landscape.

<table>
<thead>
<tr>
<th>Federal Type</th>
<th>Cert. #</th>
<th>Company Name, Mailing Address and Contact</th>
<th>Description of Services</th>
<th>DBE/ACDBE</th>
</tr>
</thead>
<tbody>
<tr>
<td>DBE/WBE 850392</td>
<td>A &amp; P SERVICES, LLC</td>
<td>Doing Business As: P.O. BOX 1136 PISAGH FOREST, NC 28768 Contact: ANNETTE T. GLENN Phone: (828)862-4701 Fax: (828)883-4028 <a href="mailto:FENCE@CITCOM.NET">FENCE@CITCOM.NET</a></td>
<td>NAICS Codes &amp; Descriptions: 237310 HIGHWAY, STREET, AND BRIDGE CONSTRUCTION 238990 ALL OTHER SPECIALTY TRADE CONTRACTORS</td>
<td>DBE</td>
</tr>
</tbody>
</table>

1-1
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: 6007-053-S96

Federal Project No.: STP-5A01(229)

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

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

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

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

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

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

Prime Contractor: Corman Construction, Inc.

By: ____________________________
Signature: ____________________________
William G. Cox

Date: October 4, 2012
Title: President

First Tier Subcontractor if Applicable

Eastern Clearing, Inc.

By: ____________________________
Signature: ____________________________

Date: 10/3/2012
Title: President
### Disadvantaged Business Enterprise (DBE) Vendors Directory

**Search by company names = eastern clearing**  
The following result(s) sorted by company name.  
**Note:** Before printing, ensure that your browser print setup is set to landscape.

<table>
<thead>
<tr>
<th>Federal Type</th>
<th>Cert. #</th>
<th>Company Name, Mailing Address and Contact</th>
<th>Description of Services</th>
<th>DBE/ACDBI</th>
</tr>
</thead>
</table>
| DBE/WBE      | 000251  | EASTERN CLEARING, INC.                    | NAICS Codes & Descriptions:  
238910 DEMOLITION CONTRACTOR,  
238910 EXCAVATING, EARTHMOVING, OR LAND CLEARING CONTRACTORS | DBE        |
|              |         | Doing Business As: 6006 BEALETON ROAD BEALETON, VA 22712  
Contact: KAREN H. COLEMAN  
Phone: (540)439-4163  
Fax: (540)439-4103  
KHAMPCOLEMAN@EASTERNCLEARINGINC.COM | 1-1        |

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Virginia Department of Minority Business Enterprise  
1111 East Main Street, Suite 300 Richmond, VA 23219  
Phone: (804) 785-6585  
WAI Level A Compliant

Web Policy | Contact Us  

SAM CROSS  
SCROSS@EASTERNCLEARINGINC.COM

http://www.dmbe.virginia.gov/cgi-bin/dbe_search.cgi  
10/3/2012
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: 6007-053-S96
Federal Project No.: STP-5A01 (229)

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

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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: [Signature] William G. Cox

President
Title
Date: October 4, 2012

First Tier Subcontractor if Applicable
Genesis Steel Service, Inc.

By: [Signature] James Ayersman

Vice-President
Title
Date: 10/3/2012
Second Tier
Subcontractor if Applicable

By: ____________________________  Signature  ____________________________  Title
Date: ____________________________

Third Tier
Subcontractor if Applicable

By: ____________________________  Signature  ____________________________  Title
Date: ____________________________

DBE Contractor  Genesis Steel Service, Inc.

By: ____________________________  Signature  ____________________________  Title
Date: 10/3/2012

Form C-112
Rev. 3-1-11
Page 2 of 2
### Disadvantaged Business Enterprise (DBE)

**Search by company name = Genesis Steel Service**

The following result(s) sorted by company name.

**Total 1 search result(s)**

<table>
<thead>
<tr>
<th>Federal Type</th>
<th>Certifying Agency</th>
<th>Cert #</th>
<th>Company Name, Mailing Address and Contact</th>
<th>Description of Service</th>
<th>DBE/ACDBE</th>
</tr>
</thead>
</table>
| MBE          | MWAA              | DB2009-0079-2012 | Genesis Steel Service, Inc.  
330 Back River  
Neck Road  
Baltimore MD  
21221-0000 
Contact: Ronald Peed  
Phone: 410-238-1890  
Fax: 410-238-1909 | NAICS Code and Description  
236210: Industrial Building Construction  
237310: Highway, Street, and Bridge Construction | DBE |
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: 6007-053-S96
Federal Project No.: STP-5A01(229)

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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: ___________________________  President  Title: ___________________________
William G. Cook  Date: October 4, 2012

First Tier Subcontractor if Applicable  Interlock Steelworkers, Inc.

By: ___________________________  Signature: ___________________________  President  Title: ___________________________
J. Blessing  Date: 10/3/2012
Second Tier Subcontractor if Applicable

By: ____________________________  Title: ____________________________

Date: ____________________________

Third Tier Subcontractor if Applicable

By: ____________________________  Title: ____________________________

Date: ____________________________

DBE Contractor

Interlock Steelworkers, Inc.

By: ____________________________  Title: ____________________________

J. Blessing

Date: 10/3/2012
Disadvantaged Business Enterprise (DBE) Vendors Directory

Search by company names = interlock
The following result(s) sorted by company name.
Note: Before printing, ensure that your browser print setup is set to landscape.

<table>
<thead>
<tr>
<th>Federal Type</th>
<th>Cert. #</th>
<th>Company Name, Mailing Address and Contact</th>
<th>Description of Services</th>
<th>DBE/ACDBE</th>
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<tbody>
<tr>
<td>DBE/MBE</td>
<td>622623</td>
<td>INTERLOCK STEELWORKERS, INC.</td>
<td>NAICS Codes &amp; Descriptions: 238110 Poured concrete foundation and structure contractors structural steel and precast concrete contractors</td>
<td>DBE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Doing Business As: 2703 BACK ACRE CIRCLE MOUNT AIRY, MD 21771 Contact: JOHN BLESSING Phone: (301) 829-7820 Fax: (301) 829-6681 <a href="mailto:INTERLOCKSTEEL@YAHOO.COM">INTERLOCKSTEEL@YAHOO.COM</a></td>
<td>238120</td>
<td>1-1</td>
</tr>
</tbody>
</table>

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Virginia Department of Minority Business Enterprise
1111 East Main Street, Suite 300 Richmond, VA 23219
Phone: (804) 786-6585
WAI Level A Compliant

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http://www.dmbe.virginia.gov/cgi-bin/dbe_search.cgi

10/3/2012
COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
CERTIFICATION OF BINDING AGREEMENT  
WITH  
DISADVANTAGED BUSINESS ENTERPRISE FIRMS  

Project No.: 6007-053-S96  
Federal Project No.: STP-5A01(229)  

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  
William G. Cox  

President  
Title  
Date: October 4, 2012  

First Tier  
Subcontractor if Applicable  
Keys Material & Utilities, Inc.  

By:  
Signature  
Date: 10/3/2012  

President  
Title
Second Tier Subcontractor if Applicable

By: ____________________________  Signature  ____________________________  Title

Date: ____________________________

Third Tier Subcontractor if Applicable

By: ____________________________  Signature  ____________________________  Title

Date: ____________________________

DBE Contractor  Keys Material & Utilities, Inc.

By: ____________________________  Signature  ____________________________  Title

Date: 10/3/2012
### Disadvantaged Business Enterprise (DBE) Vendors Directory

Search by company names = keys material
The following result(s) sorted by company name.
Note: Before printing, ensure that your browser print setup is set to landscape.

<table>
<thead>
<tr>
<th>Federal Type</th>
<th>Cert. #</th>
<th>Company Name, Mailing Address and Contact</th>
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<tr>
<td>DBE/WBE</td>
<td>000227</td>
<td>KEYS MATERIAL &amp; UTILITIES, INC.</td>
<td>NAICS Codes &amp; Descriptions:</td>
<td>DBE</td>
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<tr>
<td></td>
<td></td>
<td>Doing Business As: 2705 MYSTIC WOODS CT.</td>
<td>332996 FABRICATED PIPE</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>MT. AIRY, MD 21771-8809</td>
<td>AND PIPE FITTING</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contact: MS. JERIE ANN KEYS</td>
<td>423390 OTHER CONSTRUCTION</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Phone: (301)854-5283</td>
<td>MATERIAL</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Fax: (301)854-5298</td>
<td>488610 FREIGHT</td>
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</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:KEYSINC@COMCAST.NET">KEYSINC@COMCAST.NET</a></td>
<td>TRANSPORTATION</td>
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<td>ARRANGEMENT</td>
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1-1

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http://www.dmbe.virginia.gov/cgi-bin/dbe_search.cgi

10/3/2012
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<td>423710</td>
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<td>423720</td>
<td>PLUMBING AND HEATING EQUIPMENT AND SUPPLIES MERCHANT WHOLESALER</td>
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<td>423730</td>
<td>WARM AIR HEATING AND AIR CONDITIONING EQUIPMENT AND SUPPLIES MERCHANT</td>
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<tr>
<td>424950</td>
<td>PAINT, VARNISH AND SUPPLIES MERCHANT WHOLESALER</td>
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COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: 6007-053-S96
Federal Project No.: STP-5A01(229)

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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: William G. Cox
Title: President
Date: October 4, 2012

First Tier Subcontractor if Applicable: Metro Petroleum, Inc.

By: ________________________________
Signature: __________________________
Title: Sr. of Operations
Date: 10/3/2012
Second Tier Subcontractor if Applicable

By: ___________________________ Signature ___________________________ Title ___________________________

Date: ___________________________

Third Tier Subcontractor if Applicable

By: ___________________________ Signature ___________________________ Title ___________________________

Date: ___________________________

DBE Contractor Metro Petroleum, Inc.

By: ___________________________ Signature ___________________________ Title ___________________________

Date: 10/3/2012
Disadvantaged Business Enterprise (DBE) Vendors Directory

Search by company names = metro pet
The following result(s) sorted by company name.
Note: Before printing, ensure that your browser print setup is set to landscape.

<table>
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<tr>
<th>Federal Type</th>
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<th>Company Name, Mailing Address and Contact</th>
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</thead>
<tbody>
<tr>
<td>DBE/WBE</td>
<td>691945</td>
<td>METRO PETROLEUM, INC. Doing Business As: 2702 BACK ACRE CIRCLE, STE. 240 MT. AIRY, MD 21771 Contact: TANYA COSTIGAN Phone: (301)519-2600 Fax: (301)519-2101 <a href="mailto:TANYA@METROPETROLEUM.NET">TANYA@METROPETROLEUM.NET</a></td>
<td>NAICS Codes &amp; Descriptions: 454312 LIQUEFIED PETROLEUM GAS (LPG) DEALERS, DIRECT SELLING 424720 PETROLEUM AND PETROLEUM PRODUCTS MERCHANT WHOLESALERS (EXCEPT BULK STATIONS AND TERMINALS) 454311 HEATING OIL DEALERS</td>
<td>DBE</td>
</tr>
</tbody>
</table>
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: 6007-053-896

Federal Project No.: STP-5A01(229)

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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: ____________________________  
President  
Title  
Date: October 4, 2012

First Tier Subcontractor if Applicable

Seeram Enterprises, Inc.

By: ____________________________  
Signature: ____________________________  
CEO/Owner  
Title  
Date: 10/3/2012
Second Tier
Subcontractor if Applicable

By: ____________________________
    Signature                      Title
    Date: _________________________

Third Tier
Subcontractor if Applicable

By: ____________________________
    Signature                      Title
    Date: _________________________

DBE Contractor Seeram Enterprises, Inc.

By: ____________________________
    Signature                      Title
    Date: 10/3/2012
Disadvantaged Business Enterprise (DBE) Vendors Directory

Search by company names = seeram
The following result(s) sorted by company name.
Note: Before printing, ensure that your browser print setup is set to landscape.

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<th>Federal Type</th>
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<th>Description of Services</th>
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<td>DBE/MBE</td>
<td>683020</td>
<td>SEERAM ENTERPRISE LLC</td>
<td>NAICS Codes &amp; Descriptions:</td>
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<td></td>
<td></td>
<td>Doing Business As: SEERAM ENTERPRISES LLC</td>
<td>484110 GENERAL FREIGHT</td>
<td>DBE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8911 BRAE BROOK DRIVE</td>
<td>TRUCKING, LOCAL</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>LANHAM, MD 20706</td>
<td>488490 OTHER SUPPORT</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Contact: LYSTRA L. SEERAM</td>
<td>ACTIVITIES FOR ROAD</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Phone: (240)764-8872</td>
<td>TRANSPORTATION SPECIFICALLY:SNOW</td>
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<tr>
<td></td>
<td></td>
<td>Fax: (240)764-8867</td>
<td>PLOWING</td>
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</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:LSEERAM@SEERAMENTERPRISE.COM">LSEERAM@SEERAMENTERPRISE.COM</a></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Project No.: 6007-053-S96
Federal Project No.: STP-5A01(229)

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Prime Contractor  Corman Construction, Inc.

By:  [Signature]  President
     William G. Cox  Date: October 4, 2012

First Tier Subcontractor if Applicable  Tavares Concrete Company, Inc.

By:  [Signature]  President
     [Signature]  Date: 10/2/12
Second Tier Subcontractor if Applicable

By: ___________________________ Signature ___________________________ Title ___________________________
Date: ___________________________

Third Tier Subcontractor if Applicable

By: ___________________________ Signature ___________________________ Title ___________________________
Date: ___________________________

DBE Contractor

TAVARES CONCRETE COMPANY, INC.

By: ___________________________ Signature ___________________________ Title ___________________________
Date: ___________________________
**Disadvantaged Business Enterprise (DBE) Vendors Directory**

Search by company names or tags.
The following result(s) sorted by company name.
*Note: Before printing, ensure that your browser print setup is set to landscape.*

<table>
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<tr>
<th>Federal Type</th>
<th>Cert. #</th>
<th>Company Name, Mailing Address and Contact</th>
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</thead>
<tbody>
<tr>
<td>DBE/MBE 628438</td>
<td>TAVARES CONCRETE COMPANY, INC.</td>
<td>Doing Business As: 8000 CINDER BED RD. LORTON, VA 22079 Contact: ARMANDO J. TAVARES Phone: (703)550-7377 Fax: (703)339-5546 <a href="mailto:KBETZ@TAVARESCONCRETE.COM">KBETZ@TAVARESCONCRETE.COM</a></td>
<td>NAICS Codes &amp; Descriptions: 237310 HIGHWAY, STREET, AND BRIDGE CONSTRUCTION 237310 CONCRETE PAVING (I.E., HIGHWAY, ROAD, STREET, PUBLIC SIDEWALK)</td>
<td>DBE</td>
</tr>
</tbody>
</table>

1-1
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

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Federal Project No.: STP-5A01 (229)

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Prime Contractor: Corman Construction, Inc.

By: [Signature]

William G. Cox

Title: President

Date: October 4, 2012

First Tier Subcontractor if Applicable: Volkert, Inc.

By: [Signature]

[Signature]

Title: Vice President

Date: 10/3/2012
Second Tier
Subcontractor if Applicable

Cervantes & Associates P.C.

By: Thomas Henderson
Signature

Vice President
Title

Date: 10/3/2012

Third Tier
Subcontractor if Applicable

By: __________________________
Signature

Title

Date: ________________________

DBE Contractor

Cervantes & Associates P.C.

By: Thomas Henderson
Signature

Vice President
Title

Date: 10/3/2012
### Disadvantaged Business Enterprise (DBE) Vendors Directory

Search by company names = Cervantes

The following result(s) sorted by company name.

**Note:** Before printing, ensure that your browser print setup is set to landscape.

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<th>Federal Type</th>
<th>Cert. #</th>
<th>Company Name, Mailing Address and Contact</th>
<th>Description of Services</th>
<th>DBE/ACDBE</th>
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<td>DBE/MBE</td>
<td>626438</td>
<td>CERVANTES AND ASSOCIATES, P.C. Doing Business As: 4229 Lafayette Center Drive, Suite 1125 Chantilly, VA 20151 Contact: RAFAEL T. CERVANTES Phone: (703)691-4114 Fax: (703)657-0352 <a href="mailto:RCERVANTES@CERVANTES-ASSOCIATES.COM">RCERVANTES@CERVANTES-ASSOCIATES.COM</a></td>
<td>NAICS Codes &amp; Descriptions: 541330 Engineering Services</td>
<td>DBE</td>
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Prime Contractor  Corman Construction, Inc.  ______________

By:  [Signature]  William G. Cox  President  Title  Date:  October 4, 2012

First Tier Subcontractor if Applicable  Volkert, Inc.  ______________

By:  [Signature]  Date:  10/3/2012

Vice President  Title
Second Tier Subcontractor if Applicable

Geoconcepts Engineering, Inc.

By: [Signature]

Principal

Date: 10/3/2012

Third Tier Subcontractor if Applicable

By: [Signature]

Title

Date: [Blank]

DBE Contractor

Geoconcepts Engineering, Inc.

By: [Signature]

Principal

Date: 10/3/2012
Search by company names = geoconcepts
The following result(s) sorted by company name.
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<td>GEOCONCEPTS ENGINEERING, INC.</td>
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<td>GEOCONCEPTS ENGINEERING, INC.</td>
<td>CONSULTING SERVICES</td>
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<td></td>
<td>19955 HIGHLAND VISTA DRIVE, SUITE 170</td>
<td>541350 BUILDING INSPECTION</td>
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<td>ASHBURN, VA 20147</td>
<td>SERVICES</td>
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<td>Contact: VIVIAN H. LEWIS</td>
<td>541360 GEOPHYSICAL</td>
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<td></td>
<td></td>
<td>Phone: (703)726-8030</td>
<td>SURVEYING AND MAPPING</td>
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<td>Fax: (703)726-8032</td>
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http://www.dmbe.virginia.gov/cgi-bin/dbe_search.cgi

10/3/2012
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COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF BINDING AGREEMENT
WITH
DISADVANTAGED BUSINESS ENTERPRISE FIRMS

Project No.: 6007-053-S96

Federal Project No.: STP-5A01(229)

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

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

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

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

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

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

Prime Contractor  Corman Construction, Inc.

By: ___________________________  President

Signature
William G. Cox  Title

Date: October 4, 2012

First Tier Subcontractor if Applicable  Volkert, Inc.

By: ___________________________  Vice President

Signature
Mark Low  Title

Date: 10/3/2012
Second Tier
Subcontractor if Applicable

Utility Professional Services, Inc.

By: Canya A. Howe
Signature: Tanya A. Howe
Title: President
Date: 10/3/2012

Third Tier
Subcontractor if Applicable

DBE Contractor

Utility Professional Services, Inc.

By: Canya A. Howe
Signature: Tanya A. Howe
Title: President
Date: 10/3/2012
Disadvantaged Business Enterprise (DBE) Vendors Directory

Search by company names = Utility Pro
The following result(s) sorted by company name.
Note: Before printing, ensure that your browser print setup is set to landscape.

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<th>Federal Type</th>
<th>Cert. #</th>
<th>Company Name, Mailing Address and Contact</th>
<th>Description of Services</th>
<th>DBE/ACDBE</th>
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<td>NAICS Codes &amp; Descriptions: 541330 ENGINEERING CONSULTING SERVICES, ENGINEERING SERVICES (CIVIL, CONSTRUCTION, ELECTRICAL, DESIGN) 237210 LAND SUBDIVISION, LAND ACQUISITION, ASSEMBLING AND SUBDIVIDING AND UTILITY INSTALLATION (E.G. ELECTRIC, GAS, TELECOM, AND CATV) 541340 DRAFTING SERVICES (DRY UTILITY DESIGN AND RELOCATIONS FOR ELECTRIC, GAS, TELECOM AND CATV</td>
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