



Letter of Submittal and Attachments

A Design-Build Project

I-95 SAFETY IMPROVEMENTS AT ROUTE 3

City of Fredericksburg, Virginia

FROM: 0.115 MILES SOUTH OF INT. ROUTE 3
TO: 1.220 MILES NORTH OF INT. ROUTE 3

State Project Number: 0095-111-278
Federal Project Number: OC-095-2(535)
Contract ID Number: C00107715DB91



January 4, 2016

ATTACHMENT 4.0.1.1
I-95 Safety Improvements at Route 3
LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

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

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Letter of Submittal Checklist and Contents	Attachment 4.0.1.1	Section 4.0.1.1	Front of the Letter of Submittal
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.4 (Form C-78-RFP)	Sections 3.4; 4.0.1.1	Front of the Letter of Submittal
Letter of Submittal	NA	Sections 4.1	1-2
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	1
Offeror's full legal name and address	NA	Section 4.1.1	1
Authorized representative's original signature	NA	Section 4.1.1	1
Declaration of intent	NA	Section 4.1.2	1
120 day declaration	NA	Section 4.1.3	1
Point of Contact information	NA	Section 4.1.4	1
Principal Officer information	NA	Section 4.1.5	1
Offeror's Corporate Structure	NA	Section 4.1.6	2
Full Legal Name of Lead Contractor, Lead Designer, and QAM	NA	Section 4.1.7	2
Offeror's VDOT prequalification information	NA	Section 4.1.8	2
DBE statement confirming Offeror is committed to achieving the required DBE goal	NA	Section 4.1.9	2
Final Completion Date	NA	Section 4.1.10	2

ATTACHMENT 4.0.1.1
I-95 Safety Improvements at Route 3
LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Attachments to the Letter of Submittal	NA	Section 4.2	
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	Attachment 4.2.1 Tab
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	Attachment 4.2.2 Tab
Offeror's VDOT prequalification information	NA	Section 4.2.3	Offeror's VDOT Prequalification Information Tab
Evidence of obtaining bonding	NA	Section 4.2.4	Surety Letter Tab
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	Attachment 4.2.5 Tab
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	Attachment 4.2.5 Tab
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	Attachment 4.2.5 Tab
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	Attachment 4.2.6(a) Tab
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	Attachment 4.2.6(b) Tab
Conceptual Roadway Plans	NA	Section 4.2.7	Conceptual Roadway Plans Tab

ATTACHMENT 3.6**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

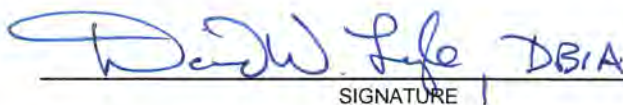
RFP NO. C00107715DB91
 PROJECT NO.: 0095-111-278, P101, C201, C501

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

By signing this Attachment 3.6, the Offeror acknowledges receipt of the RFP and/or following revisions and/or addenda to the RFP for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFP – September 27, 2016
(Date)
2. Cover letter of RFP Addendum #1 – October 14, 2016
(Date)
3. Cover letter of RFP Addendum #2 – November 10, 2016
(Date)
4. Cover letter of RFP Addendum #3 – December 02, 2016
(Date)
5. Cover letter of RFP Addendum #4 – December 05, 2016
(Date)
6. Cover letter of RFP Addendum #5 – December 14, 2016
(Date)


 SIGNATURE

01/04/2017
 DATE

David W. Lyle, DBIA

PRINTED NAME

Vice President, Design-Build/Major Pursuits

TITLE



4.1 Letter of Submittal



General Construction | Heavy Civil | Geotechnical

January 4, 2017

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

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

Dear Mr. Kindy:

Wagman Heavy Civil, Inc. (Wagman) is pleased to submit one (1) original paper version of our Letter of Submittal, with full supporting documentation, which bear original signatures; one (1) Price Proposal and one (1) CD-ROM containing the entire Letter of Submittal along with attachments in a single cohesive Adobe PDF file to the Virginia Department of Transportation (VDOT) to provide Design-Build (D-B) services for the I-95 Safety Improvements at Route 3 Project in the City of Fredericksburg, Virginia. We have carefully reviewed the Request for Proposals (RFP), attended the Pre-Proposal and Utility Meeting, and visited the project site. We acknowledge the receipt of Addendum #1 dated October 14, 2016; Addendum #2 dated November 10, 2016; Addendum #3 dated December 2, 2016; Addendum #4 dated December 5, 2016; and Addendum #5 dated December 14, 2016.

The following items are responses to the Letter of Submittal criteria as referenced in Section 4.1 of the Request for Proposal:

4.1.2 Offeror's Intent

Wagman intends to enter into a contract with VDOT for the Project in accordance with the terms of this RFP.

4.1.3 Declaration of Proposal

Wagman declares that the offer represented by the Technical and Price proposals will remain in full force and effect beginning on January 4, 2017 and for one hundred twenty (120) days thereafter.

4.1.4 Point of Contact

Mr. David W. Lyle, Vice President, Design-Build / Major Pursuits
Wagman Heavy Civil, Inc.
26000 Simpson Road, North Dinwiddie, VA 23803-8943
P. 804.631.0003 | F. 804.733.6281
Email. dwlyle@wagman.com

4.1.5 Principal Officer for the Offeror

Mr. Greg M. Andricos, PE, President/COO
Wagman Heavy Civil, Inc.
3290 N. Susquehanna Trail, York, PA 17406-9754
P. 717.767.8292 | F. 717.767.5546
Email. gmandricos@wagman.com

4.1.6 Offeror's Corporate Structure

Wagman is an active, registered Corporation (SCC Corp ID: F019898-8) in Virginia and will take financial responsibility for this project. A single 100% performance bond and payment bond will be provided for the total contract value and time period. There are no liability limitations on behalf of Wagman Heavy Civil, Inc.

4.1.7 Lead Contractor, Lead Designer and QAM firm for project

Wagman Heavy Civil, Inc. has assembled a strong and efficient team of highly-qualified professionals with the necessary expertise to successfully meet the goals and objectives of this project. Wagman has selected Johnson, Mirmiran & Thompson (JMT) as our lead design firm to provide all engineering services for this project. Wagman and JMT have excellent reputations in the design and construction of similar projects, with proven prior experience in delivering quality D-B projects.

Wagman Heavy Civil, Inc. is the Lead Contractor responsible for overall contract execution/construction and will execute the Contract with VDOT. Johnson, Mirmiran & Thompson, Inc. (JMT) is the Lead Designer and will be responsible for the overall design. Quinn Consulting Services, Inc. (QCS) is the QAM and will be responsible for the Quality Assurance.

4.1.8 VDOT Prequalification Certifications

Wagman's VDOT prequalification number is W002, and our status is active and in good standing; the prequalification and certifications are included in the Appendix.

4.1.9 DBE Participation Goal

Wagman is committed to achieving a fourteen percent (14%) DBE participation goal for the entire value of the contract.

4.1.10 Final Completion Date

Final completion date will be no later than January 11, 2019.

We thank you for the opportunity to submit our Letter of Submittal. We are confident that our Design-Build Team will deliver this project for VDOT and project stakeholders in a high quality, timely, and economical manner.

Very truly yours,

WAGMAN HEAVY CIVIL, INC.

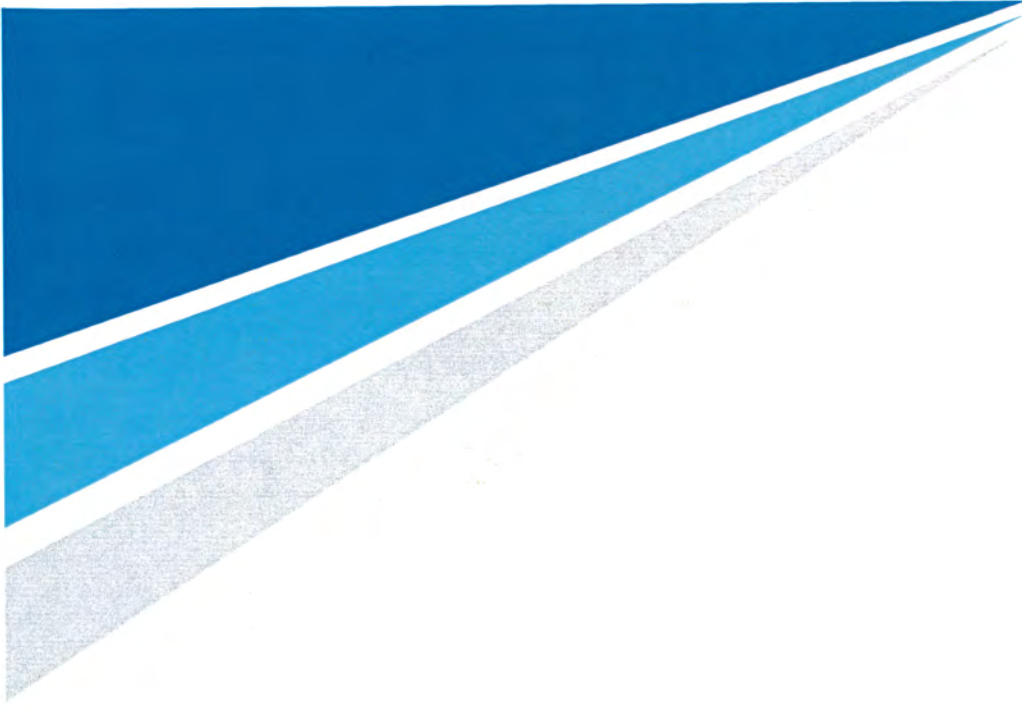


David W. Lyle, DBIA
Vice President, Design-Build / Major Pursuits

4.2 Attachments to the Letter of Submittal



Attachment 4.2.1 Affiliated and/or Subsidiary Companies



Attachment 4.2.2

Certification Regarding Debarment Forms



Attachment 4.2.2(a)
Primary Debarment



Attachment 4.2.2(b)
Lower Tier Debarment

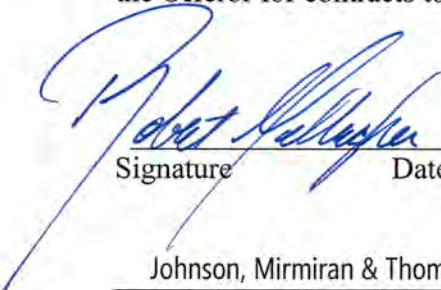
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-278

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

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

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

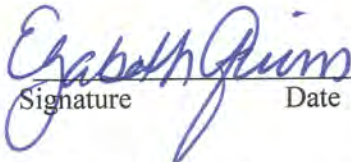
	11/15/2016	Senior Vice President
Signature	Date	Title
Johnson, Mirmiran & Thompson, Inc.		
Name of Firm		

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

Project No.: 0095-111-278

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

	October 24, 2016	President
Signature	Date	Title

Quinn Consulting Services, Inc.
Name of Firm



Offeror's VDOT Prequalification Information

Vendor ID: W002
Vendor Name: WAGMAN HEAVY CIVIL, INC.
Prequal Exp: 10/31/2017

-- PREQ Address --

3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406-9754
Phone: 717-764-8521
Fax: 717-764-2799

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
011 - CLEARING AND GRUBBING
080 - DEMOLITION OF STRUCTURES
101 - EXCAVATING

Bus. Contact: BECKER, TODD EUGENE
Email: ESTIMATING@WAGMAN.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A



Surety Letter

November 16, 2016

Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

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

Dear Sirs:

As surety for Wagman Heavy Civil, Inc., Continental Casualty Company, with A.M. Best Financial Strength Rating "A" and Financial Size Category "XV", is capable of obtaining 100% Performance and 100% Labor and Materials Payment Bonds in the amount of \$16,000,000 (estimated contract value) and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Sincerely,
Continental Casualty Company

By: Patricia C. Robinson
Patricia C. Robinson
Attorney-in-Fact

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

James R Gould, Joseph G Buyakowski, Alson O Wolcott Jr, Eugene M Fritz, Patricia C Robinson, Kathy R Reisinger, Donald R Wert, Individually

of Mechanicsburg, PA, their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 6th day of October, 2015.

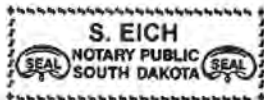


Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Paul T. Bruflat
Vice President

State of South Dakota, County of Minnehaha, ss:

On this 6th day of October, 2015, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires February 12, 2021

S. Eich
Notary Public

CERTIFICATE

I, D. Bult, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 16th day of November, 2016.



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

D. Bult
Assistant Secretary

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of Continental Casualty Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”

ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of National fire Insurance Company of Hartford.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”

ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

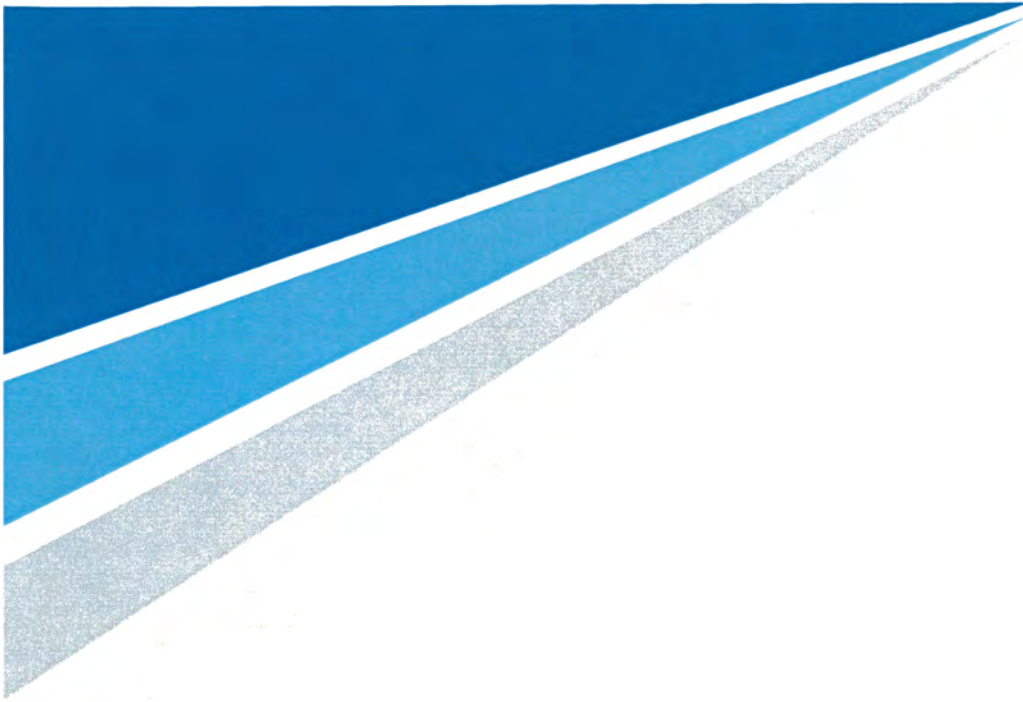
“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of American Casualty Company of Reading, Pennsylvania.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”



Attachment 4.2.5
SCC and DPOR Table and Documentation

ATTACHMENT 4.2.5

State Project No. 0095-111-278

SCC and DPOR Information

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

Business Name	SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 4.2.5.1 and 4.2.5.2)						
	SCC Information (4.2.5.1)			DPOR Information (4.2.5.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Wagman Heavy Civil, Inc.	F0198988	Foreign	Active	3290 North Susquehanna Trail York, PA 17406	Contractor	2701015887	01-31-2017
Johnson, Mirmiran & Thompson, Inc.	F1499013	Foreign	Active	9201 Arboretum Pkwy, Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-28-2018
				272 Bendix Road Suite 260 Virginia Beach, VA 23452	ENG, LS	0411000440	02-28-2018
				13921 Park Center Rd, Suite 140 Herndon, VA 20171	ENG, LS	0411000441	02-28-2018
				72 Loveton Circle Sparks, MD 21152	ENG, ARC, LS, LA	0407001314	12-31-2017
Quinn Consulting Services Inc.	04925517	Corporation	Active	14160 Newbrook Dr Ste 220 Chantilly, VA 20151	ENG	0407003733	12-31-2017



DPOR Documentation

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

EXPIRES ON
01-31-2017

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

NUMBER
2701015887

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

WAGMAN HEAVY CIVIL, INC.
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406



Jay W. DeBoer
Jay W. DeBoer, Director

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H
NUMBER: 2701015887 EXPIRES: 01-31-2017

WAGMAN HEAVY CIVIL, INC.
3290 NORTH SUSQUEHANNA TRAIL
YORK, PA 17406



(FOLD)

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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.

10010 (7/11) 107028-3

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2018

NUMBER

0411000029

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

PROFESSIONS: ENG, LS



JOHNSON, MIRMIRAN & THOMPSON, INC.
9201 ARBORETUM PKWY
SUITE 310
RICHMOND, VA 23236



John W. DeBoer
John W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)
(DETACH HERE)



BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000029 EXPIRES: 02-28-2018
PROFESSIONS: ENG, LS
JOHNSON, MIRMIRAN & THOMPSON, INC.
9201 ARBORETUM PKWY
SUITE 310
RICHMOND, VA 23236



(FOLD)

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

DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411000440

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

PROFESSIONS: LS, ENG



JOHNSON MIRMIRAN & THOMPSON INC
272 BENDIX ROAD
SUITE 260
VIRGINIA BEACH, VA 23452



July W. DeBoer
July W. DeBoer, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)
(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000440 EXPIRES: 02-28-2018
PROFESSIONS: LS, ENG
JOHNSON MIRMIRAN & THOMPSON INC
272 BENDIX ROAD
SUITE 260
VIRGINIA BEACH, VA 23452



(FOLD)

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

DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411000441

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

PROFESSIONS: LS, ENG



JOHNSON MIRMIRAN & THOMPSON INC
13921 PARK CENTER RD
SUITE 140
HERNDON, VA 20171



Jan W. DeBoer
Jan W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)
(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000441 EXPIRES: 02-28-2018
PROFESSIONS: LS, ENG
JOHNSON MIRMIRAN & THOMPSON INC
13921 PARK CENTER RD
SUITE 140
HERNDON, VA 20171



(FOLD)

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

DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

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

PROFESSIONS: ENG, ARC, LS, LA



JOHNSON MIRMIRAN & THOMPSON INC
72 LOVETON CIRCLE
SPARKS, MD 21152

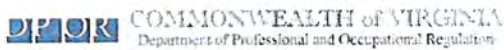


James W. DeBoer
James W. DeBoer, Director

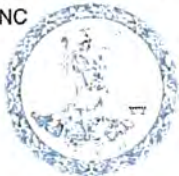
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BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407001314 EXPIRES: 12-31-2017
PROFESSIONS: ENG, ARC, LS, LA
JOHNSON MIRMIRAN & THOMPSON INC
72 LOVETON CIRCLE
SPARKS, MD 21152



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DPOR-FC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

NUMBER
0407003733

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

PROFESSIONS: ENG



**QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR STE 220
CHANTILLY, VA 20151**



Jay W. DeBoer
Jay W. DeBoer, Director

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

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DPOR-LIC (05/2015)
(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

**BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2017
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR STE 220
CHANTILLY, VA 20151**



(FOLD)

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

DPOR-PC (05/2015)



SCC Documentation

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Wagman Heavy Civil, Inc.

General

SCC ID: F0198988
Entity Type: Foreign Corporation
Jurisdiction of Formation: PA
Date of Formation/Registration: 9/20/1967
Status: Active
Shares Authorized: 4000000

Select an action

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Principal Office

3290 NORTH SUSQUEHANNA TRAIL
YORK PA17406

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
BANK OF AMERICA CENTER
16TH FLOOR, 1111 EAST MAIN STREET
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 9/11/2012

Screen ID: e1000

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Build #: 1.0.0.30644

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Wagman Heavy Civil, Inc., a corporation incorporated under the law of Pennsylvania, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on September 20, 1967; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:
January 13, 2016

Joel H. Peck
Joel H. Peck, Clerk of the Commission

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Help

Johnson, Mirmiran & Thompson, Inc.

General

SCC ID: F1499013
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 10/17/2006
Status: Active
Shares Authorized: 1000

Select an action

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Principal Office

72 LOVETON CIRCLE
SPARKS MD21152

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Registered Agent/Registered Office

ROBERT GALLAGHER
9201 ARBORETUM PKY STE 140
RICHMOND VA 23236
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 9/6/2007

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

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Build #: 1.0.0.30544

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Johnson, Mirmiran & Thompson, Inc., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on October 17, 2006; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

December 2, 2016

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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QUINN CONSULTING SERVICES INCORPORATED

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General

SCC ID: 04925517
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 10/24/1997
 Status: Active
 Shares Authorized: 5000

Select an action

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Principal Office

14160 NEWBROOK DRIVE
 SUITE 220
 CHANTILLY VA20151

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Registered Agent/Registered Office

JOHN H QUINN JR
 2208 S KNOLL ST
 ARLINGTON VA 22202
 ARLINGTON COUNTY 106
 Status: Active
 Effective Date: 10/24/1997

Screen ID: e1000

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 Build #: 1.0.0.30644

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 24, 1997;

That the period of its duration is perpetual; and

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

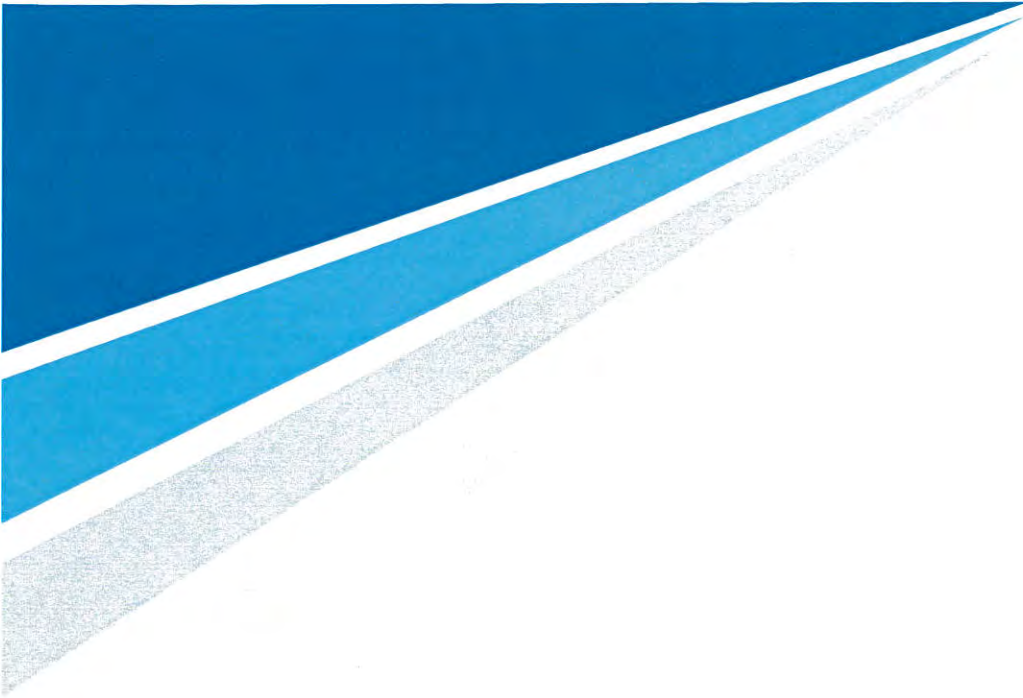
Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
July 5, 2016*

Joel H. Peck

Joel H. Peck, Clerk of the Commission




Attachment 4.2.6(a)
Lead Contractor Work History Forms

ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-95/I-495/I-295 Interchange, Inner Loop Local & Inner Loop Express (DBB) Location: Prince George's County, MD 	Name: Johnson, Mirmiran & Thompson, Inc. (JMT)/Whitman Requardt & Associates, LLP (WRA) A Joint Venture	Name of Client/ Owner: Maryland SHA Phone: 410-357-1000 Project Manager: Shirlene Cleveland, PE, DBIA* (currently RK&K's Director of Third Party Coordination/Deputy Director of Engineering) Phone: 443-829-1929 Email: scleveland@rkk.com *Formerly MD SHA Administration Project Director WWMB	05/2009	11/2009 (Actual) (due to change orders and Owner-granted time extensions)	\$93,187	\$105,839 (Final) (Due to Owner-directed changes in scope)	\$105,839 General Contractor Entire Contract Roadway Value: \$63,700 Bridge Value: \$42,139

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



Scope/Project Description - Wagman was the Prime Contractor for the *reconstruction and widening of 1.34 miles of I-95/I-495 Inner Loop Local and Express Lanes; 1.21 miles of I-95/I-495 Outer Loop Express; portions of I-295 northbound and southbound, construction of 11 associated ramps and ramp connections to local roadways.* The Project required reconstruction and relocation of an interchange on an interstate. Wagman constructed eight bridges; 11 retaining walls that included CIP walls, MSE walls and wire walls with a CIP veneer; and 440,000 CY of roadway excavation. Settlement and consolidation was an issue, therefore over 561,000 LF of wick drains were installed, geotechnical instrumentation installed and monitored, with a five-month waiting period for consolidation and placement of lightweight foam concrete for backfill. Additionally, the project consisted of 16,800 LF storm drainage, 131,500 LF steel piles were driven and 17,000 SF temporary support of excavation was installed. To widen and reconstruct Mainline I-95/I-495/I-295, extensive traffic control was required. The project included extensive landscaping, irrigation, signing, lighting and ITS work. Erosion and sediment control work was critical with work being performed adjacent to the Potomac River along with environmental sensitivity due to a bald eagle nesting area. The Woodrow Wilson Memorial Bridge carries an AADT of over 150,000 vehicles.



Wagman successfully utilized the Design-Build process to redesign structural elements to provide the owner \$2M of value engineering savings. Wagman and JMT collaborated to redesign the bridge approach and bridge foundation for the structure over the I-495 Capital Beltway. This structure and approach carried a shared use path along the Potomac River, over the Washington Beltway and onto the Main Woodrow Wilson Bridge Structure. The shared use path on this project connected with the shared use paths on Wagman's I-95/I-495 & MD 210 projects, allowing pedestrians and bicyclists safe access.

Wagman coordinated with adjacent contractors to develop a Traffic Management Plan for the National Harbor Interchange, which daily affected thousands of motorists and pedestrians.

JMT worked with Wagman during construction on value engineering proposals to reduce cost and schedule. The redesign of the approach fill using geofam and bridge foundations resulted in owner savings of \$2 million.

The project received awards from MDQI (Award of Excellence, Partnering Bronze Award) and the Northern Virginia Transportation Alliance.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - The involvement of both Wagman and JMT personnel on this project illustrates our proposed Design-Build Team's proven cooperative work history and collaborative abilities that will be applied to the I-95 Safety Improvements at Route 3 project to ensure the successful completion of the Project. The Similar Activities List to the right outlines previous work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity within the DBT and its approach, resulting in an experienced and integrated team with a proven history of completing projects on time and within budget.



Relevant and Verifiable Evidence of Good Performance - This project was one of five separate contracts for the Woodrow Wilson Memorial Bridge (WWMB) replacement project that Wagman constructed. The contracts totaled over \$270M, and involved constructing the new National Harbor interchange and reconstructing the I-295 interchange, portions of the MD 210 interchange and along the I-95/I-495 Maryland corridor up to the new WWMB. Maintenance and protection of traffic was extensive because of the project's location along the heavily traveled I-95/I-495 corridor, outside Washington, DC. Wagman was the most involved contractor, per dollar volume, for this renowned project. Wagman completed this project ahead of schedule and under budget, delivered on DBE goals and maintained an "A" rating for ESC during construction.

RELEVANT EXPERIENCE CRITERIA

The I-95/I-495/I-295 Interchange, Inner Loop Local & Inner Loop Express (DBB) project has the following relevant experience criteria as requested by the Request for Proposal for the I-95 Safety Improvements at Route 3 project:

(#1) This project is a primary roadway construction project with a minimum construction value of \$10,000,000 for the roadway work.

(#2) is an interstate construction/ reconstruction project with demonstrated experience coordinating or monitoring maintenance of traffic (MOT).


SIMILAR ACTIVITIES AS I-95 Safety Improvements at Route 3

- | | |
|---|---|
| <ul style="list-style-type: none"> • Design-Build elements (VE) • Survey/Right-of-Way • Environmental • Geotechnical • Hydraulics • TCD/TMP - High ADT • Noise Walls • Utility Coordination/Relocation • Increased Roadway Capacity • Earthwork Management • Landscaping | <ul style="list-style-type: none"> • Public Involvement/Relations • ITS • Interstate Ramp Construction • Interstate Ramp Tie ins • QA/QC • Interchange Construction • Third-Party Coordination • Overall Project Management • Interstate Widening • Phased Construction |
|---|---|


ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: MD 4 Bridge Replacement over MD 223 (DB) Location: Prince George's County, MD 	Name: Whitney, Bailey, Cox, & Magnani, LLC	Name of Client/ Owner: Maryland SHA Phone: 410-545-8318 Project Manager: Vince Rethemeyer Phone: 301-513-7334 Email: ORehemeyer1@sha.state.md.us	09/2015	2/2015 (7 Months Early)	\$18,464	\$20,592 (Final) (Due to Owner-directed changes in scope)	\$20,592 General Contractor Entire Contract Roadway Value: \$14,086,479 Bridge Value: \$6,505,521


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

	<p>Scope/Project Description - This \$20M project included the complete reconstruction of dual two-span bridges carrying Maryland Route 4 over Maryland Route 223. The project included significant excavation, drainage, base, and asphalt paving to construct new roadway approaches to the bridges. Four miles of patching, grinding, and asphalt overlay along Maryland Route 4 improved the heavily deteriorated driving surface. The project also included new street lighting, upgraded signalized interchanges, guardrail installation, stormwater management facility construction, signage, and landscaping. The project required careful planning, scheduling and phasing, including overnight traffic switches. There were restricted work areas in the early phases of the project. Wagman also needed to maintain the heavily deteriorated existing roadway surface through the harsh 2013/2014 winter months during construction. The project was built in five phases, which reduced impacts to the traveling public by using five overnight traffic switches. The night-time transitions between phases minimized disruption to a major DC East/West corridor. The coordination between the SHA public outreach team, the project inspection staff and the Wagman project team was essential to ensure the pattern changes were carried out quickly and safely.</p> <p>Phase 1 consisted of shoulder improvements and widening needed to upgrade existing shoulders to accommodate the project's future traffic phasing. The existing asphalt and subbase was removed and graded aggregate base and an improved asphalt package was placed. Traffic was shifted onto this newly modified shoulder to construct Phase 2. Phase 2 began with the demolition of the median portion of the existing bridge. The inside portions of eastbound and westbound Route 4 over MD 223 Bridge were then reconstructed. A temporary roadway was placed to allow traffic to be moved from the outside to the median lanes. Another traffic switch moved the project into Phase 3. Phase 3 entailed demolition and construction of the outside portions of eastbound and westbound Route 4. Phases 4 and 5 consisted of restoration of the permanent open median, stormwater management construction, and improvement of five miles of the Route 4 driving surface. The phasing of the project resulted in limited work areas. To maximize the restricted work zones, a support of excavation system was engineered along the phase line. The shoring system enabled the construction team to build the substructure including piling, footers, abutment stems, wingwalls and pier columns and caps. For the project duration, Wagman was responsible for maintaining five miles of MD 4 roadway. This created numerous challenges because the road was deteriorated prior to the start of the project and the harsh winter caused further weakening of the riding surface. Constant pothole repair crews were dispatched to maintain the road surface through the winter months. As soon as the temperatures allowed, the road was milled, patched and resurfaced.</p> <p>The project faced a variety of challenges that threatened the flow of traffic through the interchange area. The initial project stages were performed in tight work zones with limited access. However, these restricted areas facilitated the flow of traffic through the interchange area. Additionally the project team faced the complication of a rapidly deteriorating existing road surface that required extensive unforeseen repairs that were performed in a manner outside the normal sequencing. These repairs were completed without impacting the overall project schedule. To maximize work area as well as the available travel lanes, numerous small support of excavation systems were designed and installed by Wagman. This project had exemplary work performance for quality, production and safety. One of the largest successes of the project was finishing seven months ahead of schedule. This accomplishment relieved this heavily traveled corridor of anticipated traffic restrictions, which would have continued through an additional winter season. The hard work and dedication of the construction team along with the strong partnership with the SHA field staff created a work atmosphere that was conducive to safe production. Open lines of communication between the State and the Contractor allowed on-site decisions to be made without interruption to the forward momentum of the project. One such example was the approval to resurface the road ahead of the original contract conditions. This, in conjunction with favorable weather during the summer construction season, was maximized to catapult the project forward to gain ground toward an early finish.</p> <p>Relevant and Verifiable Evidence of Good Performance. Relevant and verifiable evidence of good performance on this project is immediately recognizable in that the project was completed ahead of the original project completion date, even with a 10 percent increase in project scope. The Maryland State Highway Administration monitored and rated this project for Contract Administration, MBE Compliance, Quality of Work, Project Schedule, Safety, Erosion & Sediment Control and Maintenance of Traffic. Wagman's ratings were consistently ranked high and never received any poor or substandard marks for any individual item. The project was rated as a 4.88/5.0 in MDSHA's rating system. The project was completed ahead of schedule. The MDSHA contract allowed 539 days for contract execution. Wagman completed the project using 419 workdays or 120 calendar days ahead of schedule.</p> <p><i>This project was a finalist in the Maryland Quality Initiative's 2015 Awards of Excellence in the Modal/Municipal – Projects over \$5 Million category.</i></p>	<p>RELEVANT EXPERIENCE CRITERIA</p> <p>The MD 4 Bridge Replacement over MD 223 (DB) project has the following relevant experience criteria as requested by the Request for Proposal for the I-95 Safety Improvements at Route 3 project:</p> <p>(#1) This project is a primary roadway construction project with a minimum construction value of \$10,000,000 for the roadway work</p> <p>(#2) is an interstate construction/reconstruction project with demonstrated experience coordinating or monitoring maintenance of traffic (MOT)</p> <p>(#3) demonstrates both signal and intersection work with construction phasing.</p>
<p>The project faced a variety of challenges that threatened the flow of traffic through the interchange area. The initial project stages were performed in tight work zones with limited access. However, these restricted areas facilitated the flow of traffic through the interchange area. Additionally the project team faced the complication of a rapidly deteriorating existing road surface that required extensive unforeseen repairs that were performed in a manner outside the normal sequencing. These repairs were completed without impacting the overall project schedule. To maximize work area as well as the available travel lanes, numerous small support of excavation systems were designed and installed by Wagman. This project had exemplary work performance for quality, production and safety. One of the largest successes of the project was finishing seven months ahead of schedule. This accomplishment relieved this heavily traveled corridor of anticipated traffic restrictions, which would have continued through an additional winter season. The hard work and dedication of the construction team along with the strong partnership with the SHA field staff created a work atmosphere that was conducive to safe production. Open lines of communication between the State and the Contractor allowed on-site decisions to be made without interruption to the forward momentum of the project. One such example was the approval to resurface the road ahead of the original contract conditions. This, in conjunction with favorable weather during the summer construction season, was maximized to catapult the project forward to gain ground toward an early finish.</p> <p>Relevant and Verifiable Evidence of Good Performance. Relevant and verifiable evidence of good performance on this project is immediately recognizable in that the project was completed ahead of the original project completion date, even with a 10 percent increase in project scope. The Maryland State Highway Administration monitored and rated this project for Contract Administration, MBE Compliance, Quality of Work, Project Schedule, Safety, Erosion & Sediment Control and Maintenance of Traffic. Wagman's ratings were consistently ranked high and never received any poor or substandard marks for any individual item. The project was rated as a 4.88/5.0 in MDSHA's rating system. The project was completed ahead of schedule. The MDSHA contract allowed 539 days for contract execution. Wagman completed the project using 419 workdays or 120 calendar days ahead of schedule.</p> <p><i>This project was a finalist in the Maryland Quality Initiative's 2015 Awards of Excellence in the Modal/Municipal – Projects over \$5 Million category.</i></p>	<p>SIMILAR ACTIVITIES AS I-95 Safety Improvements at Route 3</p> <ul style="list-style-type: none"> • Grading • Earthwork • Storm Drainage • Paving • Signing • Traffic Marking • SWMP Features • Traffic Management Plan • Environmental Permitting • Gas Utility coordination • Signalization • Ramp and Interchange modifications • Phased intersection construction • Project Management 	

ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 265 Franklin Turnpike Extension Project #(NFO) 6265-071-V05-B643 Location: Pittsylvania County, VA 	Name: Virginia Department of Transportation	Name of Client/ Owner: VDOT Lynchburg District Phone: 410-357-1000 Project Manager: Terry Meadows, Jr., PE* District Construction Engineer Phone: 434-947-6559 Email: terry.meadows@vdot.virginia.gov *Zachary P. Weddle, PE, previous Project Manager, has since retired.	12/2011	12/2011	\$18,295	\$18,981 (Final) (Due to Owner-directed changes in scope)	\$18,981 General Contractor Entire Contract Roadway Value: \$10,570 Bridge Value: \$8,411

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



Scope/Project Description - This Key Construction Co., Inc. (acquired by G.A. & F.C. Wagman, Inc., now known as Wagman Heavy Civil, Inc.) contract, the final phase of the Franklin Turnpike Extension, completed a much needed and anticipated east/west corridor through northern Danville connecting Route 41 Franklin Turnpike and Route 293 Main Street to the Route 29 Bypass in Pittsylvania County. There was approximately 2,800 LF of reconstruction along existing Route 41 and Route 293. Additionally, there was approximately 6,400 LF of new construction on this \$18.9M project. The scope of work included 25 AC clearing and grubbing, 300,000 CY roadway excavation, 6,500 LF storm drain, 9,000 LF water line, 2,900 LF sewer line, 8,300 LF gas line, 17,800 LF underdrain, 39,500 TN stone base, and 52,400 TN asphalt. Two bridges, each 600 feet in length with 1.2 million LB re-steel and 5,900 CY concrete, were a part of this contract. The five-phased reconstruction of Routes 41 and 293, inclusive of the intersection of Routes 41 and 293, required tremendous planning and coordination by the contractor during construction. Successfully coordinating water, sewer, and gas line utility relocations as well as storm drain, grading, curb and gutter, stone, asphalt and signalization activities along these heavily traveled routes while maintaining safe passage through the work zone and providing access to residences, businesses, and churches was essential to timely contract execution. Key's placement of highly skilled and experienced personnel on the project site to manage and perform this critical area of work proved to be highly effective for the company and all the stakeholders.

Activities within the project's new construction area included large diameter storm drainage pipe, heavy excavation and embankment placement, and bridge construction across a creek and the Norfolk Southern Railroad (NSRR). Installed via jack and bore under railroad tracks, the large diameter storm drainage pipe required coordination with NSRR as well as settlement monitoring and QC. The heavy excavation, which included blasting, required coordinated monitoring efforts; the bridge required coordination with the NSRR; and the excavation, storm drainage installation, and the bridge construction all required close adherence to environmental regulations.

This project required a substantial amount of third party coordination between VDOT, Pittsylvania County, and NSRR. Through the establishment of communication channels early in the project, Wagman fostered efficient and proactive coordination. The required coordination with Norfolk Southern involved the submission of shop drawings and work plans to ensure there would be no impact to NSRR's infrastructure. Additionally, frequent communication practices as well as the establishment of relationships between NSRR representatives and Wagman's field personnel resulted in smooth interaction when scheduling traffic escorts and flagmen. Wagman will implement early communication, proactive coordination, and establishment of field relationships on the I-95 Safety Improvements at Route 3 project.

This project included reconstruction and reconfiguration of Route 41 (Franklin Turnpike) and Route 293 (North Main Street). This heavily traveled signalized urban intersection was modified using multiple traffic phases. The modifications included changing the intersection from a 3-way intersection to a 4-way intersection with separate, dedicated right turn lanes.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience - The reconstruction of Routes 41 and 293 almost exactly replicate requirements necessary for the I-95 Safety Improvements at Route 3. The project's relevant features included phased MOT, utility relocations, signalization, and provision of continuous access to property owners during construction.

Relevant and Verifiable Evidence of Good Performance - A large contributing factor to the success of this project was that the involved Contractor and VDOT personnel had developed a mutually respectful relationship from working together on previous projects. Dedication to a sincere formal partnering process and adherence to the CPM schedule enhanced this positive working relationship between the Department and the Contractor. Additionally, coordination and cooperation with the many stakeholders involved, including VDOT, the City of Danville, Norfolk Southern Railroad, local business owners, and the traveling public, contributed significantly to the successful early completion of the project.

G.A. & F.C. Wagman, Inc. (now known as Wagman Heavy Civil, Inc.) acquired both Key Construction Co., Inc. and D.W. Lyle Corporation in 2013. These strategic acquisitions supplement our construction capabilities in Virginia and other southern states. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen Wagman team's overall capabilities. Wagman Heavy Civil is justified in utilizing a Key Construction Co. D.W. Lyle Corporation work history to satisfy the relevant project experience on this project due to the retention of the acquired firms' personnel and resources. Our experience and combined resources will allow us to successfully deliver the I-95 Safety Improvements at Route 3 project.

RELEVANT EXPERIENCE CRITERIA

The Route 265 Franklin Turnpike Extension Project #(NFO) 6265-071-V05-B643 project has the following relevant experience criteria as requested by the Request for Proposal for the I-95 Safety Improvements at Route 3 project:

(#1) This project is a primary roadway construction project with a minimum construction value of \$10,000,000 for the roadway work, and

(#3) demonstrates both signal and intersection work with construction phasing.

SIMILAR ACTIVITIES AS I-95 Safety Improvements at Route 3

- Roadway
- Survey
- Environmental
- Landscaping
- Storm Drainage
- TCD/TMP
- Utility Relocation
- Public Involvement/Relations including third party coordination
- Signalization
- Overall Project Management
- Staged Reconstruction/Widening
- SWMP
- Phased Intersection Construction



Attachment 4.2.6(b)
Lead Designer Work History Forms

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Mark Center Short and Mid-Term Improvements (Design-Build) Project #DTFH71-12-R-00001 Location: Alexandria, VA	Name: Cherry Hill Construction, Inc.	Name of Client/Owner: Federal Highway Administration Eastern Federal Lands Highway Division Phone: 703-404-6217 Project Manager: Timothy Brown Phone: 703-440-9086 Email: timothy.brown@dot.gov	10/2013	07/2013	\$9,128	\$9,128	\$984 Design Fee

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



(LEAD/PRIME DESIGNER – JMT / OFFICE LOCATIONS INVOLVED IN DESIGN: HERNDON, VA AND SPARKS, MD)

Scope/Project Description

The D-B Team of JMT and Cherry Hill Construction, Inc. were selected as the best value team for the \$9.1M design-build project by the Federal Highway Administration – Eastern Federal Land Highway Division (EFLHD) in collaboration with the Virginia Department of Transportation (VDOT), the U.S. Department of Defense (DOD) and the City of Alexandria, VA.

The design and construction of the infrastructure improvements associated with the Mark Center Complex are at the intersections of Mark Center Avenue with Seminary Road and N. Beauregard Street; adjacent to the Seminary Road Interchange with I-395. The Mark Center project was the BRAC identified location for the Washington Headquarters Service relocation, as well as a number of other DoD agencies, and is currently considered to be part of Fort Belvoir. The Mark Center brought nearly 6,400 new jobs to Alexandria with full completion and deployment of personnel. This tremendous growth in the area resulted in the need to implement these short and mid-term improvements to address the complex transportation issues experienced by the increase in traffic volumes. This contract included the following context sensitive solutions, which resulted in community enhancements including widened sidewalks:

- a) **Seminary Road & I-395S Off Ramp** - Widened the Seminary Road westbound approach and gore area from the rotary to the Mark Center Ave. intersection from one to two lanes. Restriped the westbound Seminary Road flyover to allow one through lane on Seminary Road and one left turn lane into Mark Center.
- b) **Seminary Road Turn Lane** - Widened Seminary Road to provide a dedicated right turn lane from westbound Seminary Road to Southern Towers.
- c) **Seminary Road/North Beauregard Street Intersection** - Widened westbound Seminary Road to provide a deceleration lane and widened northbound Beauregard St. to provide an acceleration lane for the westbound to northbound right turn lane.
- d) **Seminary Road/Mark Center Avenue Intersection** - Widened the eastbound Seminary Road approach to Mark Center Avenue to allow three through lanes. Widened the northbound Mark Center Avenue approach to four lanes to allow one left turn lane, one shared through/right turn lane and two right turn lanes.
- e) **N. Beauregard Street Turn Lane** - Widened northbound Beauregard St. between Mark Center Avenue and Seminary Road to provide a dedicated right turn lane at the northbound approach to Seminary Road after the direct connect ramp from northbound Beauregard St. to eastbound Seminary Road.
- f) **I-395S On-Ramp** - Widened eastbound Seminary Road and the southbound I-395S on ramp from Mark Center Avenue to the ramp meter signal to provide a continuous two-lane ramp from Seminary Road to the ramp meter. Restriped the southbound ramp connection from the rotary to provide a merge into the two-lane ramp from eastbound Seminary Road.

Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience

The Similar Scope Activities lists work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

Relevant and Verifiable Evidence of Good Performance

The D-B Team offered time and cost saving ideas to EFLHD and VDOT. Some of these elements included:

- Leveraged experience working in locations with similar or higher ADTs.
- Detailed schedule that included innovative design enhancements.
- Long standing quality relationships with project stakeholders and a proven commitment to partnering.
- In-depth experienced with EFLHD, VDOT, DoD and the City of Alexandria's design standards, specifications and details.
- Completed this project early (3 months) and reduced impact to traveling public.

RELEVANT EXPERIENCE CRITERIA

The Mark Center Short and Mid-Term Improvements project has the following relevant experience criteria as requested by the Request for Proposal for the I-95 Safety Improvements at Route 3 project:

(#2) One (1) at grade interstate interchange design project. The Mark Center Short and Mid-Term Improvements project included improvements to the I-395 South On and Off Ramps at Seminary Road.

(#3) Demonstrated signal or intersection work on one of these projects. Mark Center Short and Mid-Term Improvements Project included intersection improvements to Seminary Road/North Beauregard Street and Seminary Road/Mark Center Avenue.

SIMILAR ACTIVITIES AS I-95 Safety Improvements at Route 3

- Design-Build
- Roadway
- Survey
- Traffic/Signal
- Right-of-Way
- Geotechnical
- Hydraulics
- TCD/TMP
- Permitting/Environmental
- Utility Coordination/Relocation
- Public Involvement/Comm.
- Context Sensitive Solutions
- Third-Party Coordination
- QA/QC and CEI
- Overall Project Management

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements (DB) SINGLE CONTRACT Location: Lynchburg, VA	Name: Wagman Heavy Civil, Inc.	Name of Client/ Owner: Virginia Department of Transportation Lynchburg District Phone: 434.856.8318 Project Manager: Mr. Raina Rosado, PE Phone: 434.856.8318 Email: raina.rosado@vdot.virginia.gov	01/2016	08/2018 (estimated)	\$29,846 (Original)	\$29,846 (Estimated)	\$2,423 JMT Design Fee
h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.							

(LEAD/PRIME DESIGNER – JMT / OFFICE LOCATIONS INVOLVED IN DESIGN: RICHMOND, VA; HERNDON, VA; VIRGINIA BEACH, VA; AND SPARKS, MD)

SCOPE/PROJECT DESCRIPTION. JMT is providing professional engineering services to upgrade and extend Odd Fellows Road to US 460/29 in Lynchburg, VA. The project is being implemented as a Design-Build Project. JMT is teamed with Wagman Heavy Civil, Inc. construction firm and serving as the prime design firm on the project. The project includes the design and construction of a tight diamond interchange between Odd Fellows Road and US 460/29; widening and reconstruction of 1.3 miles of Odd Fellows Road to a three-lane typical section with a two-way left turn lane, curb and gutter, sidewalk and a 10-foot shared use path; reconstruction and widening of a bridge over the Norfolk Southern Railroad; and construction of three roundabouts along Odd Fellows Road. The project is being designed under a very aggressive design-build schedule, which requires the close weekly coordination between VDOT, the City of Lynchburg, Wagman Heavy Civil, Inc., and FHWA.



Odd Fellows Road is maintained by the City of Lynchburg and is classified as an Urban Minor Arterial Roadway (GS-6), with rolling terrain and a minimum 35 mph design speed and will be posted at 25 mph. Route 460/29 is classified as an Urban Principal Arterial Roadway (GS-5) divided highway with rolling terrain and a 70 mph minimum design speed and is posted at 65 mph. Odd Fellows Road currently carries between 1,300 and 8,700 vehicles per day and Route 460/29 carries approximately 35,600 vehicles per day. The projected volumes for 2035 are 8,125 to 12,700 vehicles per day for Odd Fellows Road and 56,450 vehicles per day on Routes 460/29.

JMT is responsible for all engineering and support services associated with the design of the project. Our survey teams updated the project's base survey and designated underground utilities. Our design engineers are designing the project to the appropriate VDOT, AASHTO, or City of Lynchburg standards. A complex and thorough maintenance of traffic plan was developed to accommodate the high volume of large trucks along the industrial corridor to ensure constructability and safety was achieved. A combination of temporary lane shifts, lane closures and detours was utilized to expedite construction and enhance safety and minimize disruption to the public.

JMT is using extended and enhanced stormwater management basins to meet VDOT's stormwater management requirements for storm water quantity and quality. Two-phase erosion and sediment control plans are being prepared for the project. The project impacts streams and wetlands. JMT worked closely with the environmental agencies to mitigate and minimize these impacts, and for obtaining the required permits for the project.

Utility coordination is required with Columbia Gas, Verizon, Appalachian Power, the City of Lynchburg and numerous other telecommunication companies. JMT conduct utility field inspections will all utility companies; determined prior rights; and will review plan, specifications, and estimate submittals. JMT worked

closely with the utility companies to gain concurrence on their relocation plans and estimates to ensure that utility companies impacts were accounted for in all phases of construction. JMT developed the relocation plans (alignment for relocation) for the private utility companies to ensure that the proposed utility relocations would not conflict with the existing utilities and or proposed construction activities. JMT is designing waterline and sanitary sewer betterments and relocations for the City of Lynchburg which include jack and boring to extend utilities across US 460.

The project has involved interactive stakeholder involvement. JMT contacted over 50 businesses along the Odd Fellows Road Industrial Corridor to determine, what type of vehicles were accessing each parcel, their frequency and how circulation was occurring. JMT with Wagman held a public hearing on the project and was responsible for meeting preparation, meeting materials, and presentation boards. JMT also acquired the right-of-way and easements for the project which included preparation of right-of-way plans, title and deed research, appraisals, negotiations, and filing certificates. JMT was instrumental in ensuring construction activities could continue along the corridor with securing right of entry from landowners upon contact of negotiations. The right of way acquisition included 3 government parcels including the DMV, US Post Office, and Virginia Employment Commission.

RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE. This project has relevance because of the DB method of innovative project delivery, involved new, widened, reconstructed and rehabilitated roadways and bridges on an accelerated schedule to provide a new interchange access along US 460/29 with Odd Fellows Road in Lynchburg, VA. The Similar Scope Activities lists work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

RELEVANT EXPERIENCE CRITERIA

The Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements project has the following relevant experience criteria as requested by the Request for Proposal for the I-95 Safety Improvements at Route 3 project:

(#1) Two (2) primary roadway design projects with a minimum construction value of \$10,000,000 for the roadway work. The construction value of the Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements project was \$29,846,000.

(#2) One (1) at grade interstate interchange design project. The Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements project included adding a new tight diamond interchange along US Route 29/460.

(#3) Demonstrated signal or intersection work on one of these projects. The Odd Fellows Road Interchange at U.S. Route 29/460 and Roadway Improvements project included improvements to six at-grade intersections including adding three proposed roundabouts that accommodate large trucks along the industrial corridor.

SIMILAR ACTIVITIES AS I-95 Safety Improvements at Route 3

- Design-Build
- Permitting/Environmental
- Roadway
- Utility
- Survey
- Coordination/Relocation.
- Traffic
- Public Involvement/Comm.
- Right-of-Way
- Context Sensitive Solutions
- Geotechnical
- Third-Party Coordination
- Hydraulics
- QA/QC and CEI
- TCD/TMP
- Overall Project Mgmt.

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 3 Widening Design-Build Location: Culpeper, VA	Name: Branch Highways, Inc.	Name of Client/ Owner: Virginia Department of Transportation Culpeper District Phone: 540-829-7500 Project Manager: Mr. Gregory Cooley, PE Phone: 434-906-7979 Email:gregory.cooley@vdot.virginia.gov	11/2013	05/2017 (estimated)	\$24,000 (Original)	\$25,000 (Estimated)	\$2,900 JMT Design Fee

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

(LEAD/PRIME DESIGNER – JMT / OFFICE LOCATIONS INVOLVED IN DESIGN: RICHMOND, VA; HERNDON, VA; VIRGINIA BEACH, VA; AND SPARKS, MD)

SCOPE/PROJECT DESCRIPTION. JMT provided professional engineering services for the widening of Route 3 from a two-lane undivided highway, to a four-lane divided highway in Culpeper County, Virginia. The Design-Build Team of Branch Highways, Inc. and JMT (Lead Designer) was selected by the Virginia Department of Transportation (VDOT) to complete the improvement to this primary Route.



The Project limits are from approximately 4.1 Miles East of U.S. Rte. 29 to approximately 4.0 Miles West of the Culpeper/Orange County Line, for a total length of approximately 4.9 miles. The typical section includes paved shoulders and a depressed grass median. A narrower section with a raised grass median was utilized through the Stevensburg area where the speed limit was reduced. Specific measures including offsetting overhead utility relocations and minimizing slope cuts were used to protect historic and archaeological sites identified in the environmental documents. Another design element included the use of bulb turn arounds to facilitate U-turns of WB-62 trucks at crossovers. Design waivers were obtained for reduced left turn storage between two closely spaced crossovers and also for a reduced width shoulder to protect an existing drain field and avoid a total parcel acquisition and relocating the landowner. The project included improvements to six(6) at-grade intersections and nine (9) crossover locations which included improvement to turning lanes and sight distance.

Drainage was accommodated primarily with roadside and median ditches. Cross drainage is provided by numerous pipe and box culverts. Two major culverts required H&HA analysis. Ten storm water management basins satisfy the water quality requirements.

Environmental services included working closely with the USACOE and DEQ to obtain the environmental permitting for the project. Several design changes were made, including the elimination of a storm water management basin, that reduced the wetland and stream impacts and the credits needed to offset the impacts. Monitoring reports are regularly submitted to DEQ documenting the effectiveness of the measures taken to minimize the impact of construction activities to the wetlands.

Traffic design services included the development of a Type B Category III Transportation Management Plan, development of Traffic Control Device installation plans and work zone barrier analysis.

Utilities impacted by the project include electric transmission and distribution, telephone, multiple fiber optic cables, gas distribution line and 3 gas transmission pipelines. JMT provided utility field inspections services outlined in VDOT's Utility Manual that included conflict analysis, prior rights review, determination of cost responsibility and review of the relocation plans and estimates. Adjustments to the roadway design were made to minimize impacts to utilities including an alignment shift over the gas transmission pipelines because the pipeline casings could not be fully extended across the right of way.

JMT was responsible for right of way acquisition and provided appraisals, negotiations and closing services to acquire 55 parcels. Asbestos inspections were conducted on several buildings needed to be demolished. Air monitoring services were provided during demolition of those structures.

Geotechnical services included field and laboratory testing to provide evaluations of the existing pavement structure, slope stability, embankment construction and provide roadway pavement and pipe foundation recommendations. Other services included survey and SUE to support engineering design. JMT is currently providing construction phase engineering support.

Relevant and Verifiable Evidence of Good Performance. The Similar Scope Activities lists work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

- Reduction in wetland and stream impacts
- Maintained design within the right of way established by the contract
- Context sensitive design to protect historic and archeological sites and minimize utility impacts

RELEVANT EXPERIENCE CRITERIA

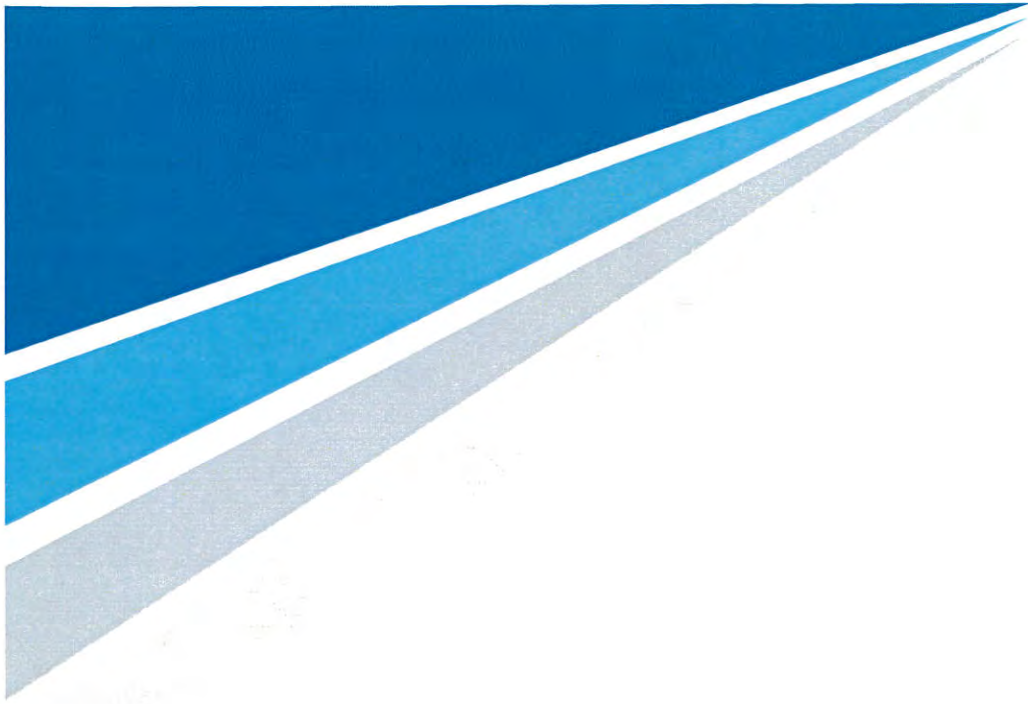
The Route 3 Widening Design-Build project has the following relevant experience criteria as requested by the Request for Proposal for the I-95 Safety Improvements at Route 3 project:

(#1) Two (2) primary roadway design projects with a minimum construction value of \$10,000,000 for the roadway work. Construction value of the Route 3 Design-Build project was \$24,000,000.

(#3) Demonstrated signal or intersection work on one of these projects. The Route 3 Widening Design-Build project included improvements to six (6) at-grade intersections and nine (9) crossovers locations which included improvements to turning lanes and sight distance.

SIMILAR ACTIVITIES AS I-95 Safety Improvements at Route 3

- Design-Build
- Roadway
- Survey
- Traffic
- Right-of-Way
- Geotechnical
- Hydraulics
- TCD/TMP
- Permitting/Environmental
- Utility Coordination/Relocation
- Public Involvement/Comm.
- Context Sensitive Solutions
- Third-Party Coordination
- QA/QC
- Overall Project Mgmt.



Conceptual Roadway Plans

FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (GEOPAK).
GEOPAK Computer Identification No. 107715

CONCEPTUAL PLANS

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



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE OF PROPOSED STATE HIGHWAY
DESIGN-BUILD CONCEPTUAL PLANS
CITY OF FREDERICKSBURG
INTERSTATE 95
FROM: 0.115 MILES SOUTH OF INT. ROUTE 3
TO: 1.220 MILES NORTH OF INT. ROUTE 3

0095-III-278, PE-101, RW-201, & C-501

FHWA 534 DATA 31103

STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
VA.	OC-095-2() (SEE TABULATION BELOW FOR SECTION NUMBERS)	95	(NF0)0095-III-278 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

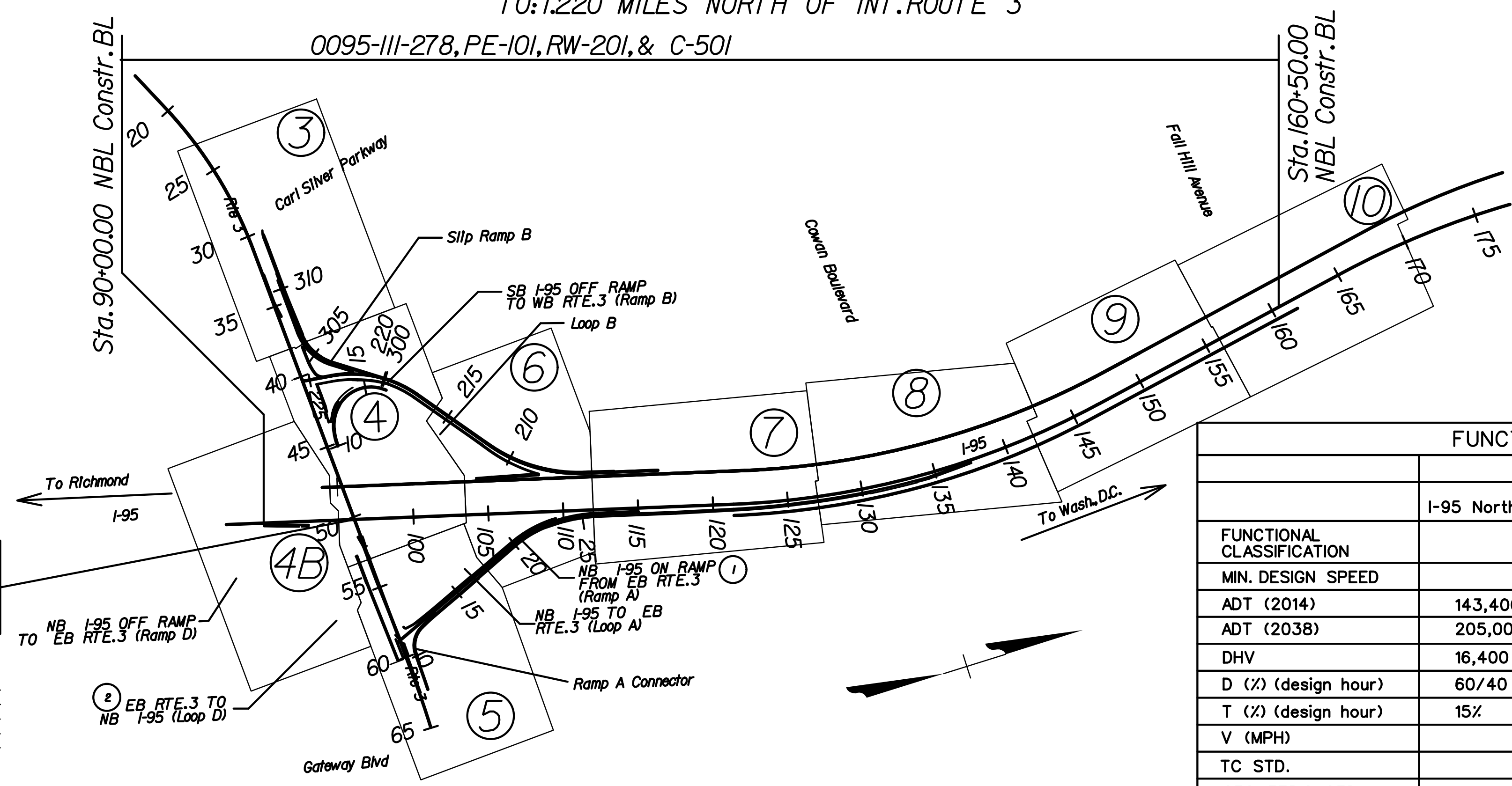
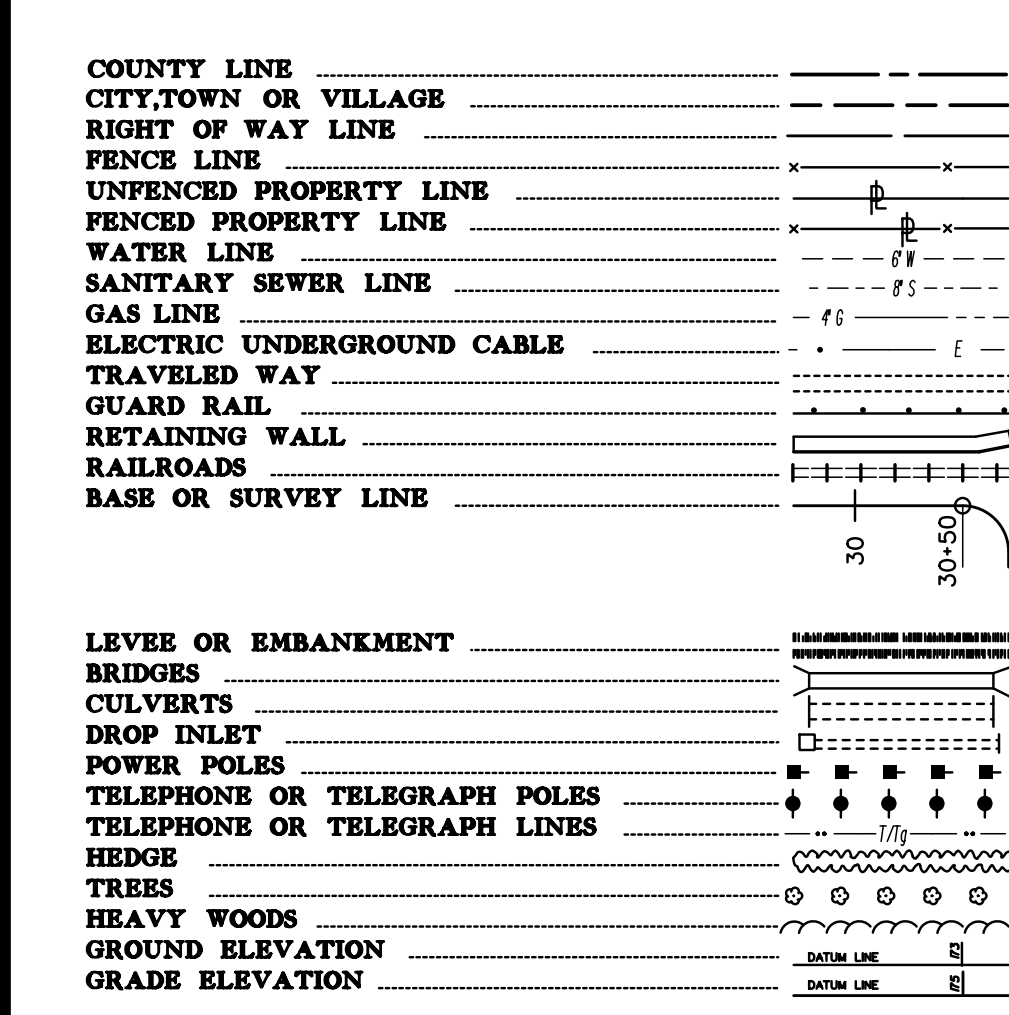
FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA

FUNCTIONAL CLASSIFICATION	I-95 RAMPS		
	SB I-95 OFF RAMP TO WB RTE. 3 (Ramp B)	NB I-95 ON RAMP FROM EB RTE. 3 (Ramp A, Loop D)	SB I-95 ON LOOP FROM WB RTE 3 (LOOP B)
MIN. DESIGN SPEED	25 MPH	30 MPH	25 MPH
ADT (2014)	18,900	8,847 (1) 19,176 (2)	3,900
ADT (2038)	30,100	40,100	5,800
DHV	2,400	3,200	460
D (%) (design hour)	N/A	N/A	N/A
T (%) (design hour)	5%	5%	5%
V (MPH)	X	X	X
TC STD.	TC-5.11R	TC-5.11R	TC-5.11R
GEOMETRIC STD.	GS-R	GS-R	GS-R
MIN. VERTICAL CLEARANCE	16'-6"	16'-6"	16'-6"

*See Plan and Profile Sheets for horizontal and vertical curve data speeds.
Design Vehicle: AASHTO 2011 WB-67

PROJECT MANAGER: Byrd, Holloway, P.E. (540) 374-3367 (FREDERICKSBURG DISTRICT)
SURVEYED BY, DATE: Rice & Associates
DESIGN BY: Johnson, Mirmiran, & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE: Accountants, 3/18/16

DESCRIPTION REFERENCE:
STA. 96+05.42 I-95 NBL CONSTR. BASELINE
STA. 50+17.08 ROUTE 3 CONSTR. BASELINE

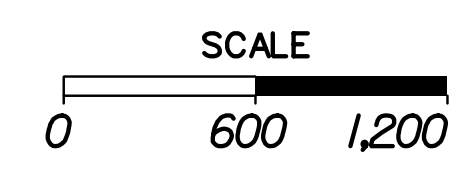


FUNCTIONAL CLASSIFICATION	I-95		ROUTE 3	
	I-95 North of Route 3	I-95 South of Route 3	From: I-95 Bridge To: Carl Silver Parkway	From: I-95 Bridge To: Gateway Blvd
MIN. DESIGN SPEED	70 MPH		45 MPH	
ADT (2014)	143,400	115,062	90,093	60,590
ADT (2038)	205,000	165,900	107,000	75,800
DHV	16,400	13,600	8,600	6,100
D (%) (design hour)	60/40	60/40	60/40	55/45
T (%) (design hour)	15%	15%	4%	5%
V (MPH)	X		X	
TC STD.	TC 5.11R		TC 5.11ULS	
GEOMETRIC STD.	GS-5		GS-5	
MIN. VERTICAL CLEARANCE	16'-6"		16'-6"	

*See Plan and Profile Sheets for horizontal and vertical curve data speeds.
Design Vehicle: AASHTO 2011 WB-67

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES		LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		TYPE PROJECT	DESCRIPTION
					FEET	FEET	FEET	FEET	MILES	MILES		
0095-III-278	PE-101	OC-095-2(535)	PENG	107715		7050.00	1.335	7050.00	1.335	PRELIM. ENGR.	FROM: 0.115 MILES SOUTH OF INT. ROUTE 3 TO: 1.220 MILES NORTH OF INT. ROUTE 3	
	RW-201	OC-095-2(535)	ROWA	107715		7050.00	1.335	7050.00	1.335	RIGHT OF WAY		
	C-501	OC-095-2(535)	1000	107715		7050.00	1.335	7050.00	1.335	CONSTRUCTION		

Project Lengths are based on Northbound I-95 Mainline Construction Baseline.



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PROJECT MANAGER *Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)*
 SURVEYED BY, DATE *Rice & Associates*
 DESIGN BY *Jason Henry, P.E., Central Office, (804) 786-5975*
 SUBSURFACE UTILITY BY, DATE *Accumark, 3/18/16*

INDEX OF SHEETS

CONCEPTUAL PLANS

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-111-278, RW-201 C-501	1B

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

SHEET NO.	DESCRIPTION	STATIONS
1	TITLE SHEET	
1B	INDEX OF SHEETS	
1G	DESIGN CRITERIA TABLE	
2B - 2S	TYPICAL SECTIONS (2P NOT USED)	
2T	CROSS SLOPES	
PLAN SHEETS		
3	ROUTE 3 & SLIP RAMP B PLAN SHEET	25+00.00 TO 38+00.00 (Rt.3) AND 306+00.00 TO 310+45.99 (SLIP RAMP B)
4	ROUTE 3, RAMP B, SLIP RAMP B, & LOOP B PLAN SHEET	38+00.00 TO 53+00.00 (Rt.3), 216+00.00 TO 224+67.74 (RAMP B), 302+18.65 TO 306+00.00 (SLIP RAMP B), & 10+00.00 TO 15+50.00 (LOOP B)
4B	I-95 NBL PLAN SHEET	87+50.00 TO 95+00.00 (I-95 NBL)
5	ROUTE 3, RAMP A & RAMP A CONNECTOR	53+00.00 TO 66+44.29 (Rt.3), 10+00.00 TO 17+50.00 (RAMP A) & 11+75.00 TO 14+25.53 (RAMP A CONNECTOR)
6	I-95, RAMP A & RAMP B PLAN SHEET	103+50.00 TO 112+00.00 (I-95 NBL), 17+50.00 TO 25+50.00 (RAMP A) & 206+76.83 TO 216+00.00 (RAMP B)
7	I-95 PLAN SHEET	112+00.00 TO 127+00.00 (NBL)
8	I-95 PLAN SHEET	127+00.00 TO 142+00.00 (NBL)
9	I-95 PLAN SHEET	142+00.00 TO 156+00.00 (NBL)
10	I-95 PLAN SHEET	156+00.00 TO 171+00.00 (NBL)
OPTION 1		
2U - 2V	TYPICAL SECTIONS	
PLAN SHEETS		
8 OPT.1	I-95 PLAN SHEET	127+00.00 TO 142+00.00 (NBL)
9 OPT.1	I-95 PLAN SHEET	142+00.00 TO 156+00.00 (NBL)
10 OPT.1	I-95 PLAN SHEET	156+00.00 TO 171+00.00 (NBL)

THE CONCEPTUAL PLANS MEET ALL THE REQUIREMENTS ESTABLISHED IN THE RFP. AS REQUESTED IN SECTION 4.2.7, THE CONCEPTUAL PLANS IDENTIFY:

1. LANE WIDTHS - SHOWN ON TYPICAL SECTIONS
2. SHOULDER WIDTHS - SHOWN ON TYPICAL SECTIONS
3. AREAS OF PAVEMENT DEMOLITION - SHOWN ON PLAN SHEETS
4. AREAS OF OBSCURING ROADWAY - SHOWN ON PLAN SHEETS
5. MEDIAN WIDTHS - SHOWN ON TYPICAL SECTIONS
6. MINIMUM PAVEMENT SECTIONS - SHOWN ON TYPICAL SECTIONS
7. CROSS SLOPES - SHOWN ON TYPICAL SECTIONS AND SHEET 2T
8. NOISE BARRIER LOCATIONS - SHOWN ON TYPICAL SECTIONS AND PLAN SHEETS

PROJECT MANAGER... Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg District)
SURVEYED BY, DATE... Rice & Associates
DESIGN BY... Johnson, Mirmiran & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE

DESIGN CRITERIA TABLE

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	1G

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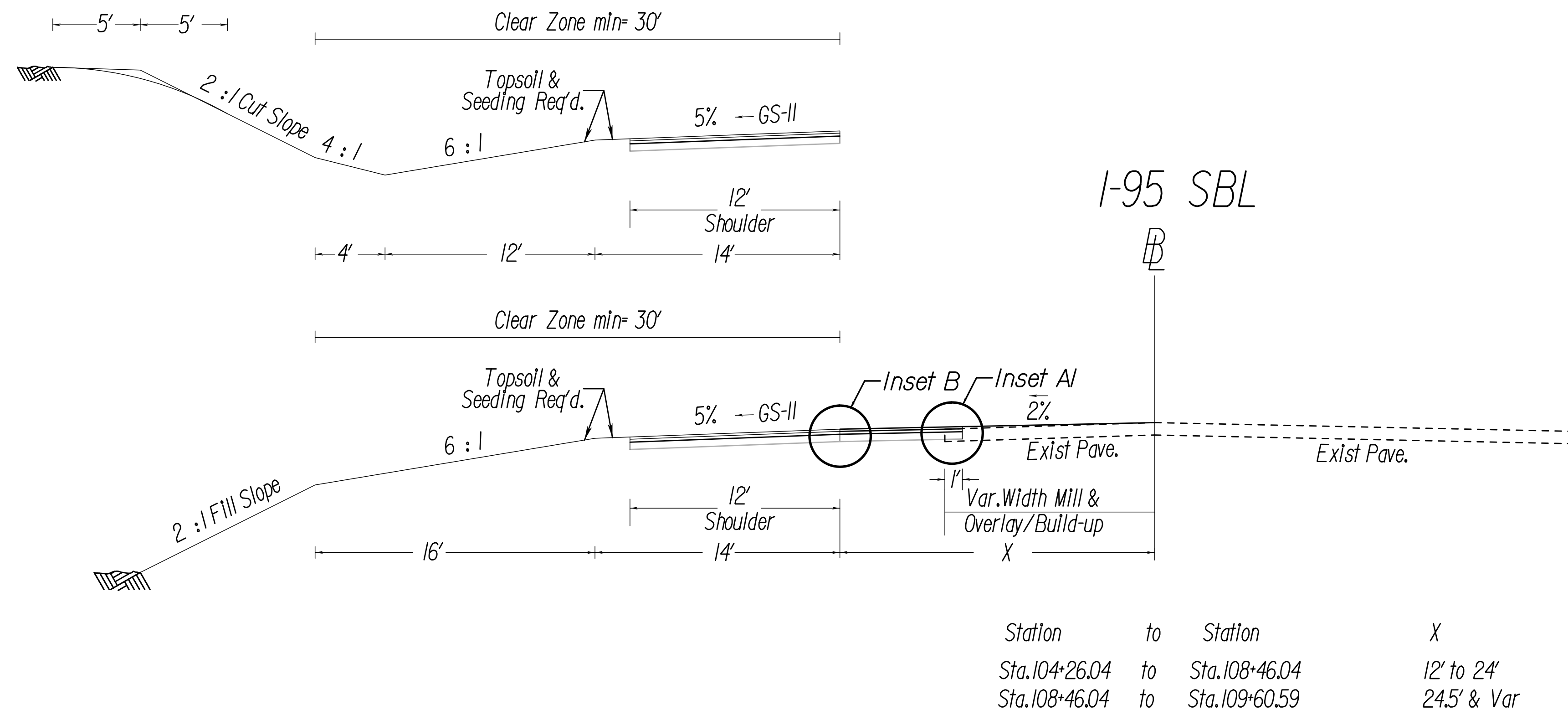
	Interstate 95	Route 3	NB I-95 ON RAMP FROM EB RTE. 3 (Ramp A, Loop D)	SB I-95 ON LOOP FROM WB RTE. 3 (Loop B)	SB I-95 OFF RAMP TO WB RTE. 3 (Ramp B)	NB CD Roadway Design to determine soundwall location
Functional Classification	Urban Interstate	Urban Principal Arterial (Other)	Interchange Ramp	Interchange Ramp	Interchange Ramp	Urban Interstate
	GS-5	GS-5	GS-R	GS-R	GS-R	GS-5
ADT (Design Year 2038)	205,000 vpd for I-95 North of Route 3 165,900 vpd for I-95 South of Route 3	107,000 vpd from I-95 Bridge to Carl Silver Parkway 75,800 vpd from I-95 Bridge to Gateway Blvd	40,100 vpd	5800 vpd	30,100 vpd	40,100 vpd
Truck Percentage (Design Hour)	15%	4% from I-95 Bridge to Carl Silver Parkway 5% from I-95 Bridge to Gateway Blvd	5%	5%	5%	5%
Design Speed (mph)	70 MPH	45 MPH	50 MPH ¹	25 MPH	50 MPH ²	60 MPH
Number of Lanes	See RFP Conceptual Plans	See RFP Conceptual Plans	See RFP Conceptual Plans	1	See RFP Conceptual Plans	2
Minimum Lane Widths	12 ft	11 ft min. and 12' within interchange areas. ⁶	12' ³	18'	12' ³	12'
Superelevation Standard	TC-5.11R emax 8.0%	TC 5.11ULS emax 2.0%	TC-5.11R emax 8.0%	TC-5.11R emax 8.0%	TC-5.11R emax 8.0%	TC-5.11R emax 8.0%
Paved Shoulder Widths	12 ft	4 ft Left / 8 ft Right	4 ft Left / 8 ft Right	4 ft Left / 8 ft Right	4 ft Left / 8 ft Right	4 ft Left / 10 ft Right
Graded Shoulder Width	14' cut and 14' in fill. If using guardrail the graded shoulder shall be 17'.	10' cut/fill 13' when used with guardrail.	6 ft Left / 10 ft Right. If using guardrail add 3' to graded shoulder.	6 ft Left / 10 ft Right. If using guardrail add 3' to graded shoulder.	6 ft Left / 10 ft Right. If using guardrail add 3' to graded shoulder.	14' cut and 17' in fill
Curb and Gutter	N/A	CG-7	N/A	N/A	N/A	N/A
Terrain	Rolling	Rolling	Rolling	Rolling	Rolling	Rolling
Minimum Radius	1821 ft	795 ft	50 MPH: 760 ft 30 MPH: 215 ft	25 MPH: 135 ft	50 MPH: 760 ft 25 MPH: 135 ft	1204 ft
Minimum Stopping Sight Distance	730 ft	360 ft	50 MPH: 425' 30 MPH: 200'	25 MPH: 155'	50 MPH: 425' 25 MPH: 155'	570 ft
Clear Zone⁴	30 ft with foreslope of 6:1 or flatter	20 ft with foreslope of 6:1 or flatter	foreslopes 6:1 or flatter 50 MPH: 20-22 ft 30 MPH: 14-16 ft	foreslopes 6:1 or flatter 25 MPH: 14-16 ft	foreslopes 6:1 or flatter 50 MPH: 20-22 ft 25 MPH: 14-16 ft	30 ft with foreslope of 6:1 or flatter
Slope Standard	CS-4	CS-4	CS-4	CS-4	CS-4	CS-4
Minimum Vertical Clearance	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"

The Conceptual Road Plans that follow meet the requirements of the Design Criteria Table shown on this sheet. The limits of construction are within the existing/proposed right-of-way limits shown in the RFP Conceptual Plans.

- Design speed shall be minimum of 50 MPH at on ramp to I-95 functional area and transition to 30 MPH.
- Design speed shall be 50 MPH at I-95 off ramp exit from I-95. Off ramp to provide for a dual lane off ramp, with the outside design as a choice lane for SB I-95 traffic. 25 MPH minimum design speed applies to tie to Route 3.
- 12 ft will be used per lane on multi-lane ramps. Single lane ramps will be 16 ft wide, except 18' will apply to Loop B.
- Clearzone requirements depend on foreslope and backslope conditions, utilize Roadway Design Manual page A-21.
- The intent of this table is to describe absolute design minimums and not enumerate every required design feature. Design features shown in the RFP Conceptual Plans exceeding these minimums shall be adhered to and shall supersede minimums shown within this table.
- The westbound Route 3 mainline lane widths of 11 feet apply to the west of the I-95 Bridge. The eastbound Route 3 mainline lane widths of 12 feet apply to the east of the I-95 Bridge.

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SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mirmiran & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accurmark, 3/18/16

TYPICAL SECTIONS

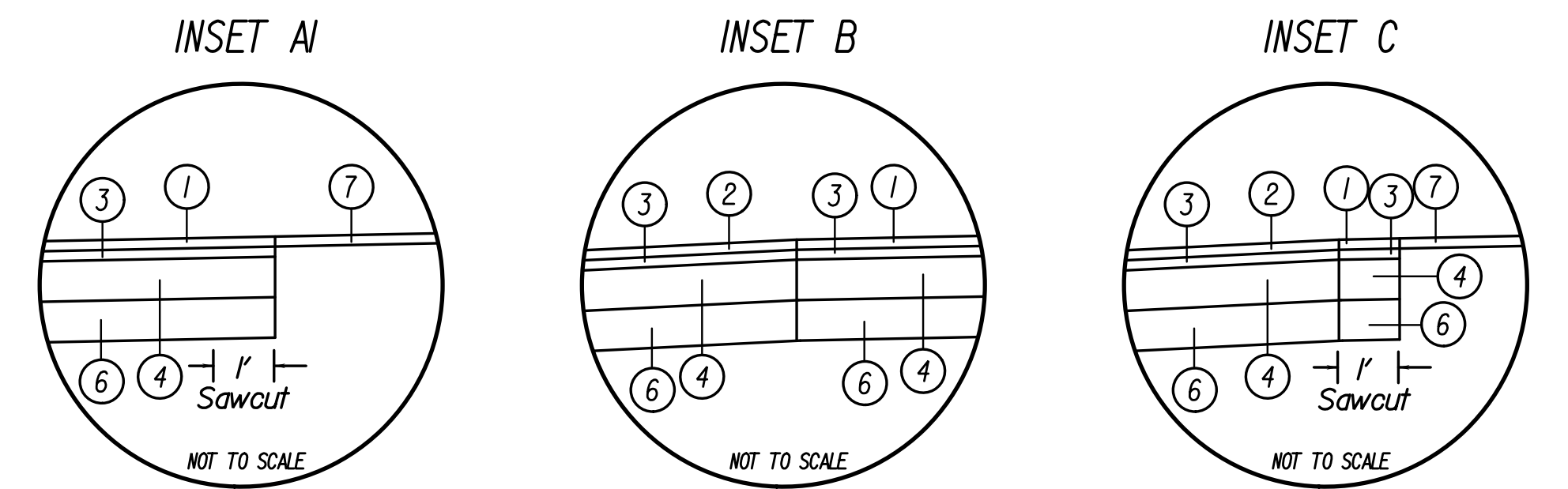
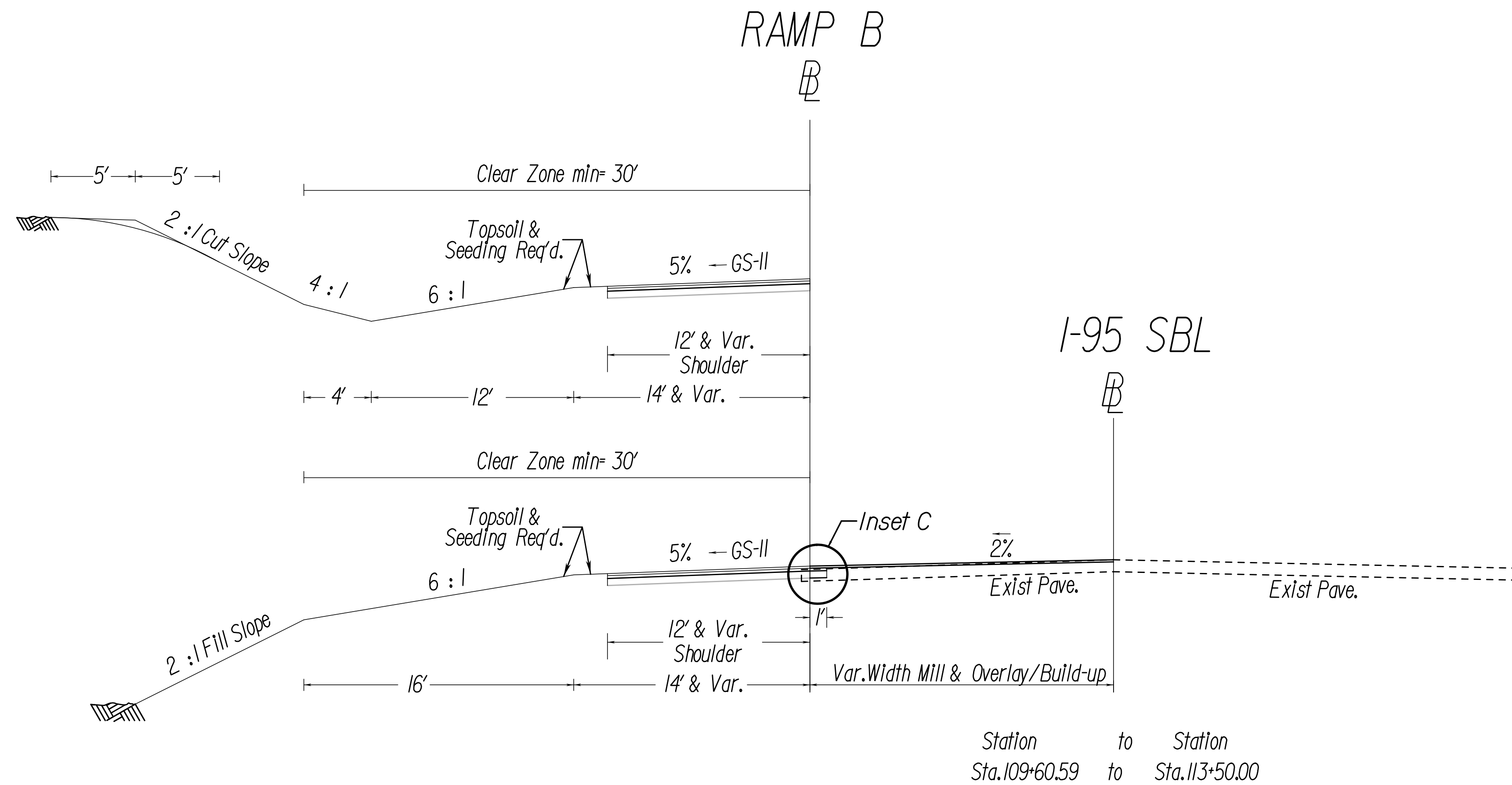


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Pavement Legend

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- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
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- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E



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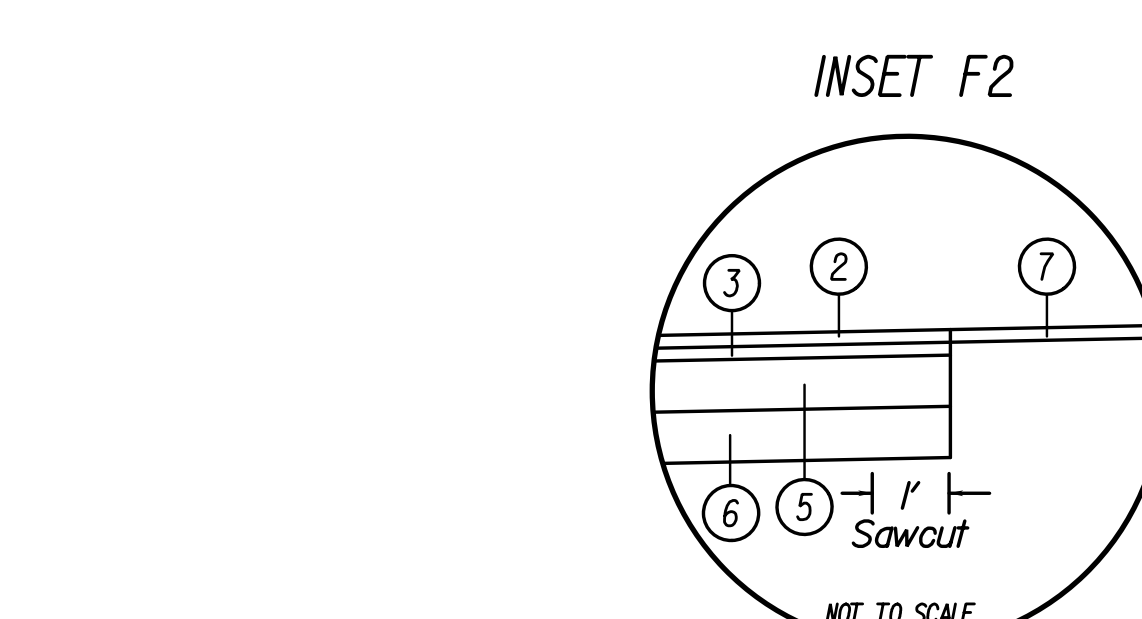
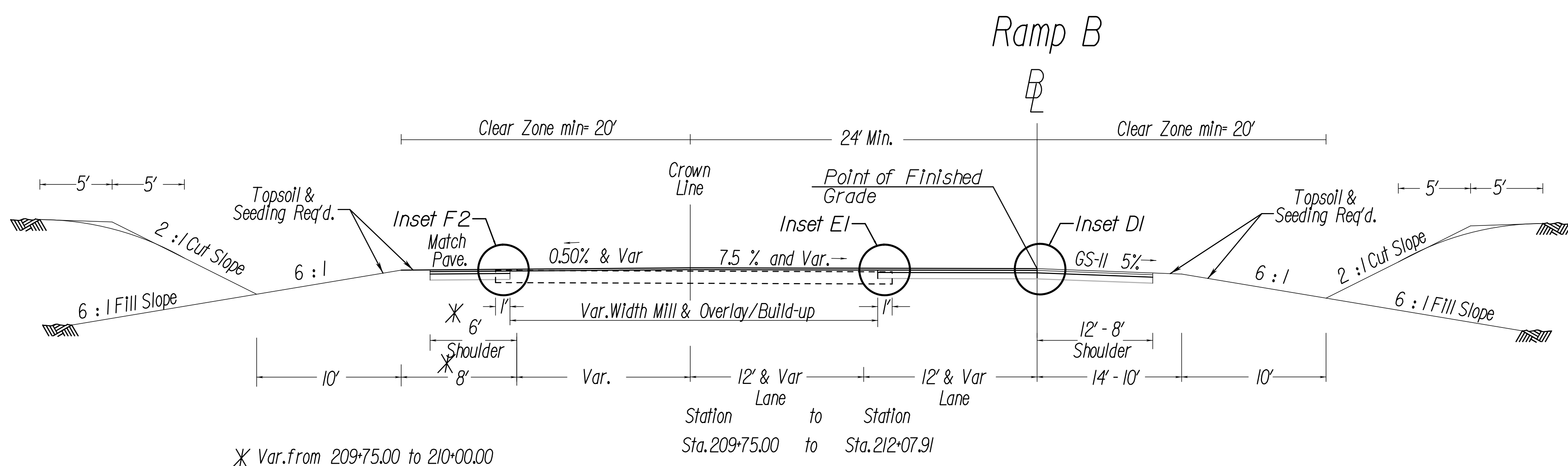
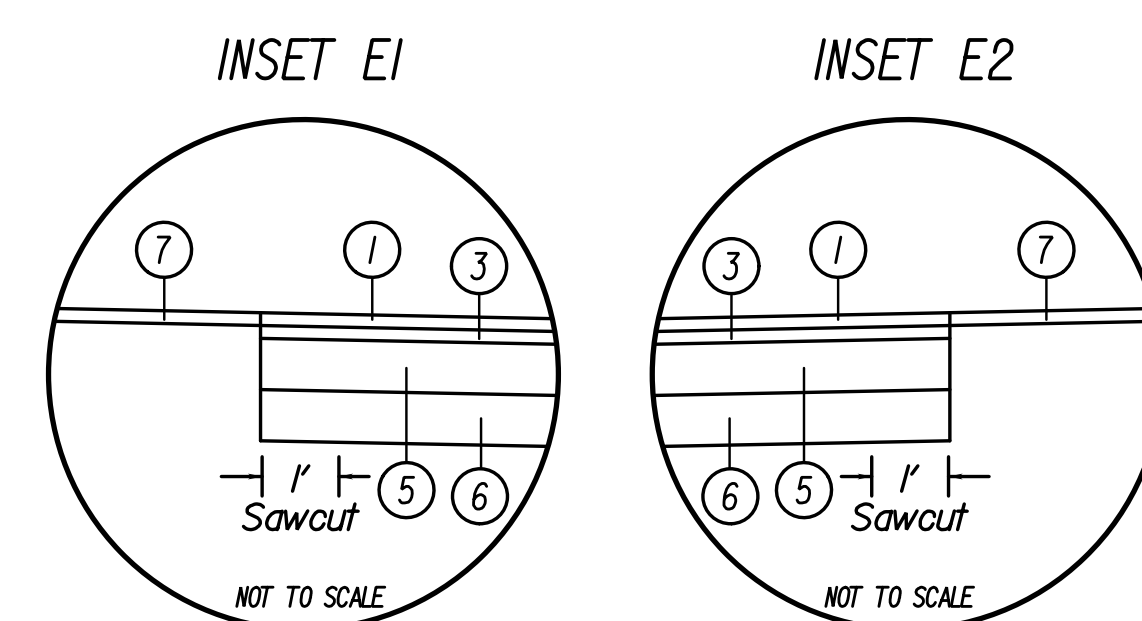
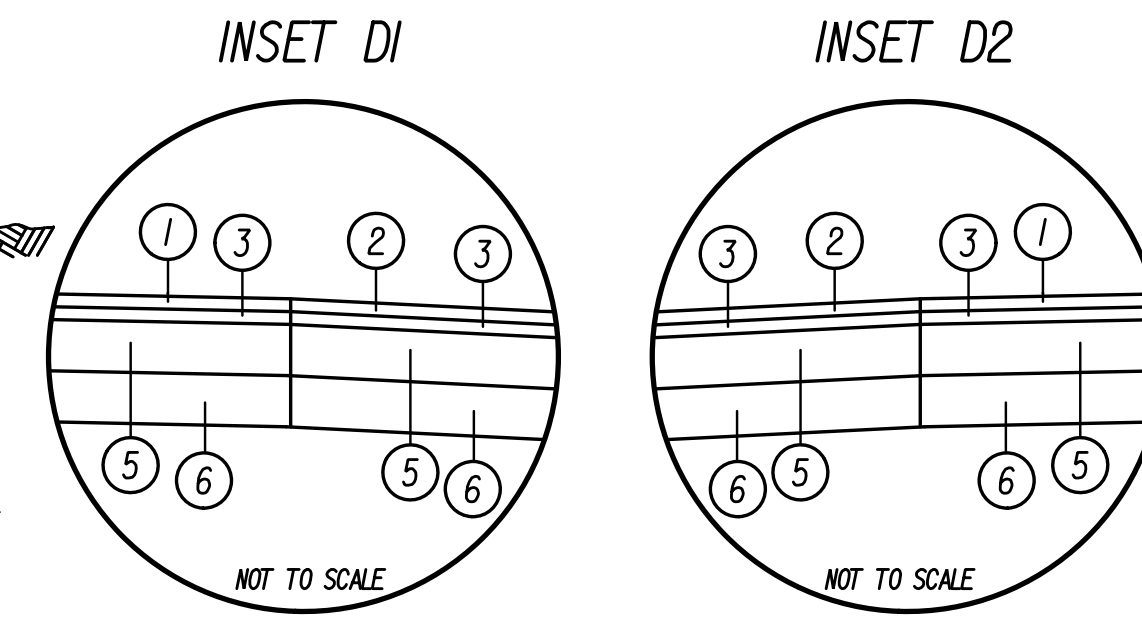
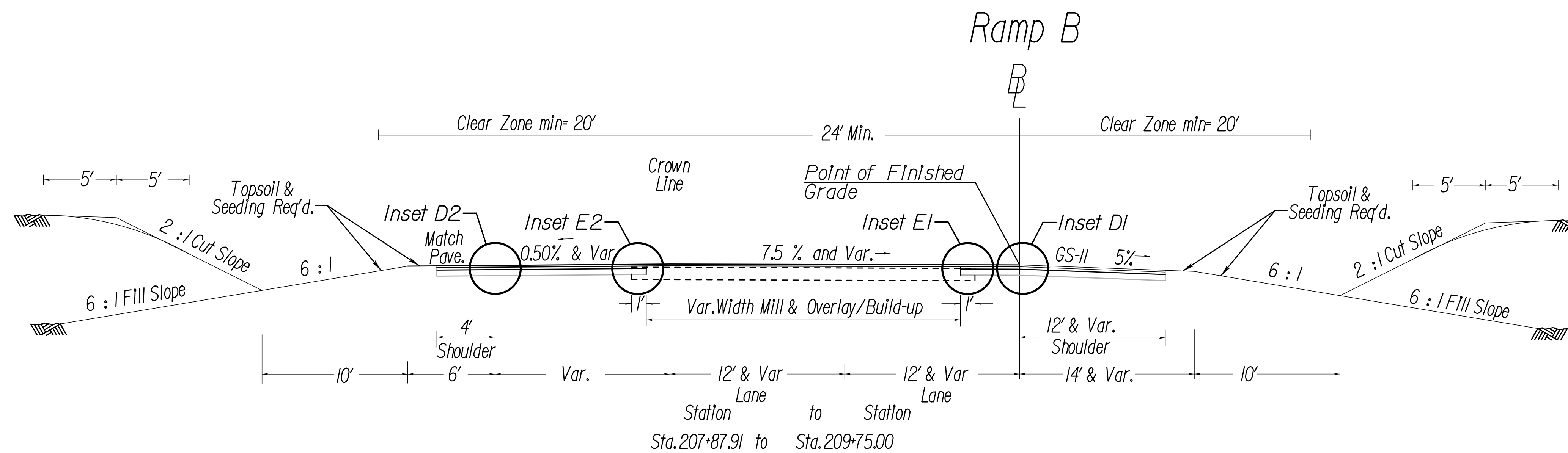
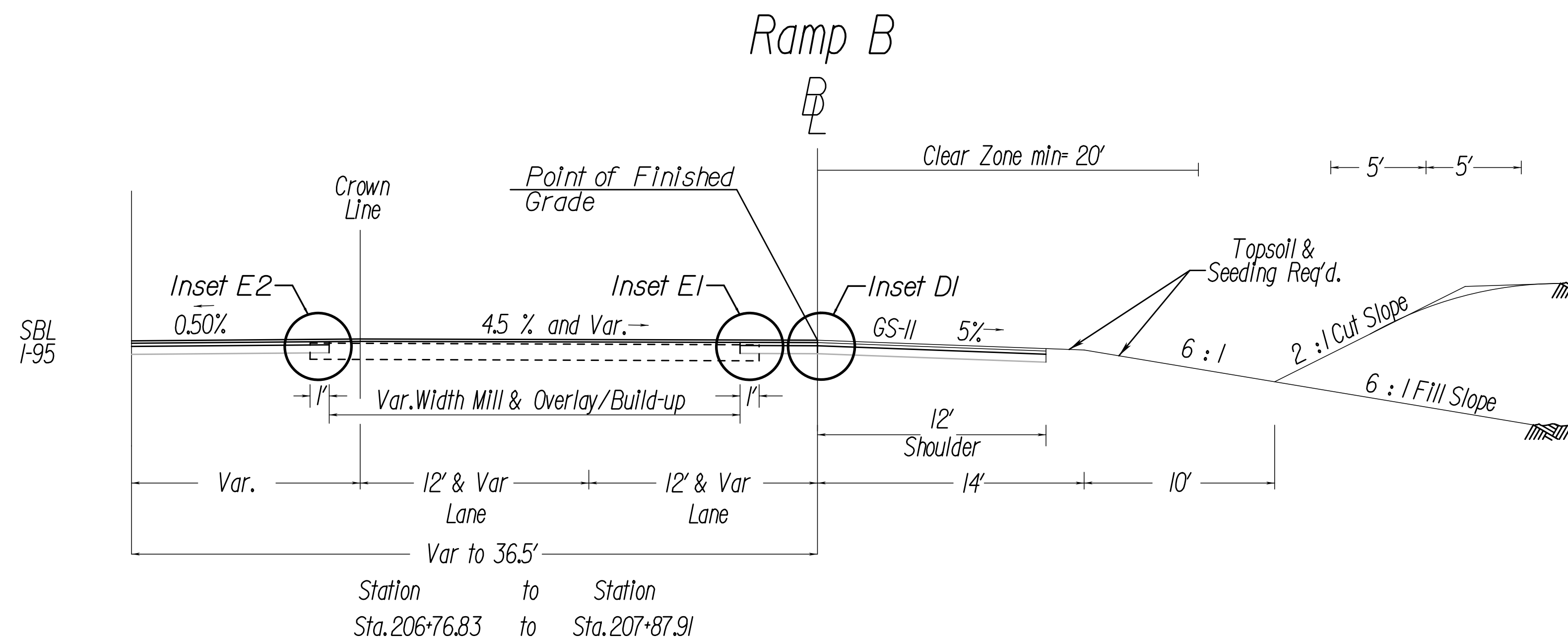
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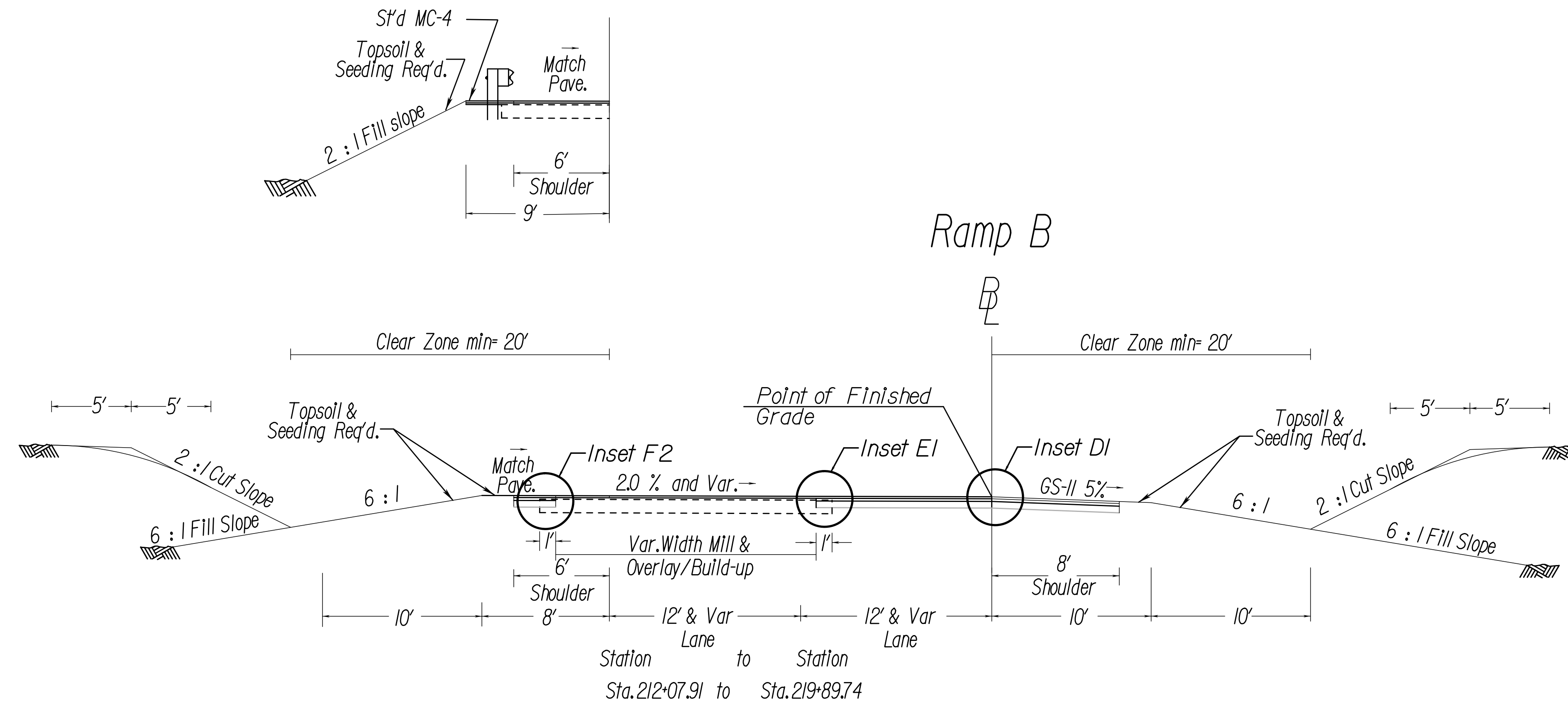
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PROJECT	SHEET NO.
0095-III-278	2C

PROJECT MANAGER Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg, District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mirmiran & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

TYPICAL SECTIONS

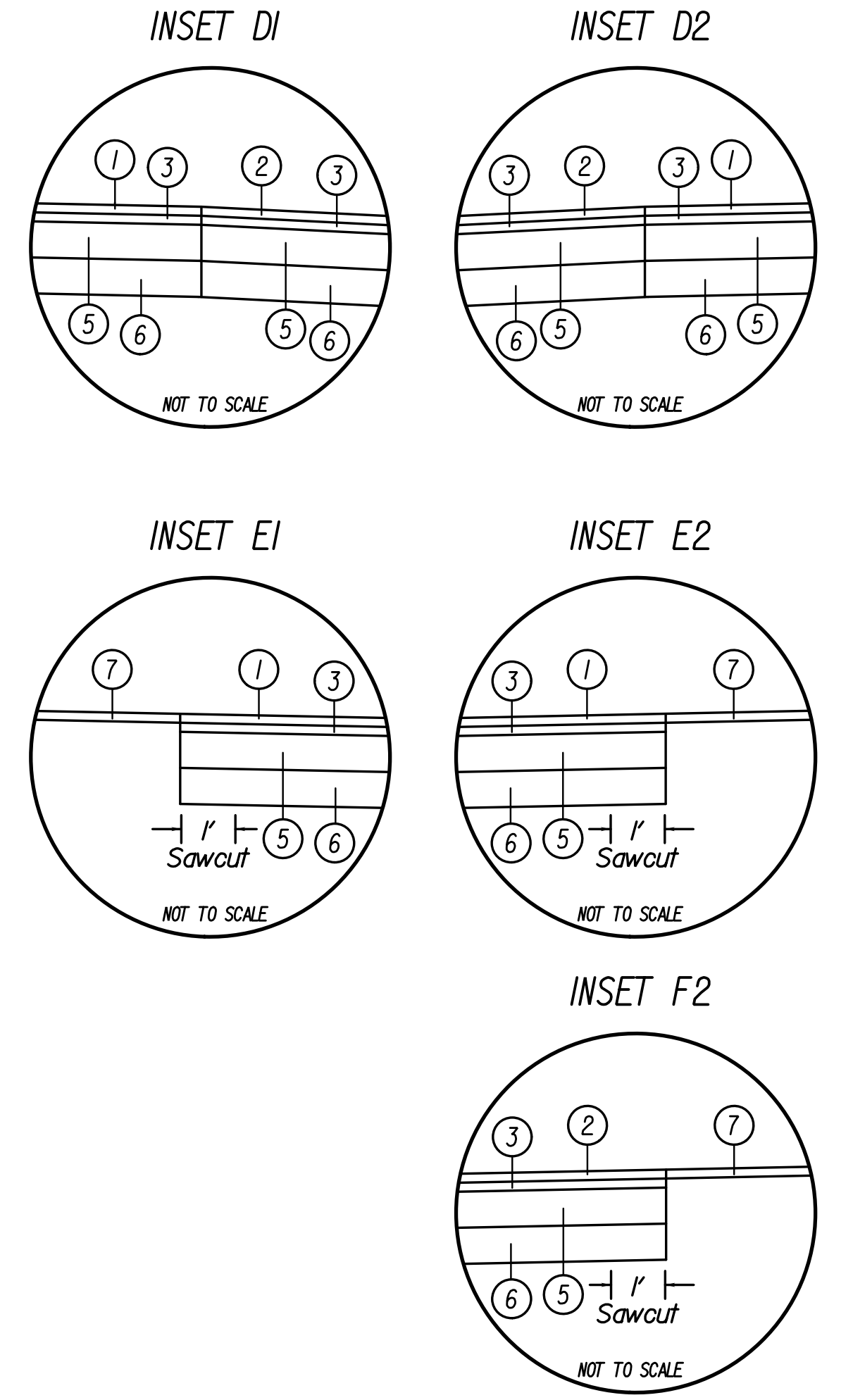
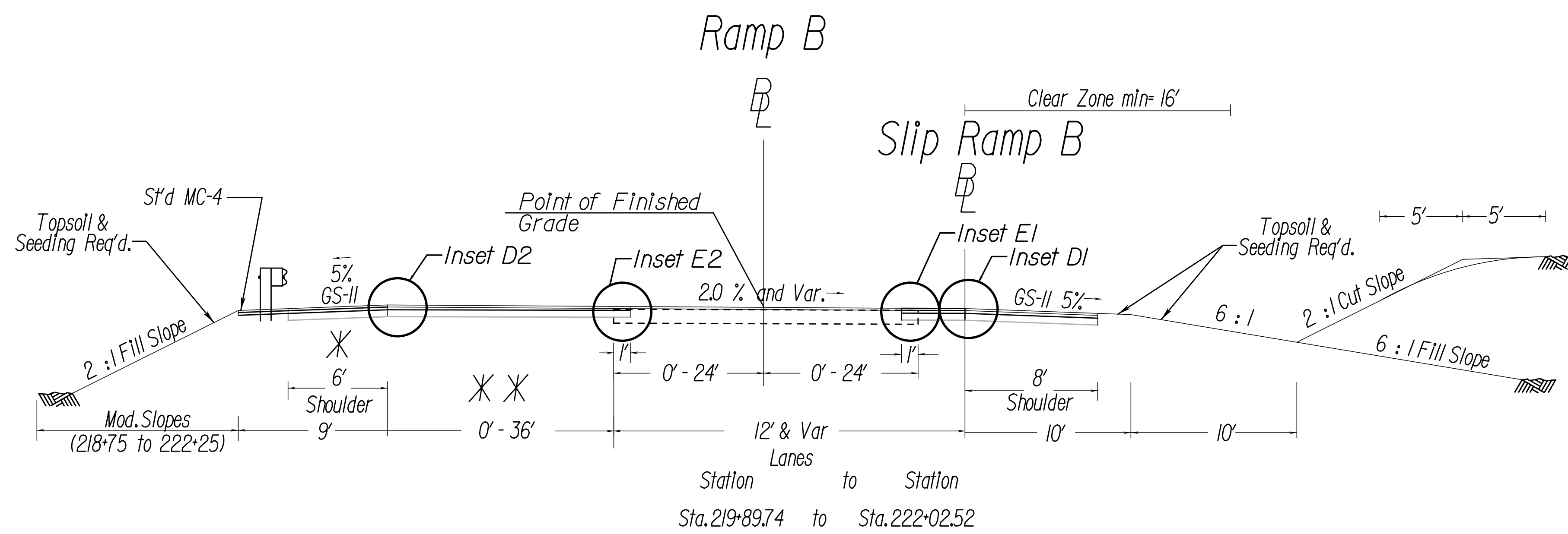


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X Transition shoulder slope from match proposed pavement to -5% (S'd GS-II) from sta. 218+25 to sta. 218+50.83
X X 36' of proposed pavement to include 3 12' lanes

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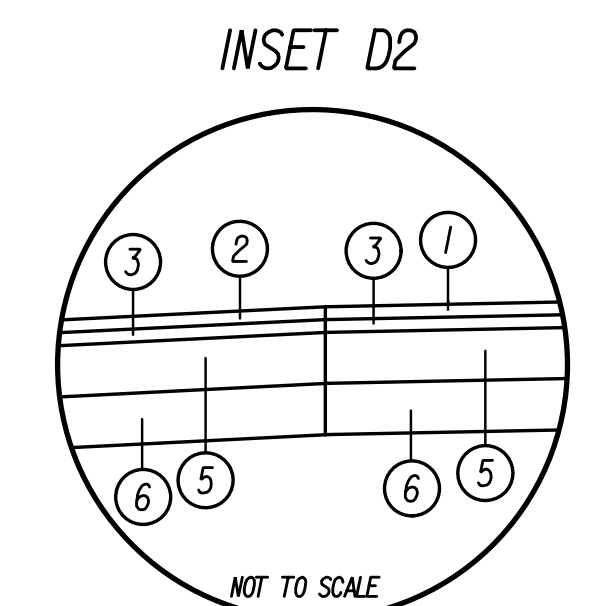
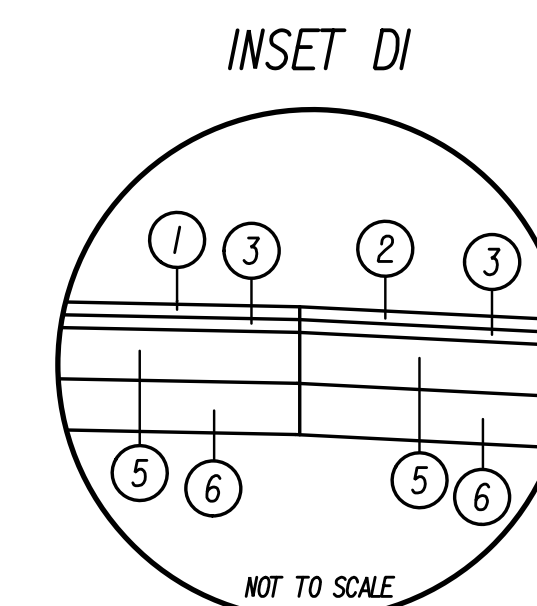
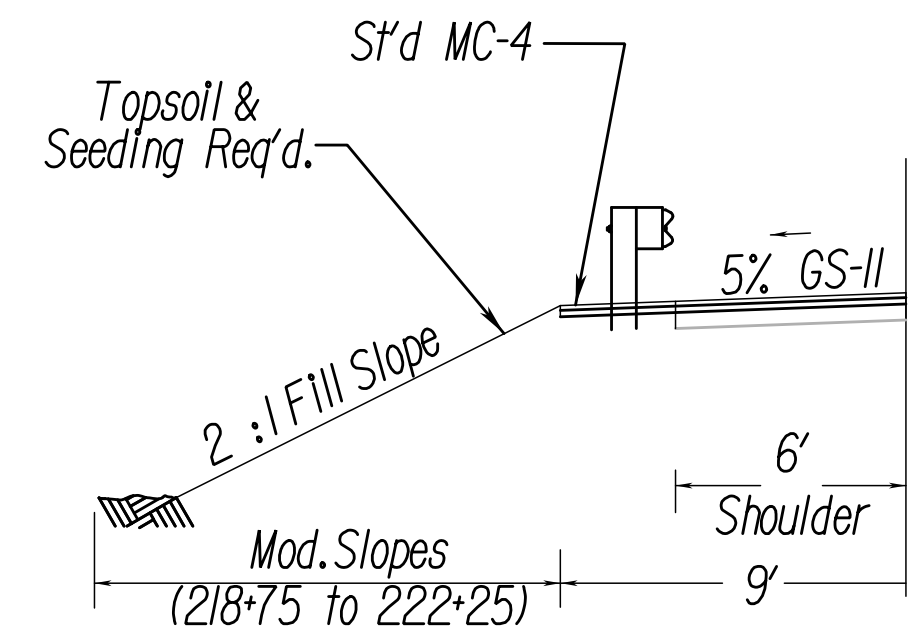
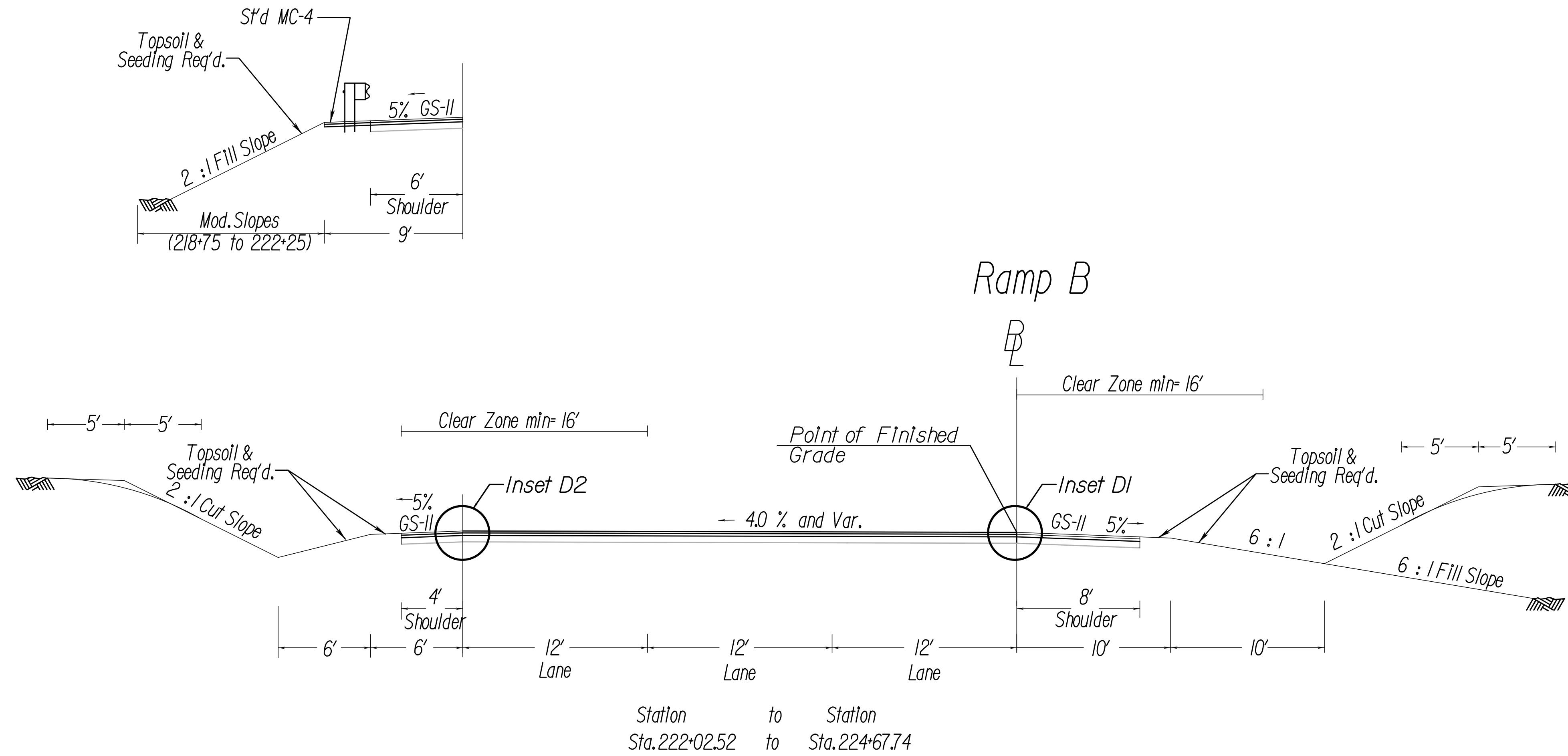
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NOT TO SCALE

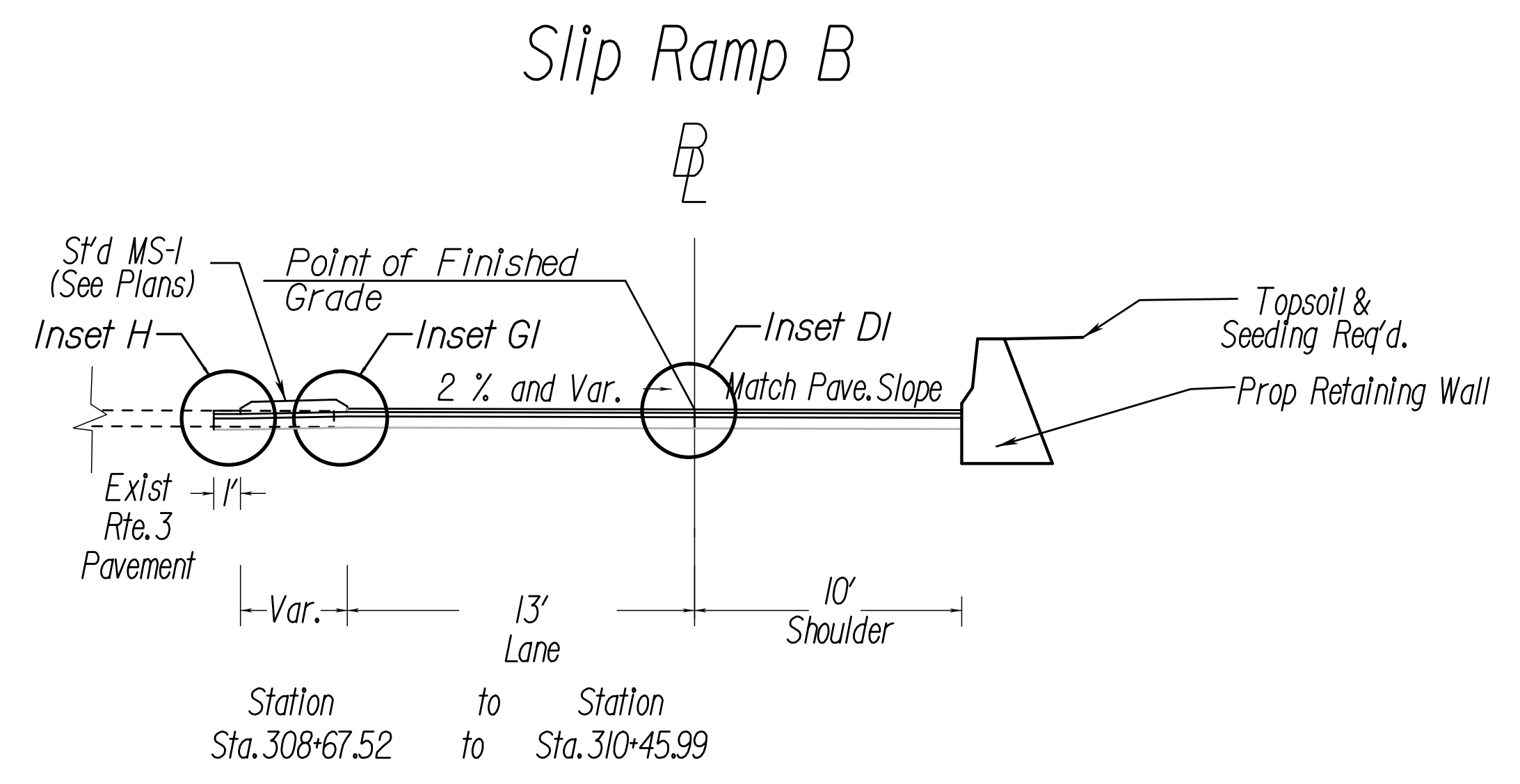
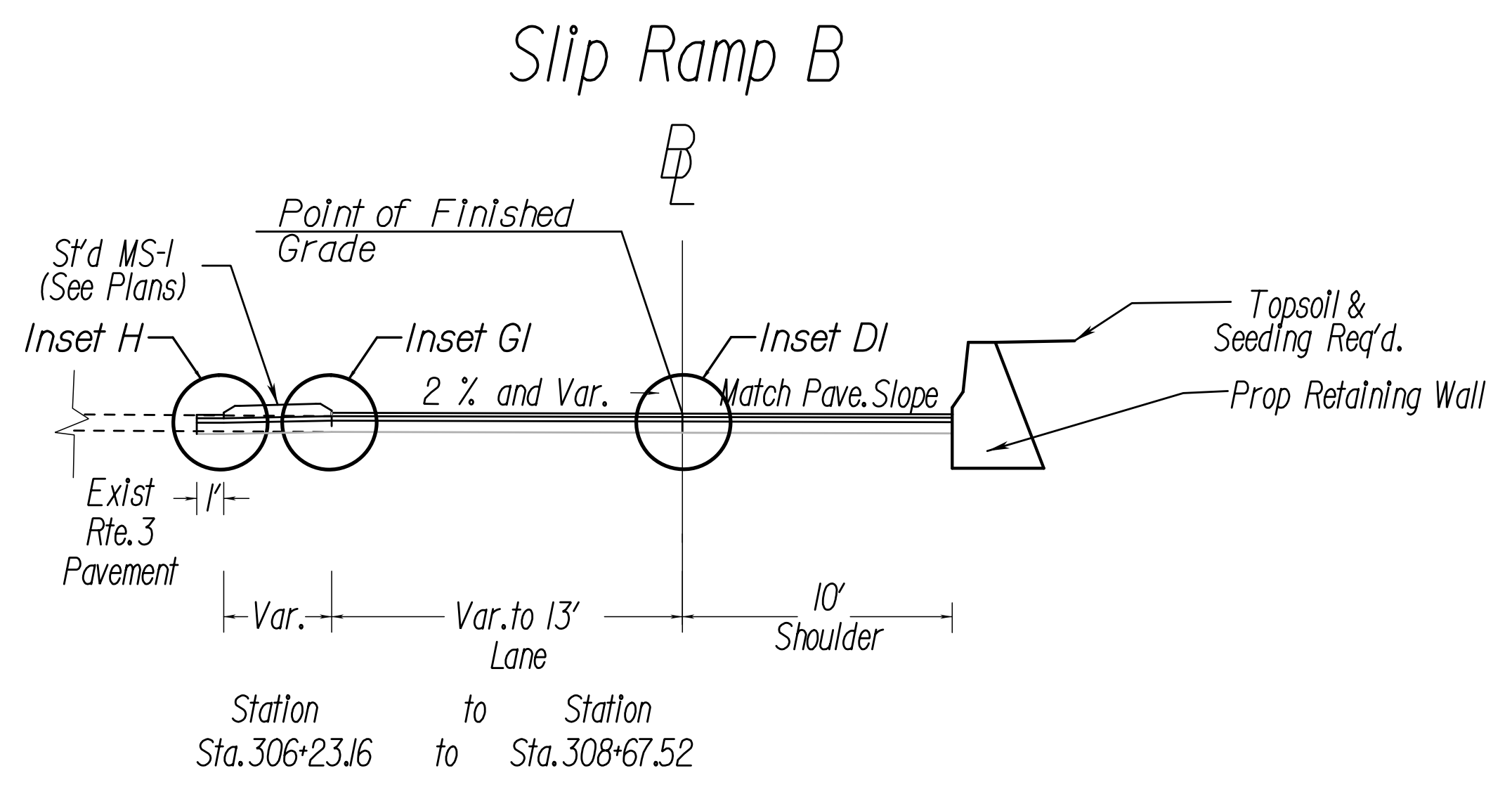
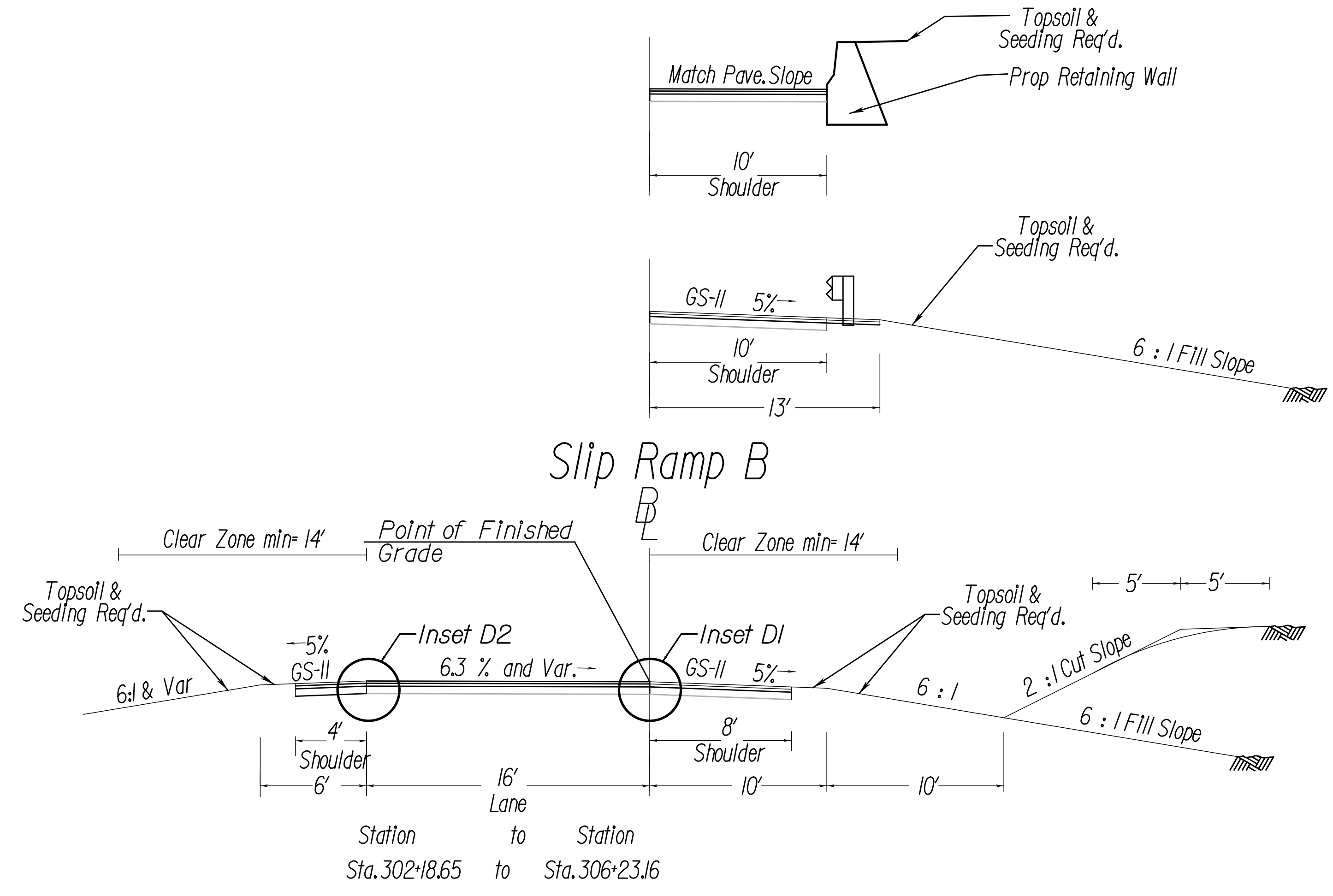
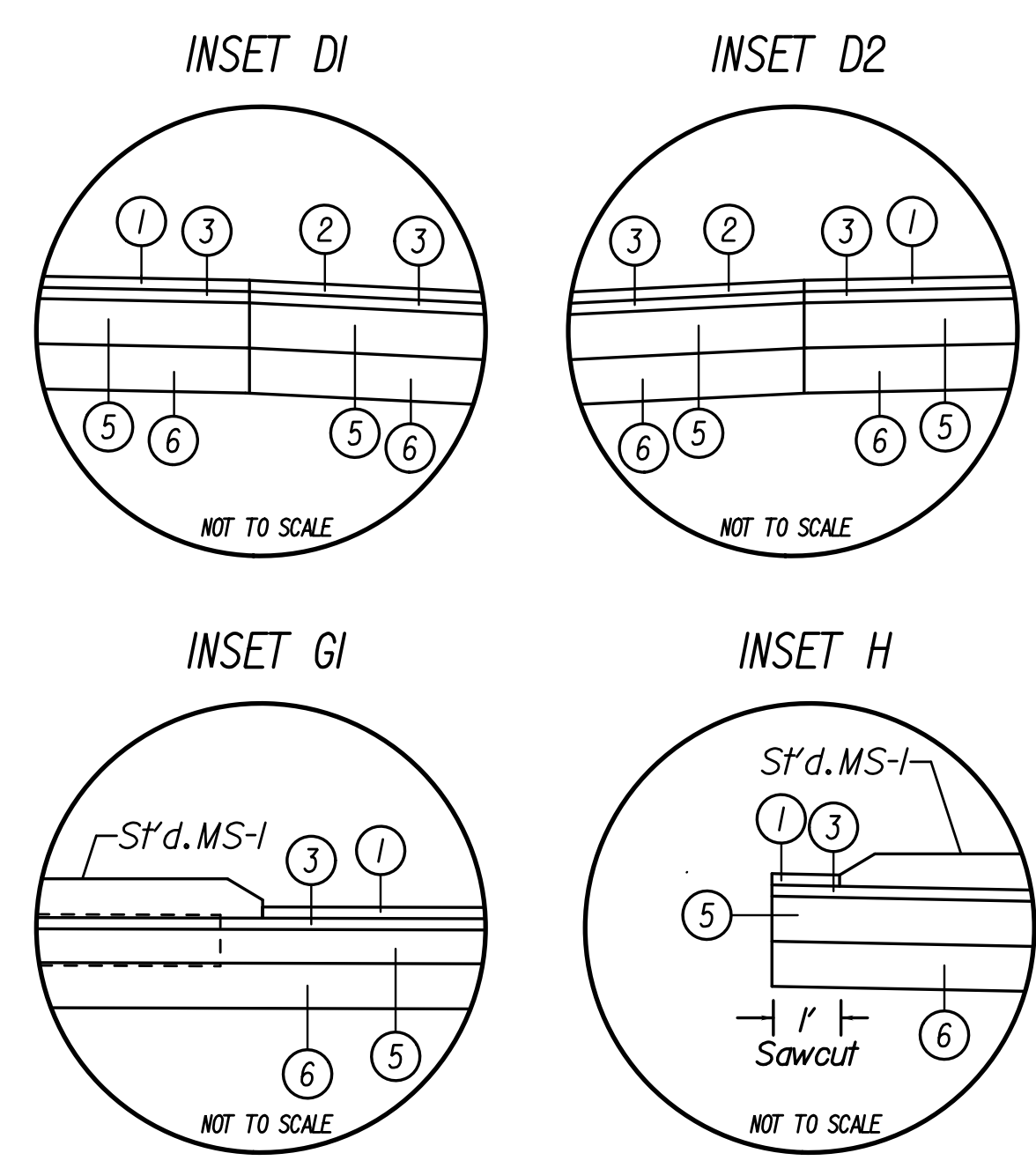
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PROJECT MANAGER Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg District)
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TYPICAL SECTIONS

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	VA.	95	0095-III-278 RW-201,C-501	2F

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REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201,C-501	26

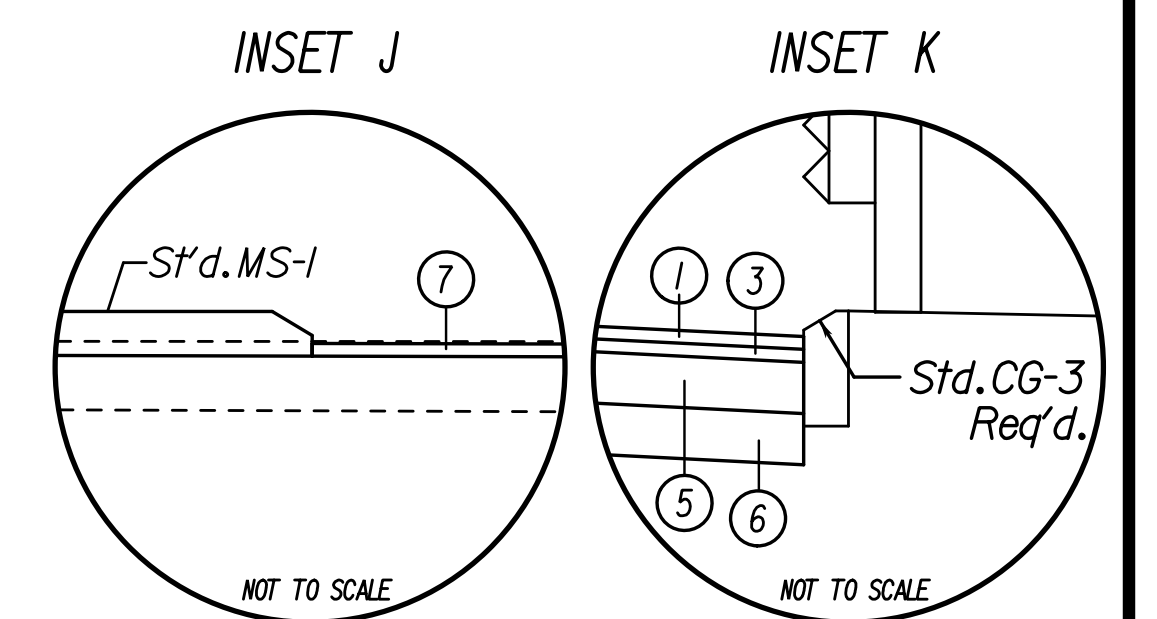
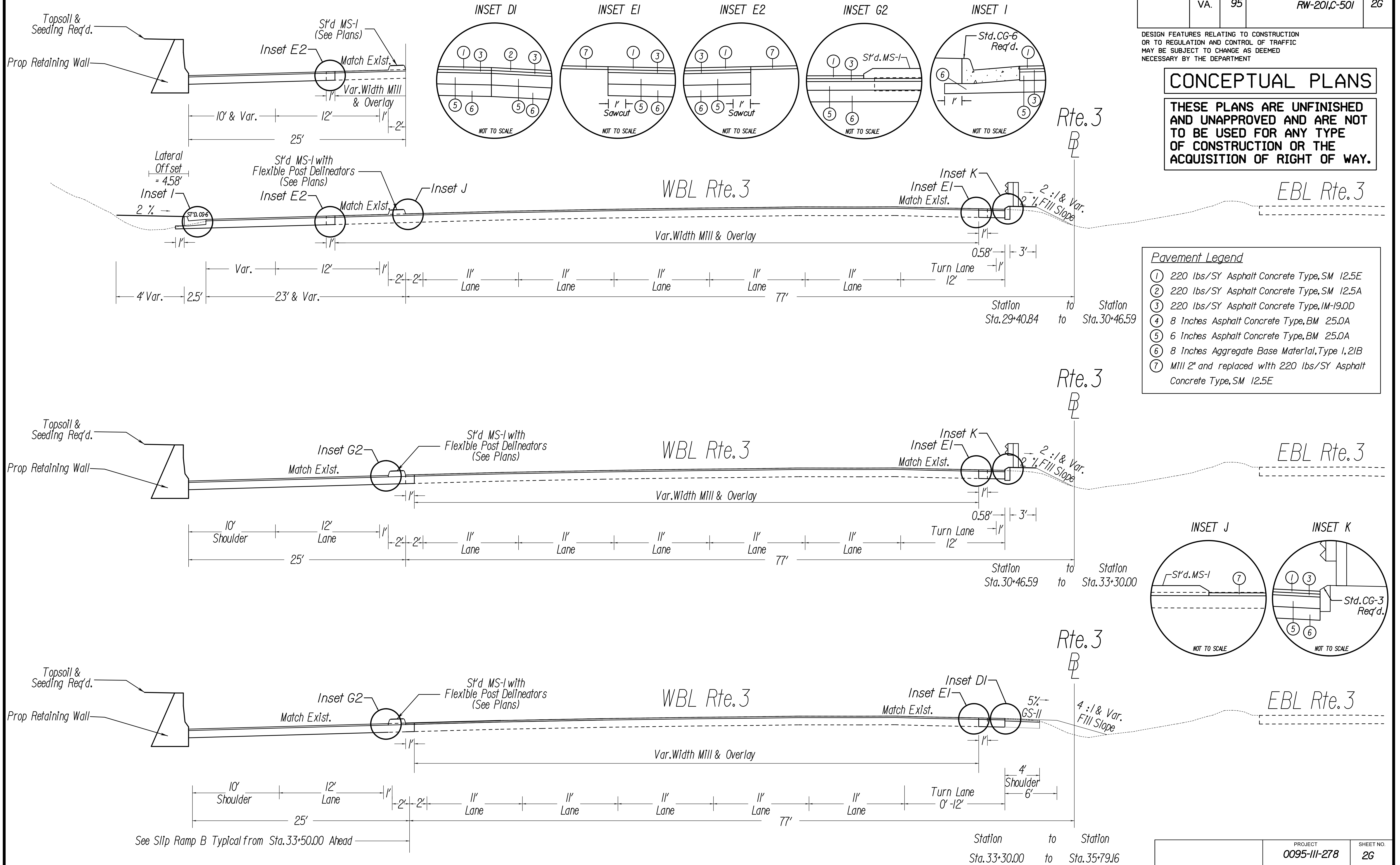
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See Slip Ramp B Typical from Sta. 33+50.00 Ahead

Station to Station
Sta. 33+30.00 to Sta. 35+79.16

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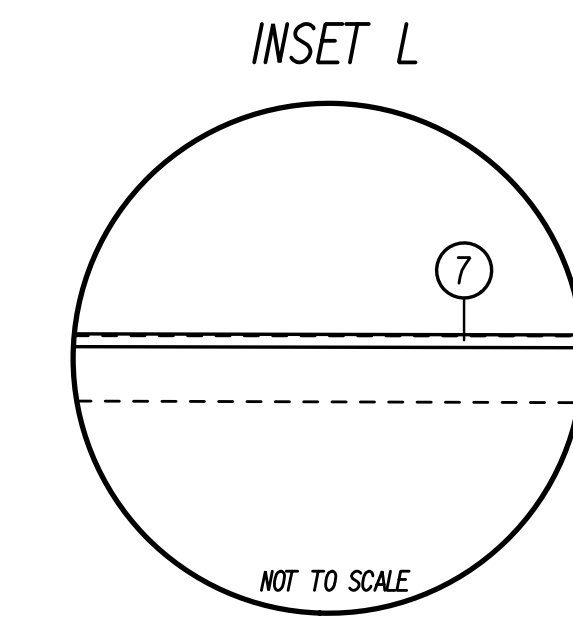
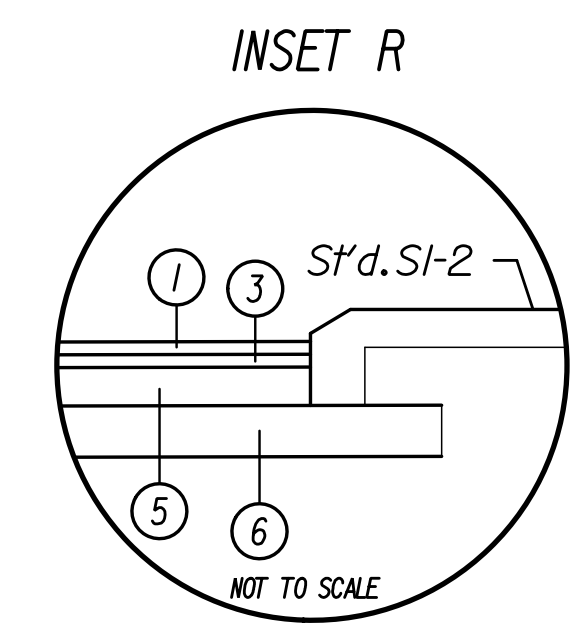
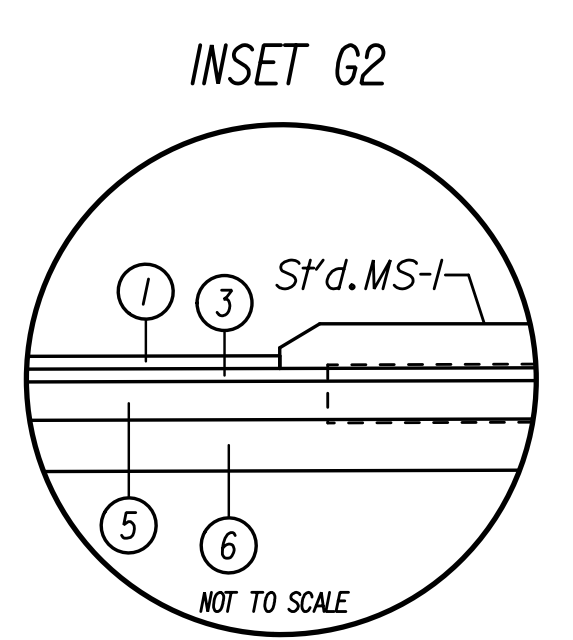
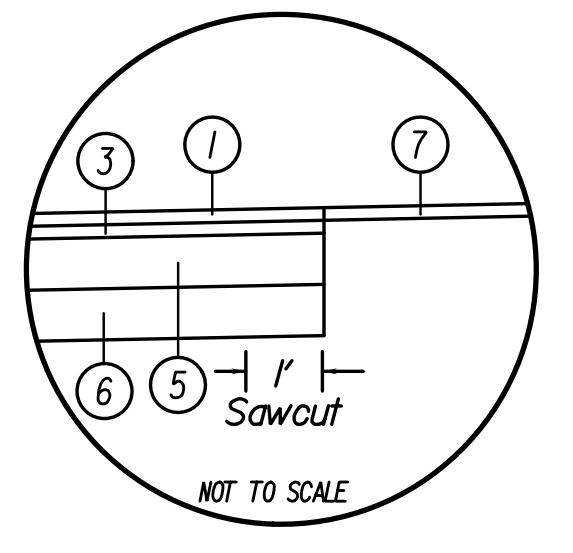
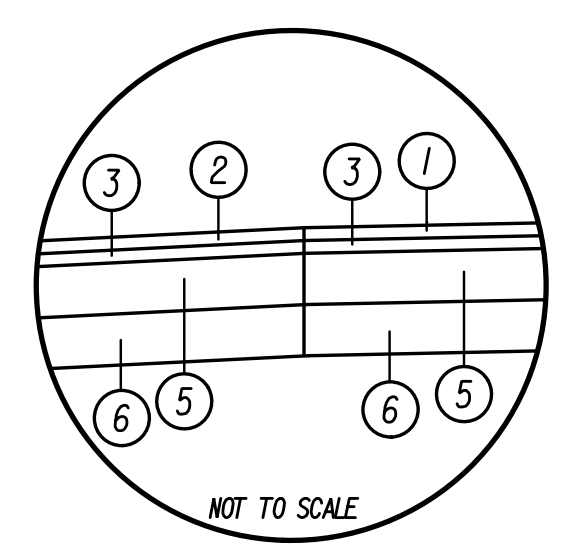
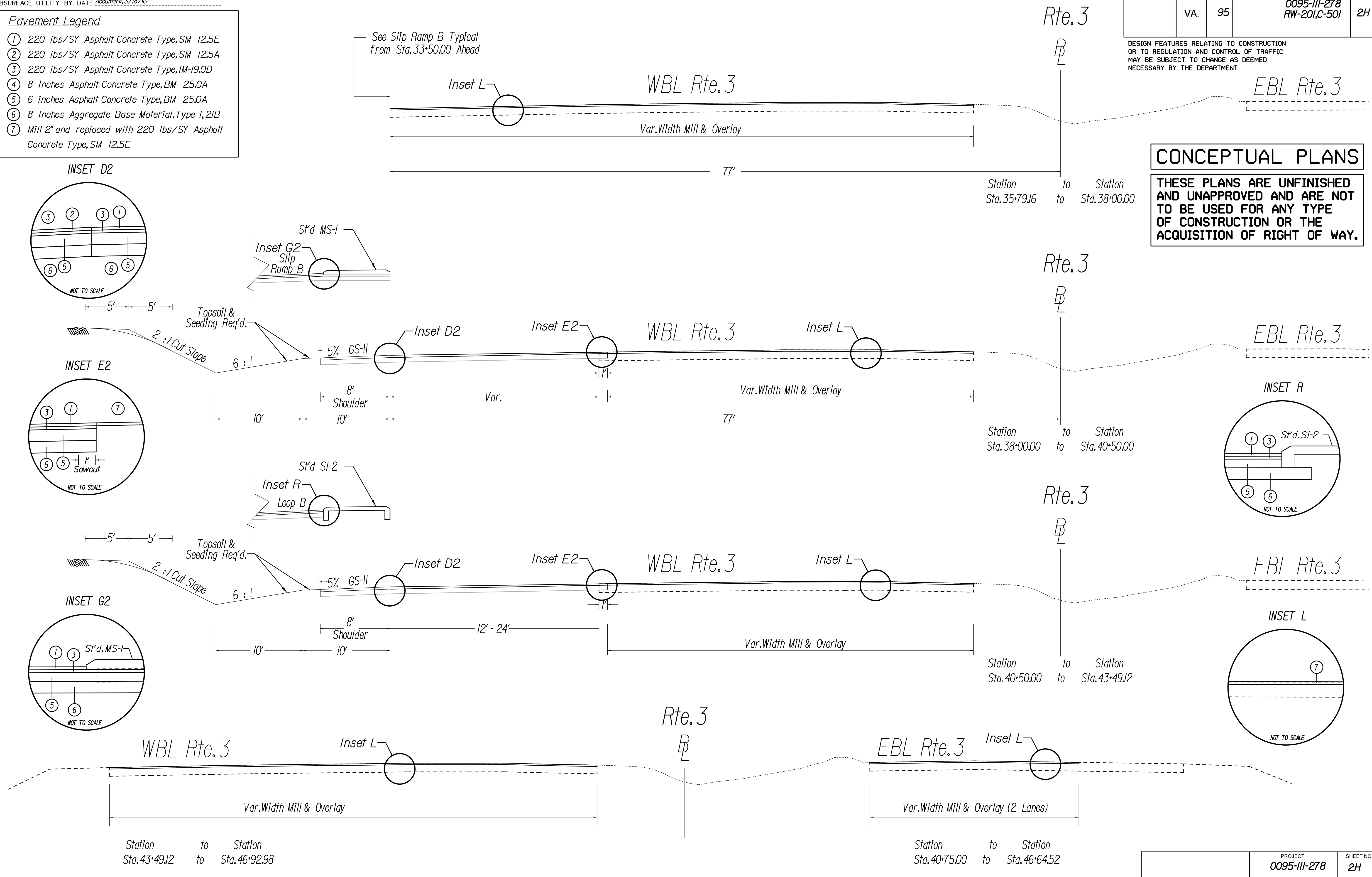
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	VA.	95	0095-III-278 RW-201C-501	2H

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TYPICAL SECTIONS

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	VA.	95	0095-III-278 RW-201,C-501	21

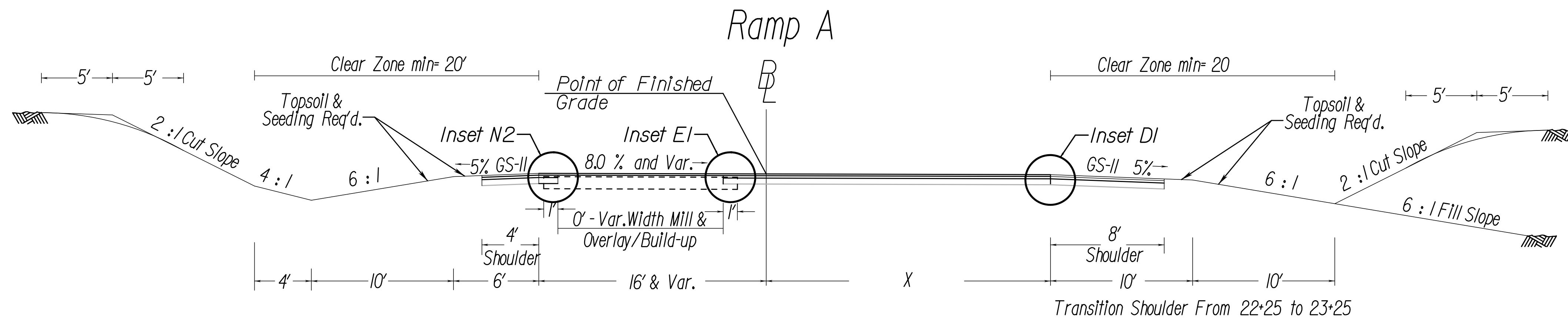
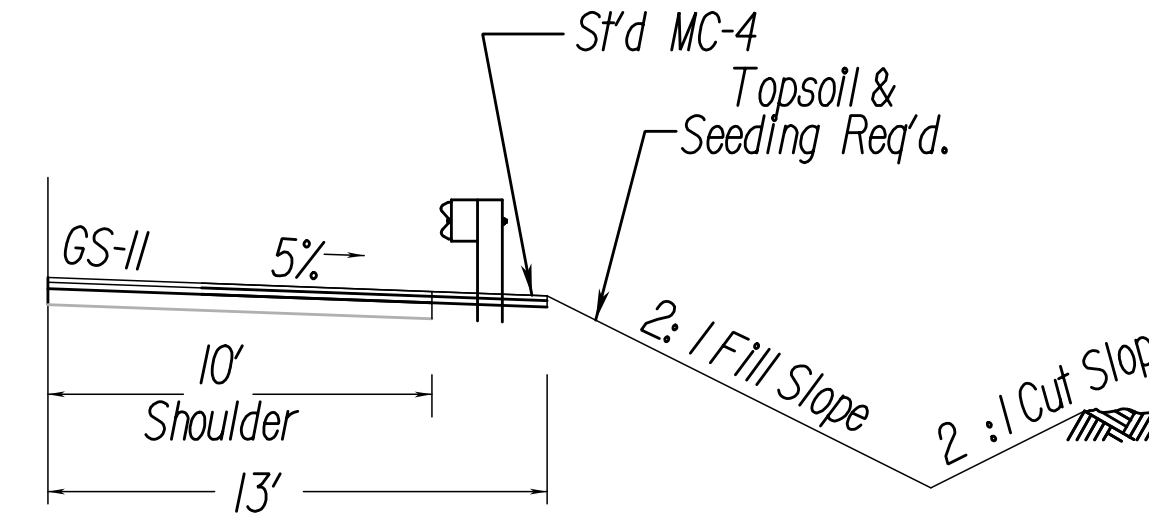
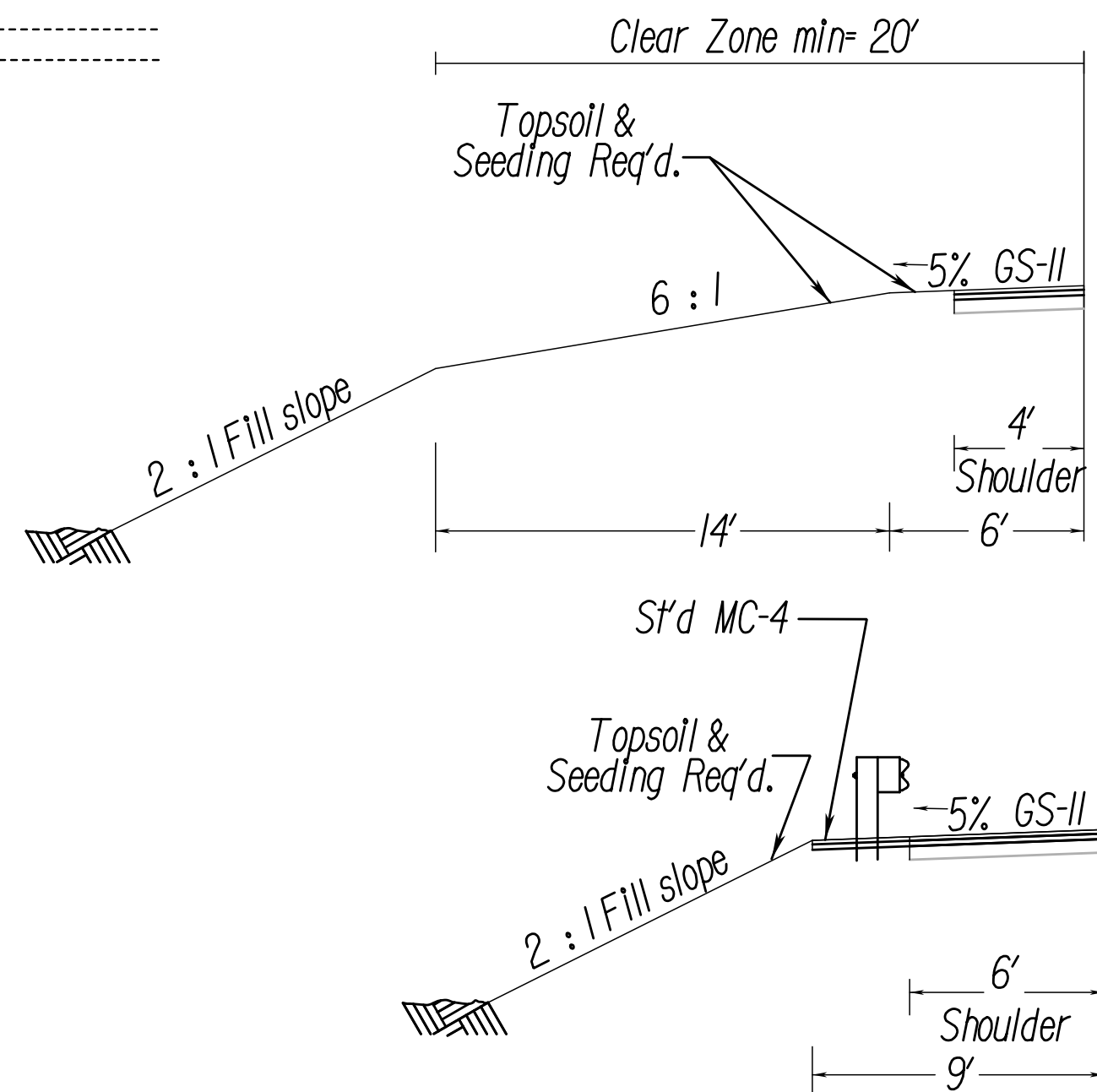
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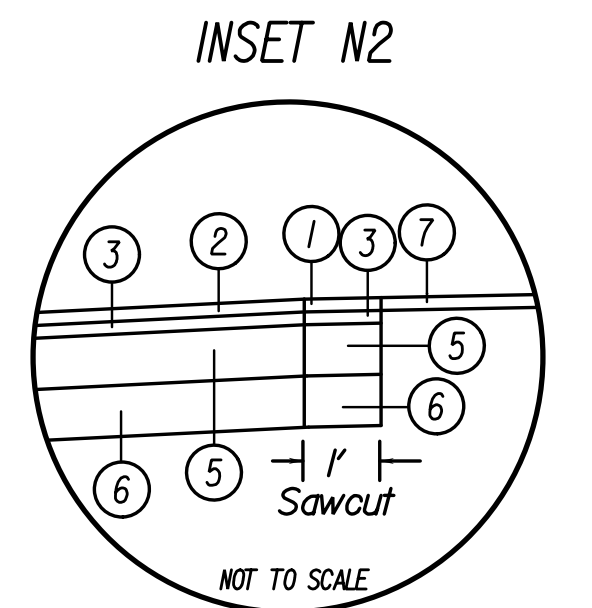
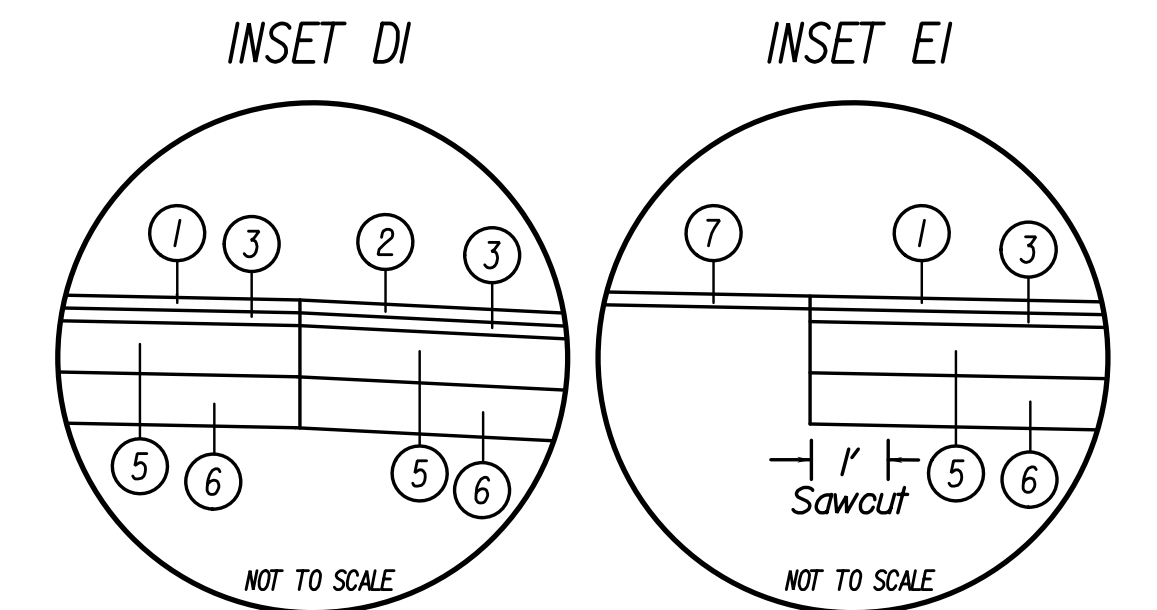
Pavement Legend

- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E

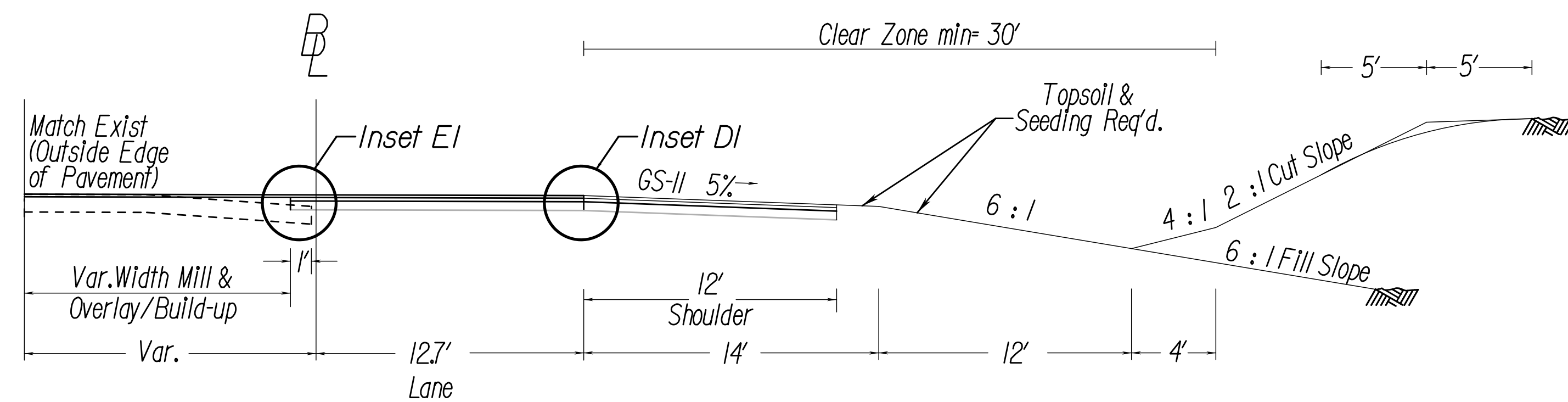


Station	to	Station	X
Sta. 10+57.73	to	Sta. 15+20.00	20'
Sta. 15+20.00	to	Sta. 21+20.00	20' - 12.7'
Sta. 21+20.00	to	Sta. 23+25.00	12.7'

Transition Shoulder From 22+25 to 23+25

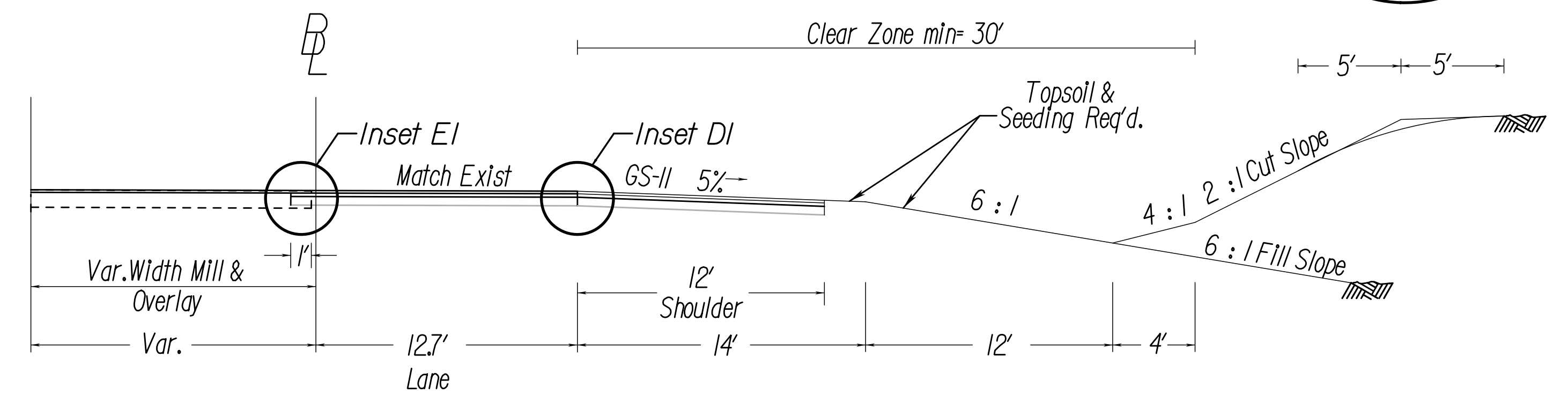


Ramp A



Station	to	Station
Sta. 23+25.00	to	Sta. 25+50.00

Ramp A

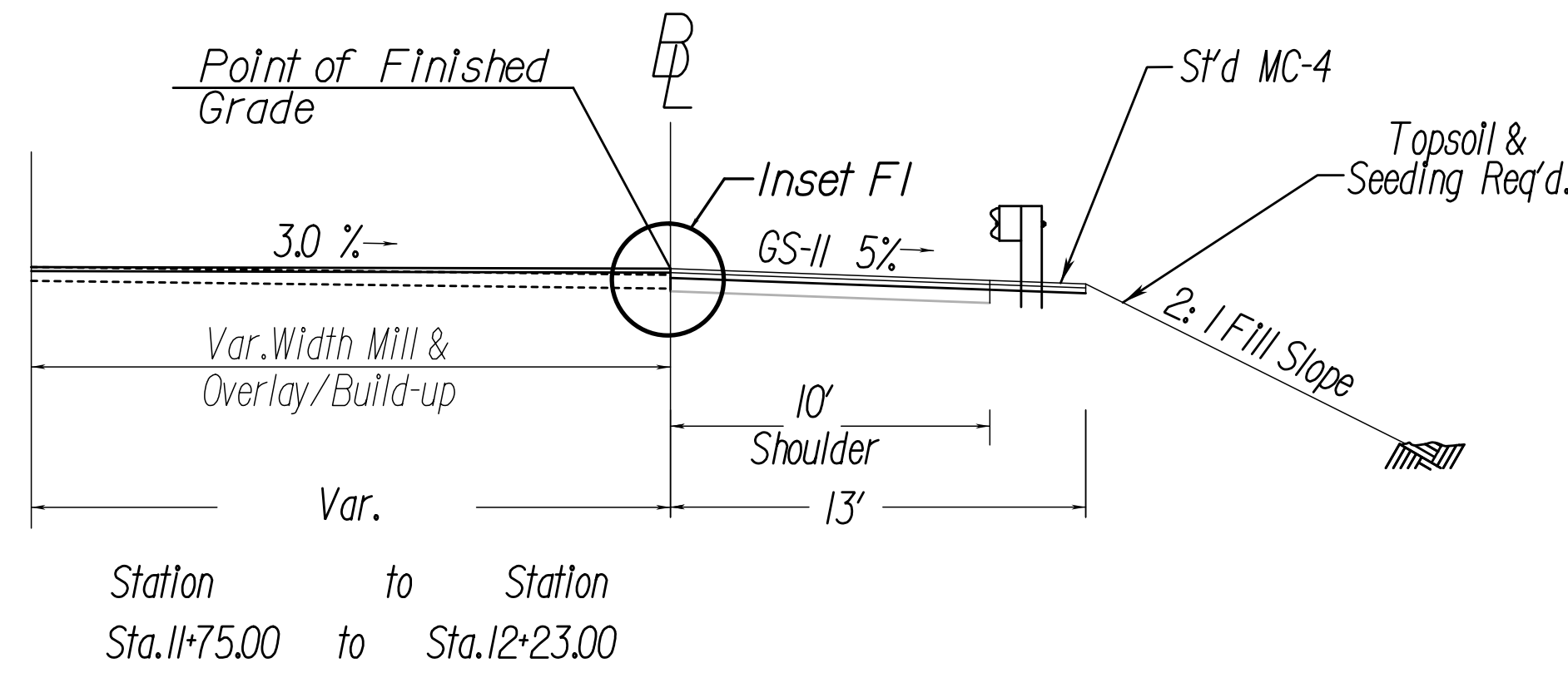


Station	to	Station
Sta. 25+50.00	to	Sta. 26+10.13

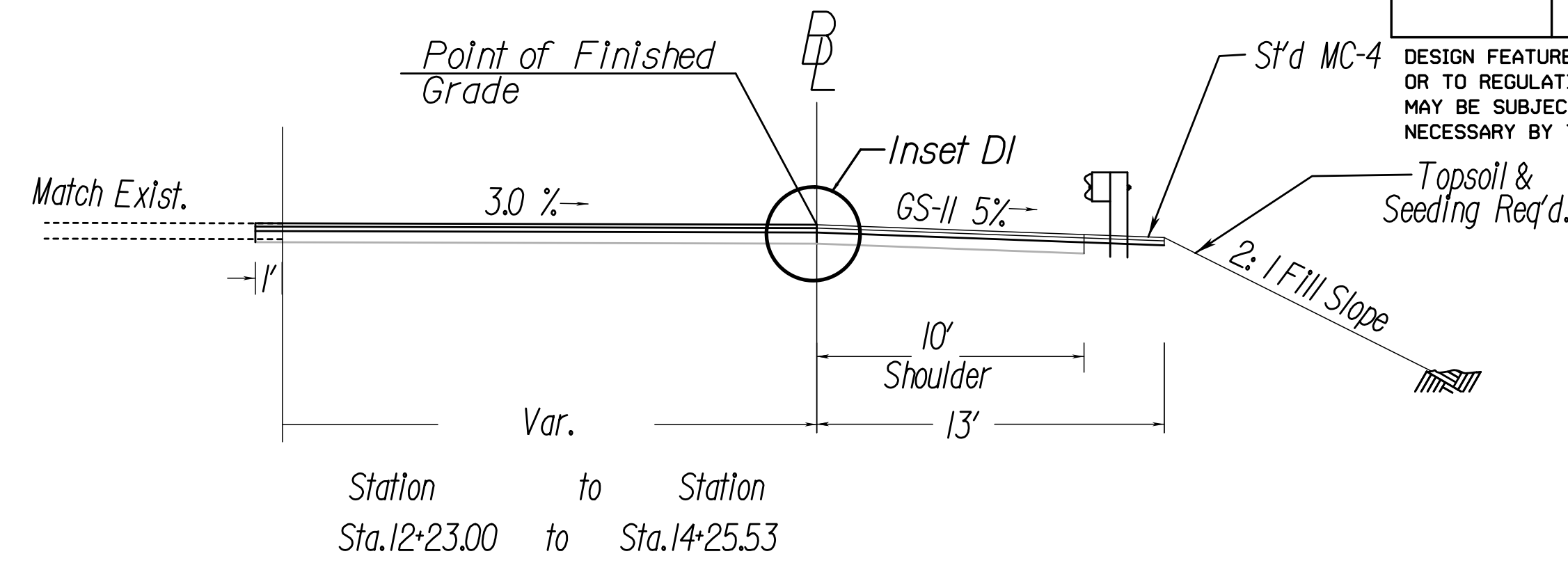
PROJECT MANAGER Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg, District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mitravan, & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

TYPICAL SECTIONS

Ramp A Connector



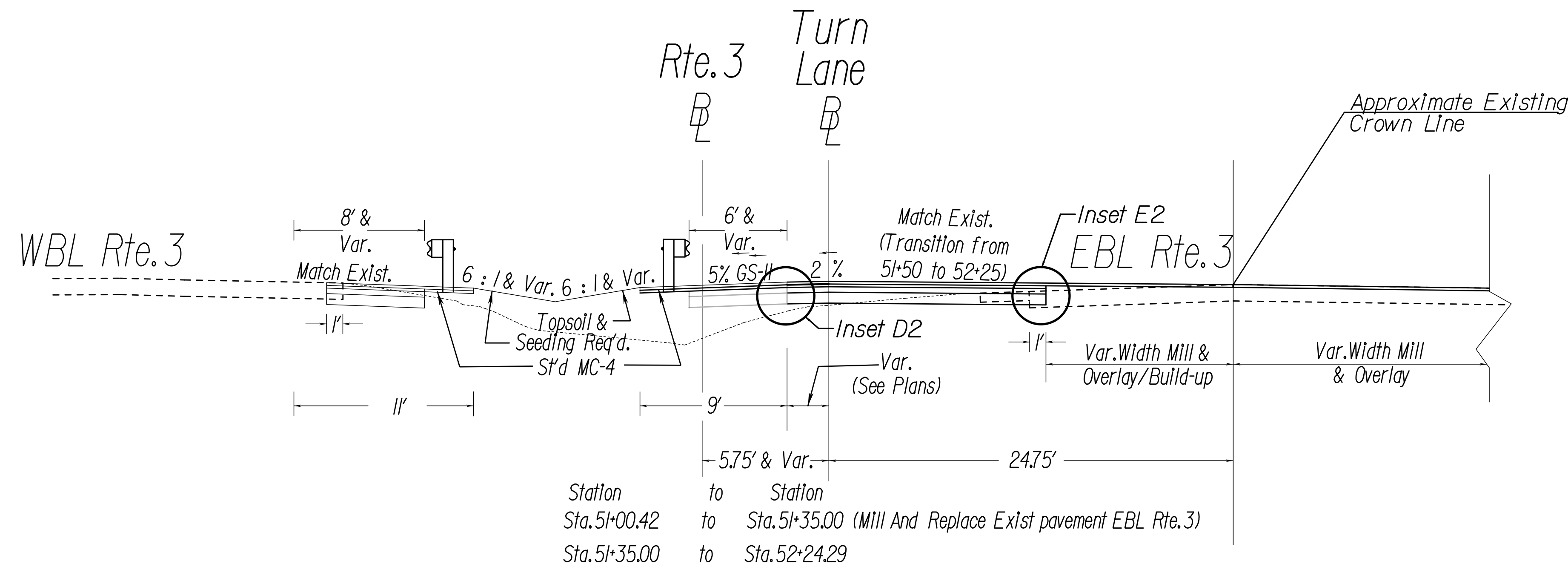
Ramp A Connector



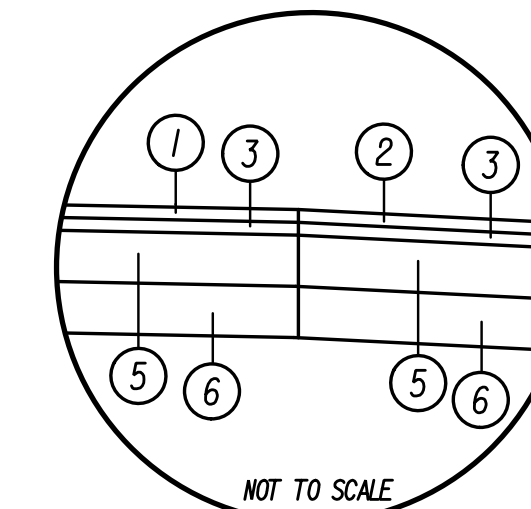
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Pavement Legend

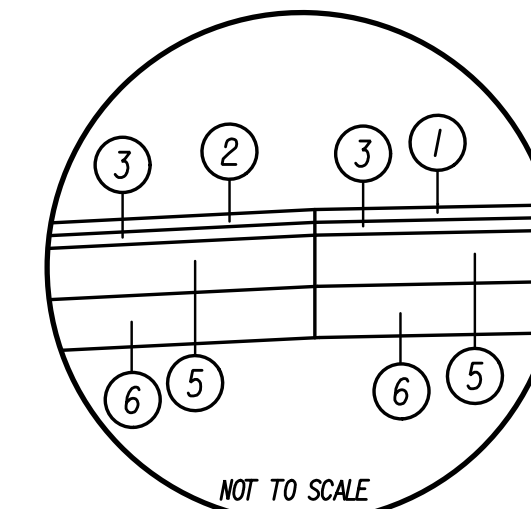
- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E



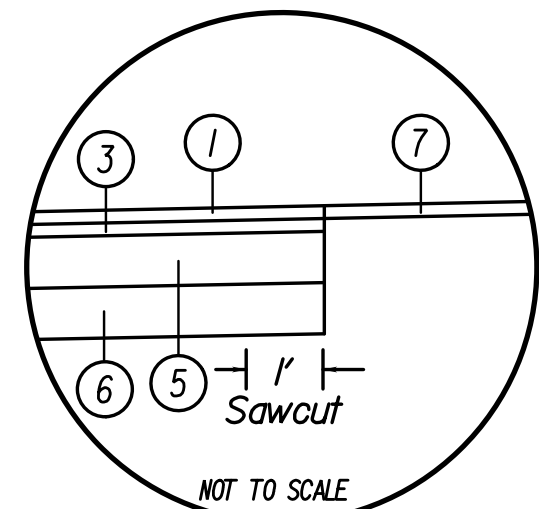
INSET D1



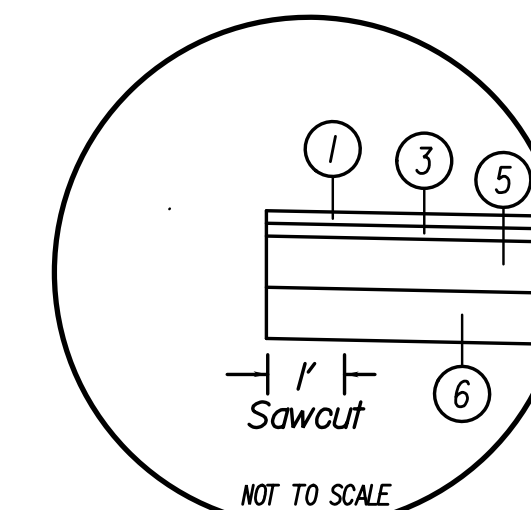
INSET D2



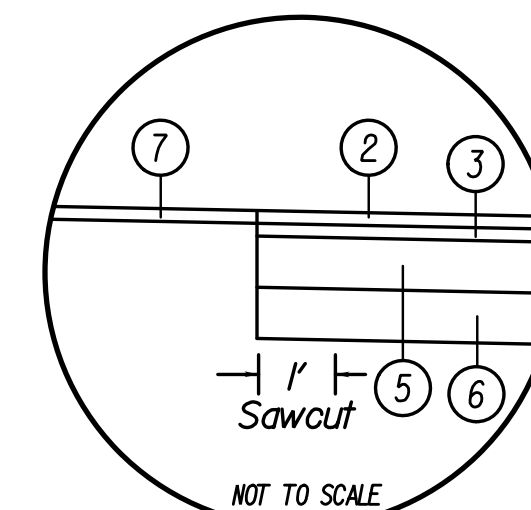
INSET E2



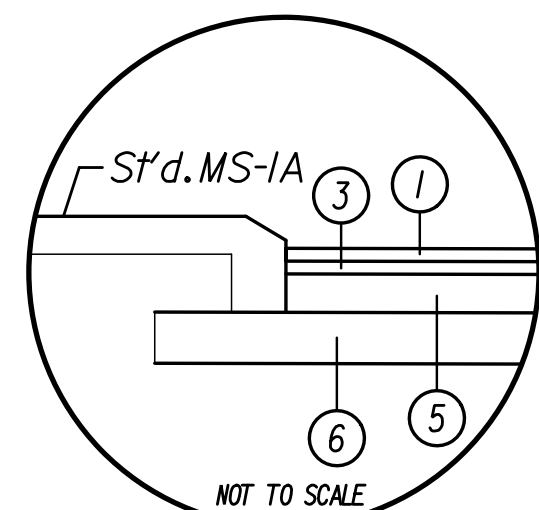
INSET Q



INSET F1



INSET M



CONCEPTUAL PLANS

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PROJECT MANAGER Byrd, Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mirmiran & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accumar, 3/18/16

TYPICAL SECTIONS

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201C-501	2K

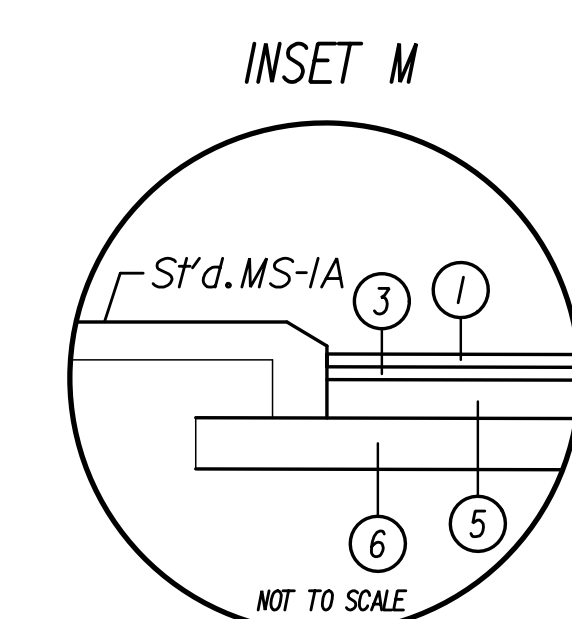
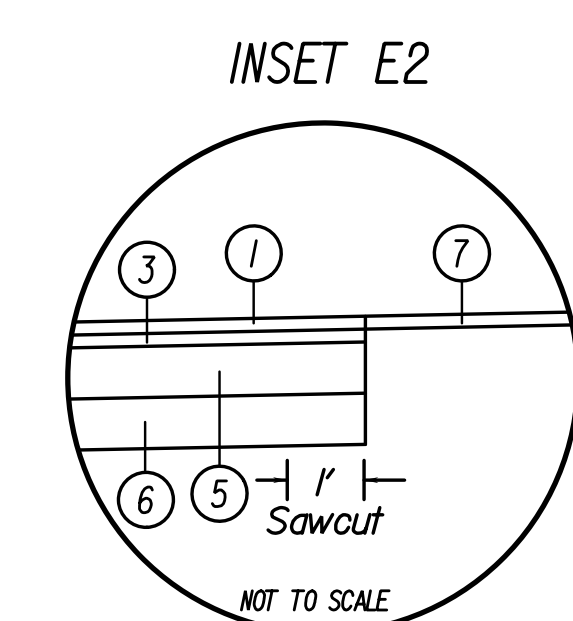
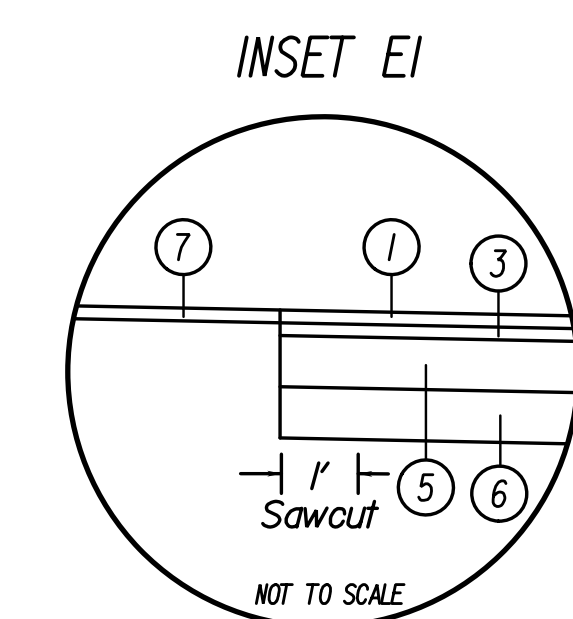
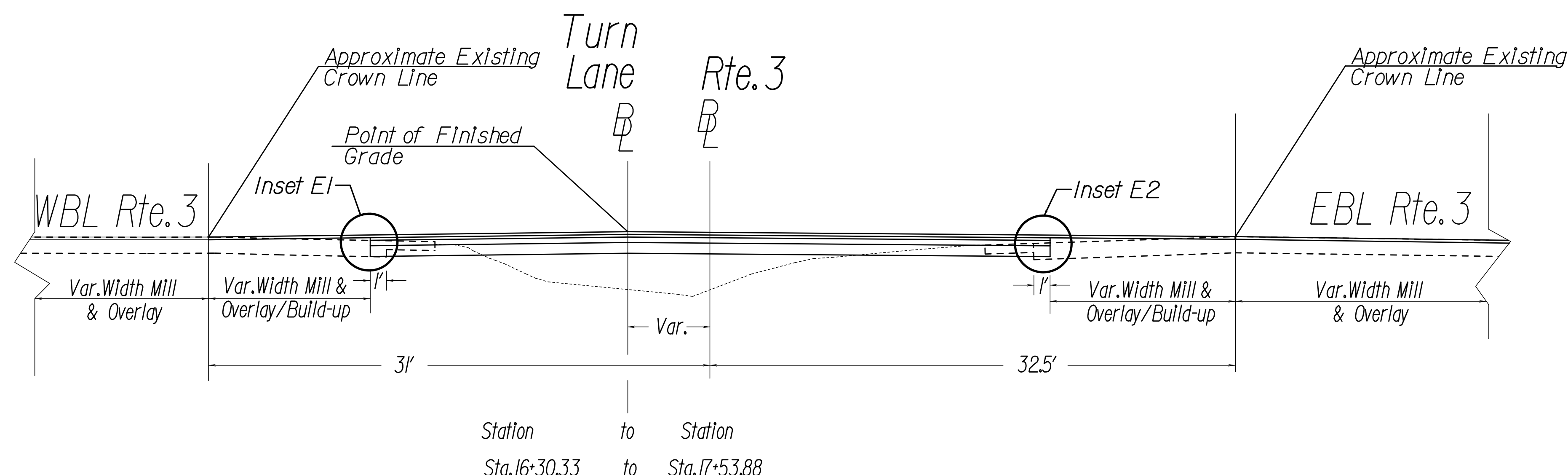
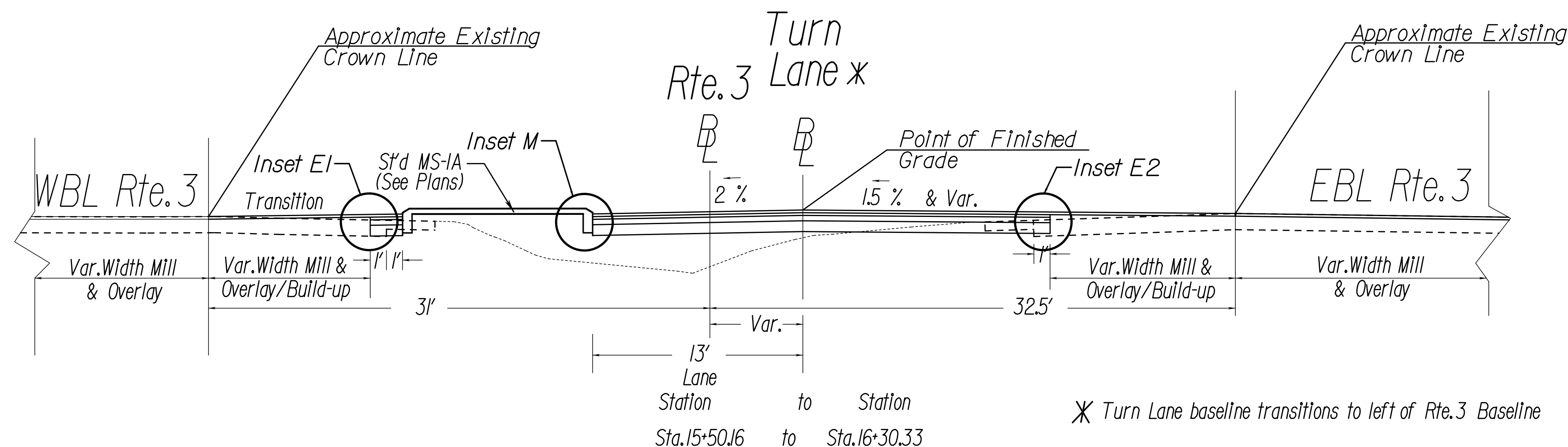
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

CONCEPTUAL PLANS

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Pavement Legend

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- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E



PROJECT MANAGER Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mitrman & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

TYPICAL SECTIONS

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201,C-501	2L

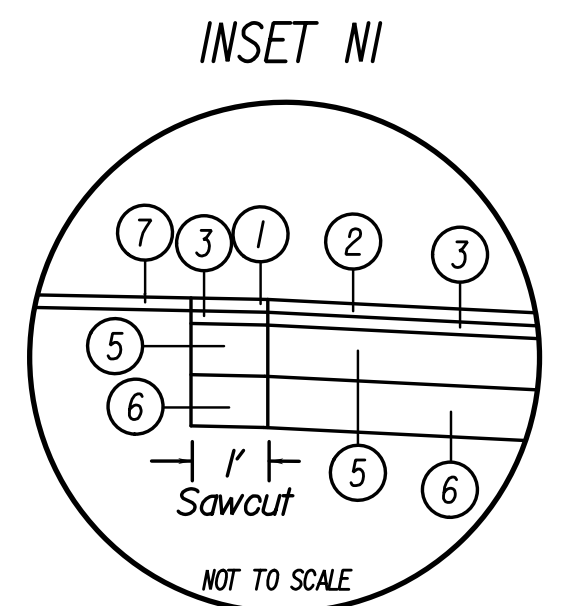
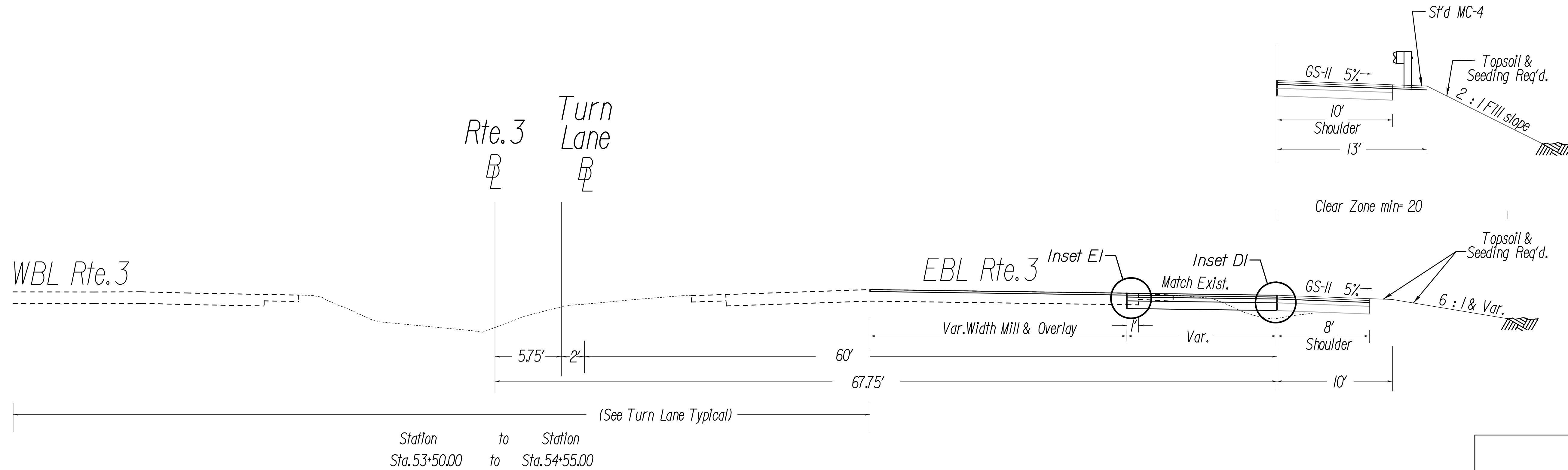
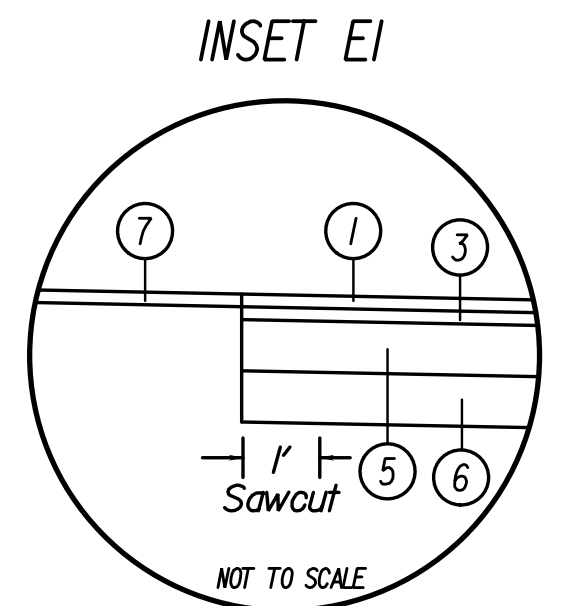
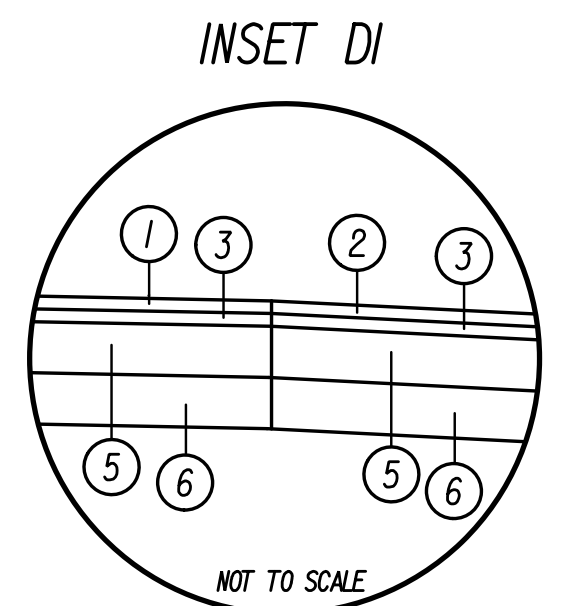
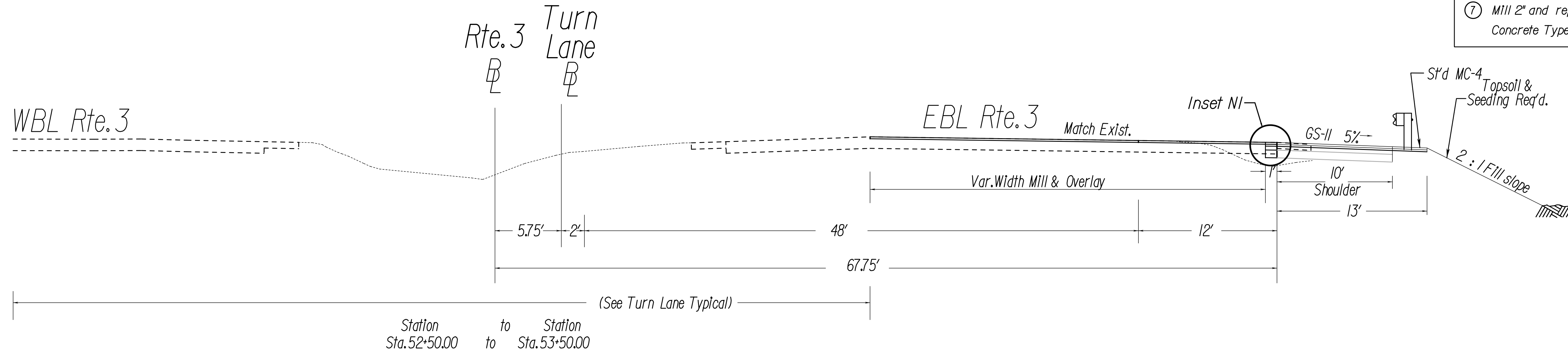
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Pavement Legend

- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E

CONCEPTUAL PLANS

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SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

TYPICAL SECTIONS

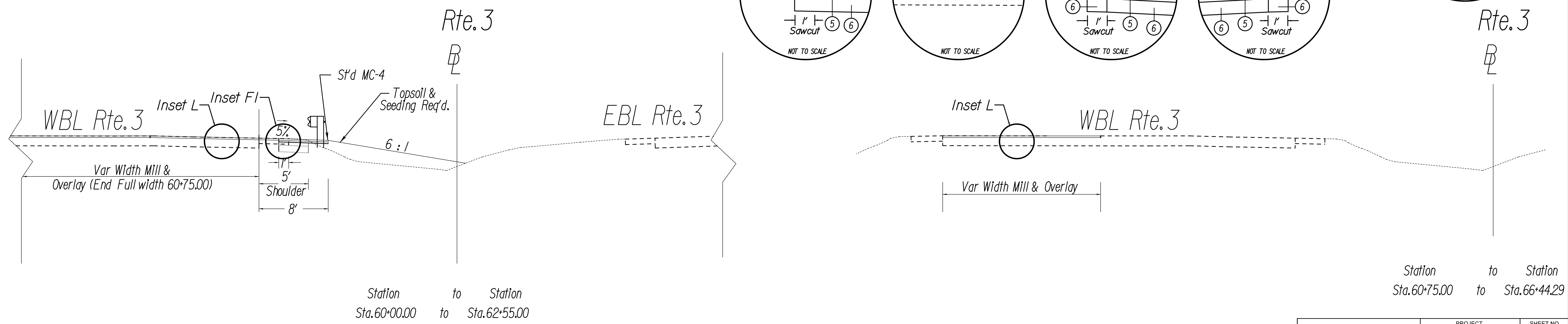
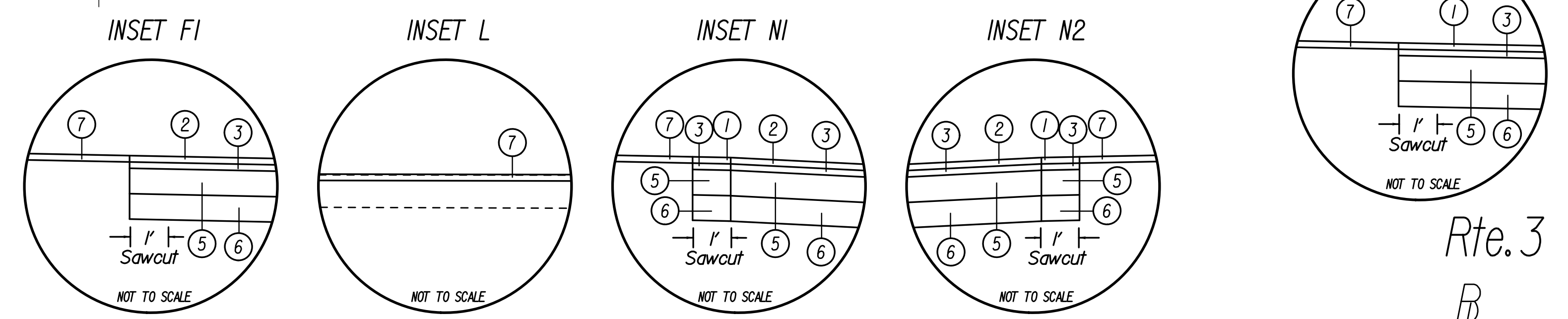
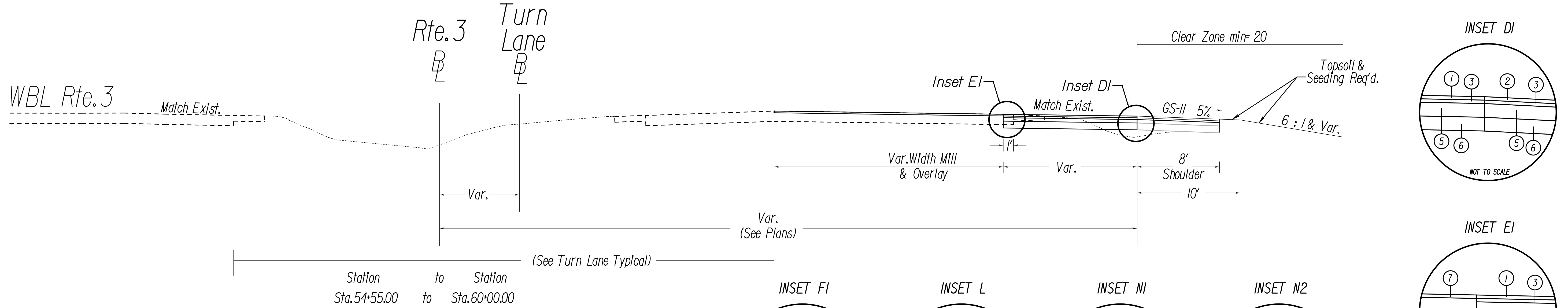
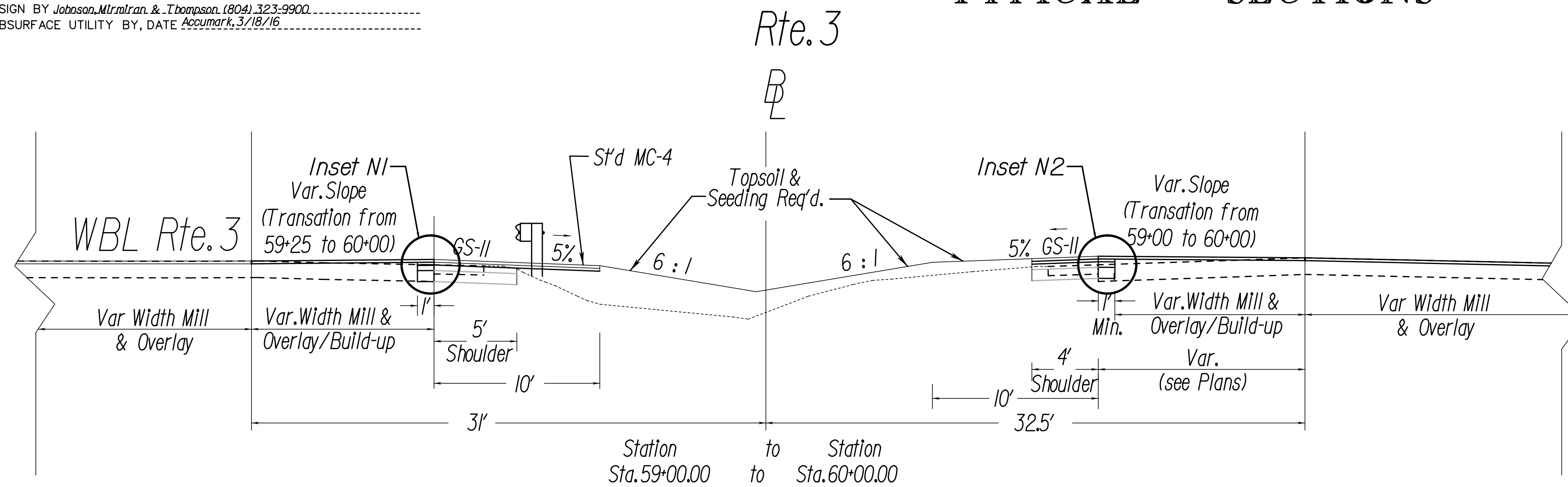
CONCEPTUAL PLANS

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REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201,C-501	2M

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

- Pavement Legend**
- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
 - ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
 - ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
 - ④ 8 Inches Asphalt Concrete Type, BM 25.0A
 - ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
 - ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
 - ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E



Station to Station
Sta. 60+75.00 to Sta. 66+44.29

PROJECT MANAGER Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mirmiran & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accumar, 3/18/16

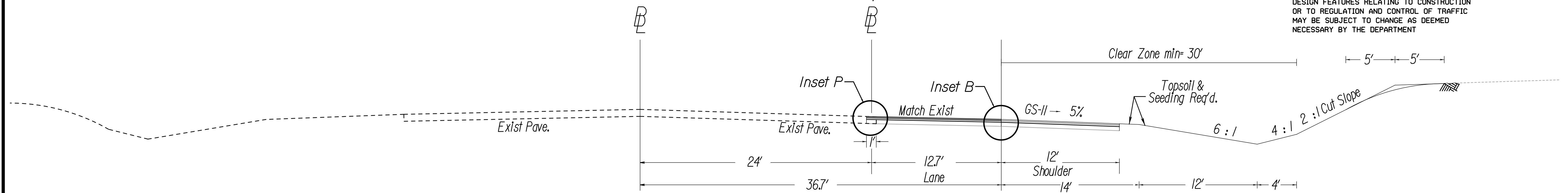
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	95		0095-111-278 RW-201,C-501	2N

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

I-95 NBL

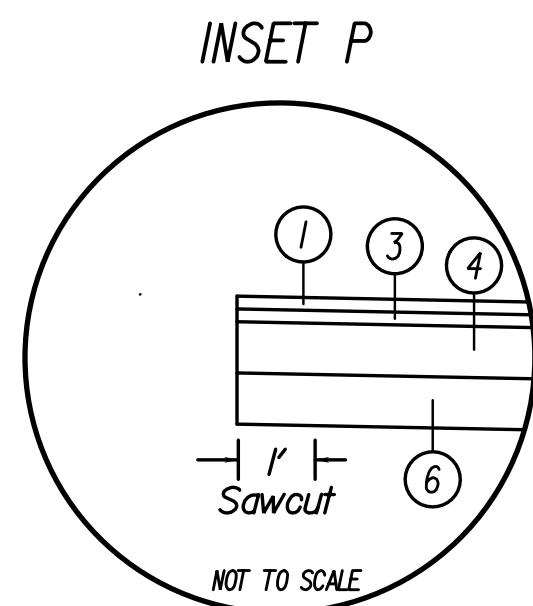
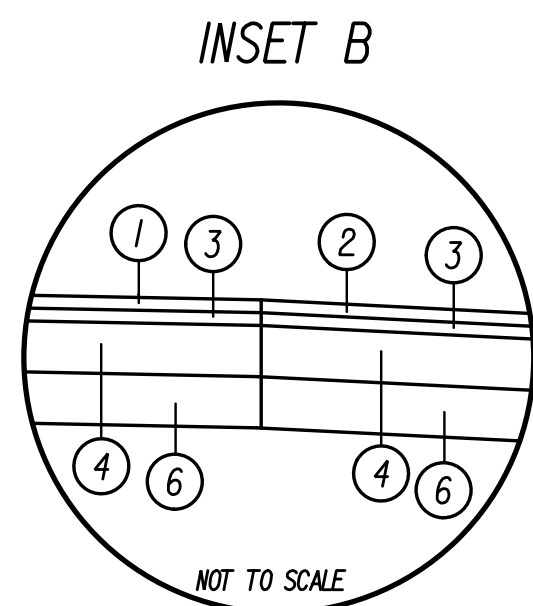
Ramp A



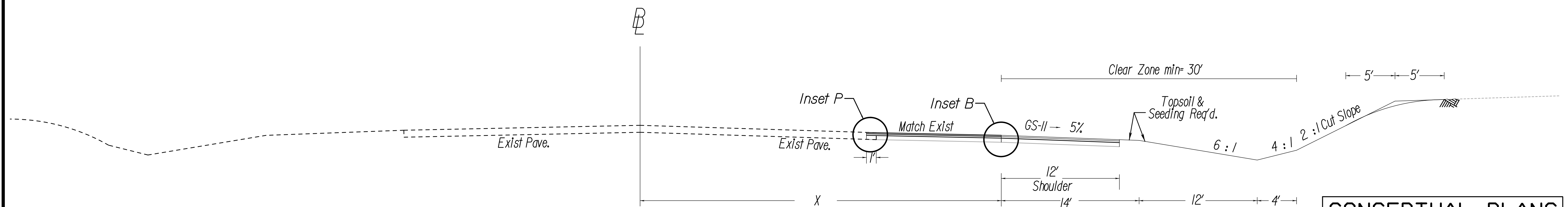
Station to Station
Sta. 112+34.81 to Sta. 115+00.00

Pavement Legend

- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E



I-95 NBL



Station to Station X
Sta. 115+00.00 to Sta. 117+50.00 36.7
Sta. 117+50.00 to Sta. 125+90.00 36.7 - 25.8'

CONCEPTUAL PLANS

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PROJECT MANAGER Byrd, Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mirmiran & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

TYPICAL SECTIONS

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201,C-501	2-0

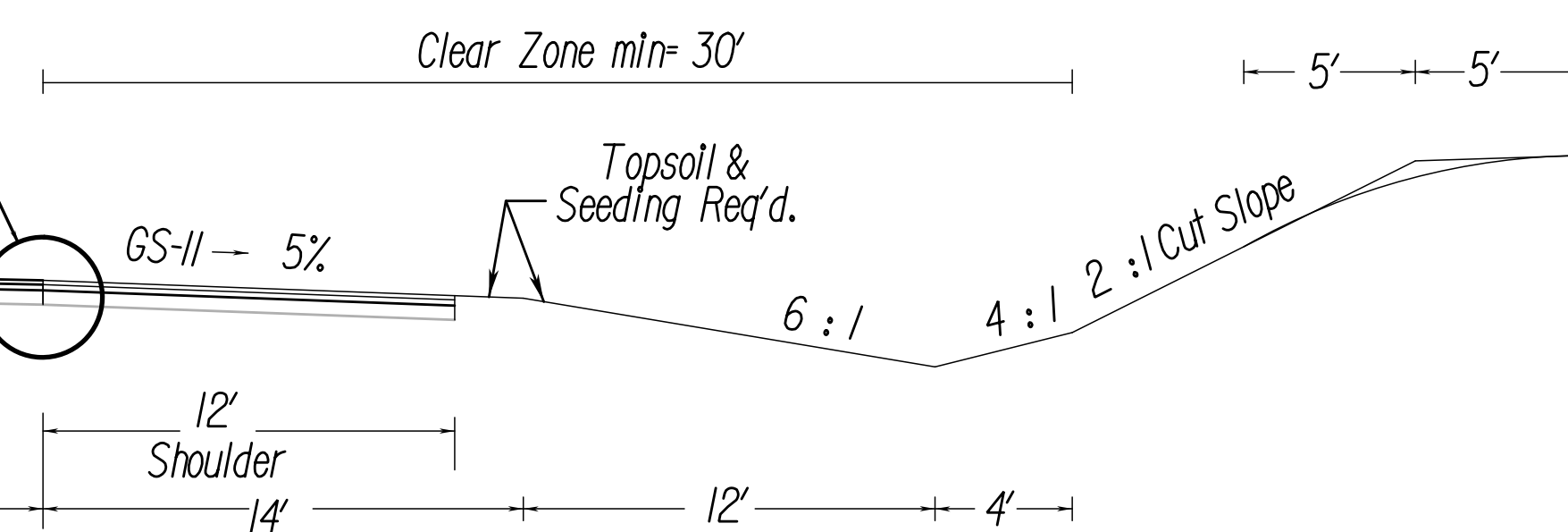
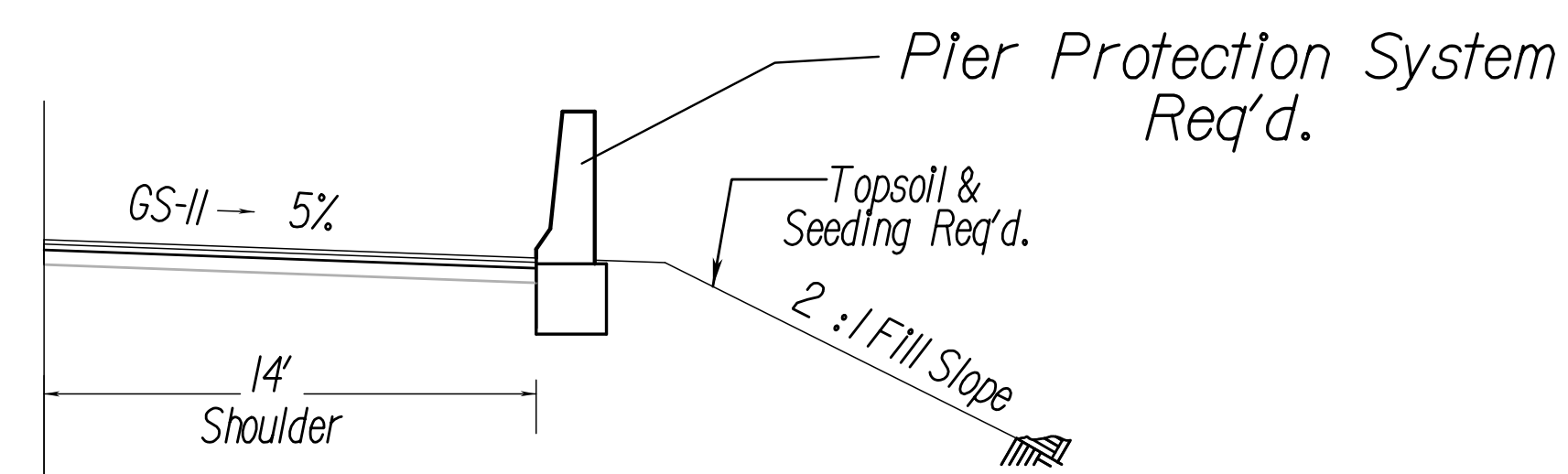
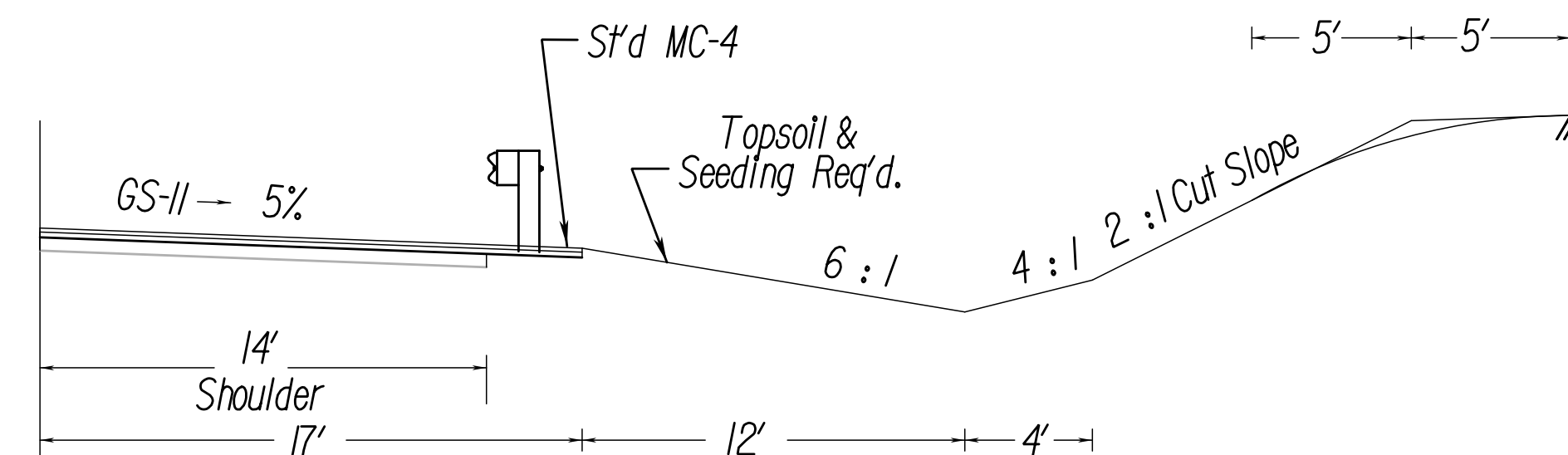
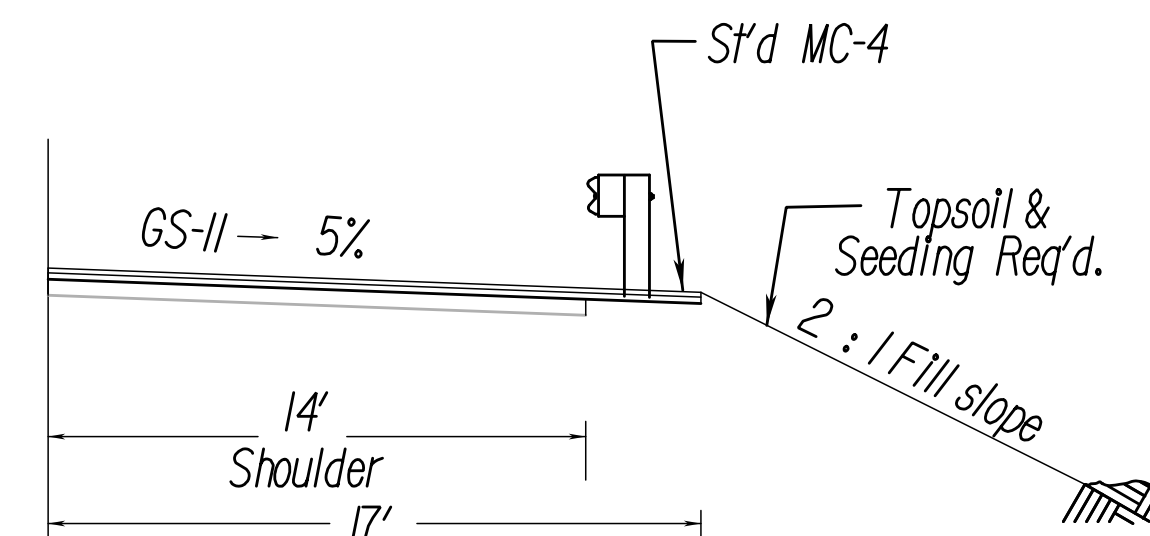
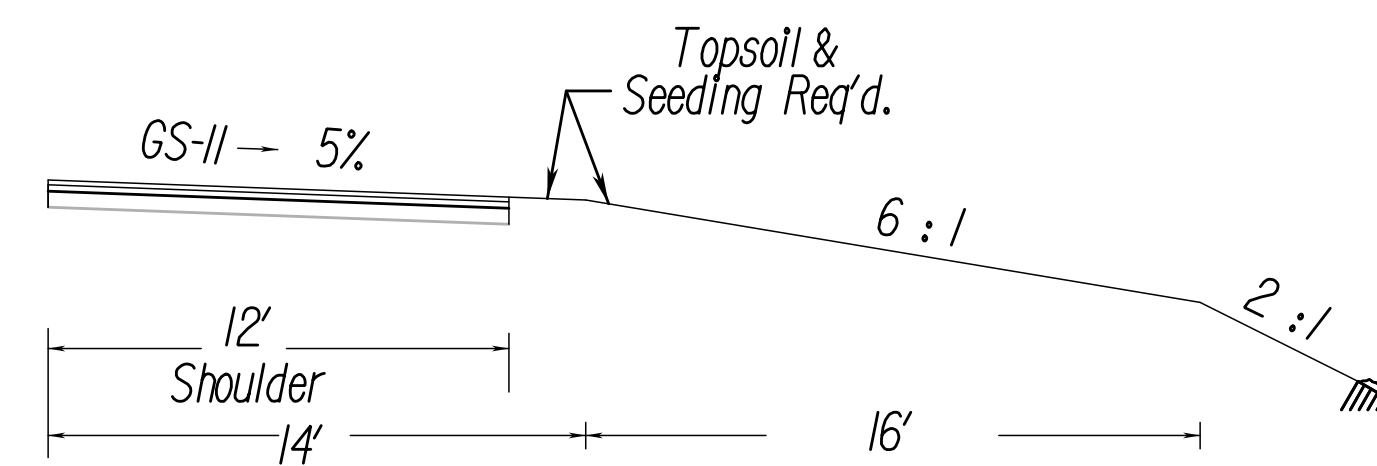
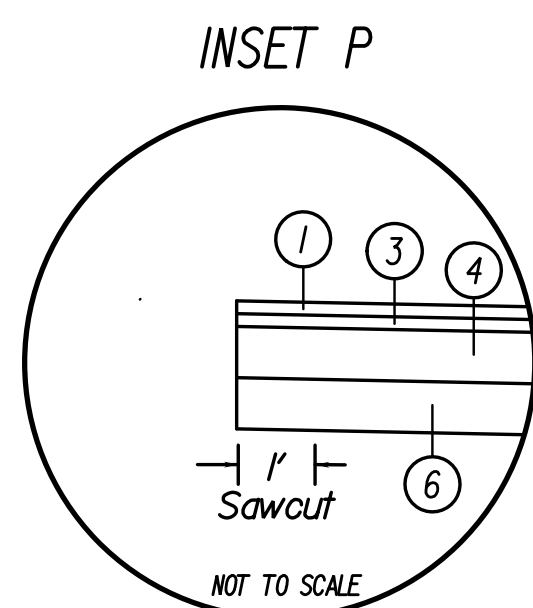
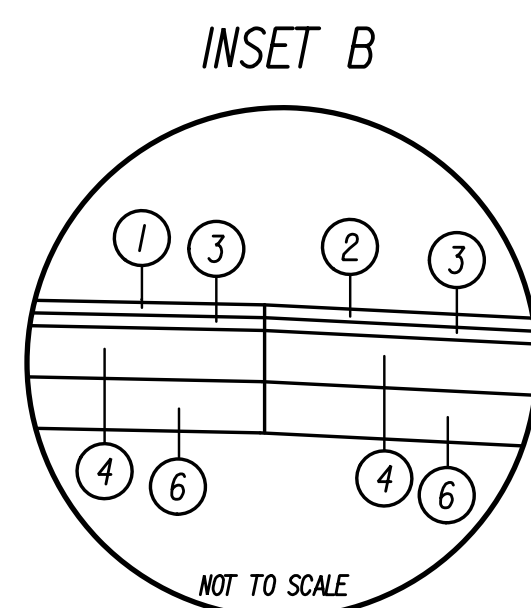
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CONCEPTUAL PLANS

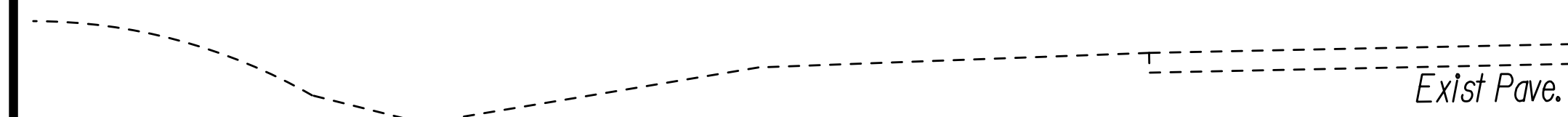
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Pavement Legend

- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E



I-95 NBL
B



Station	to	Station	X
Sta. 125+90.00	to	Sta. 134+50.00	25.8'
Sta. 134+50.00	to	Sta. 137+50.00	25.8' - 11.3'

PROJECT MANAGER: Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg District)
SURVEYED BY, DATE: Blae & Associates
DESIGN BY: Johnson, Mironian & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE: AccuMark, 3/18/16

TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	95		0095-III-278 RW-201,C-501	2R

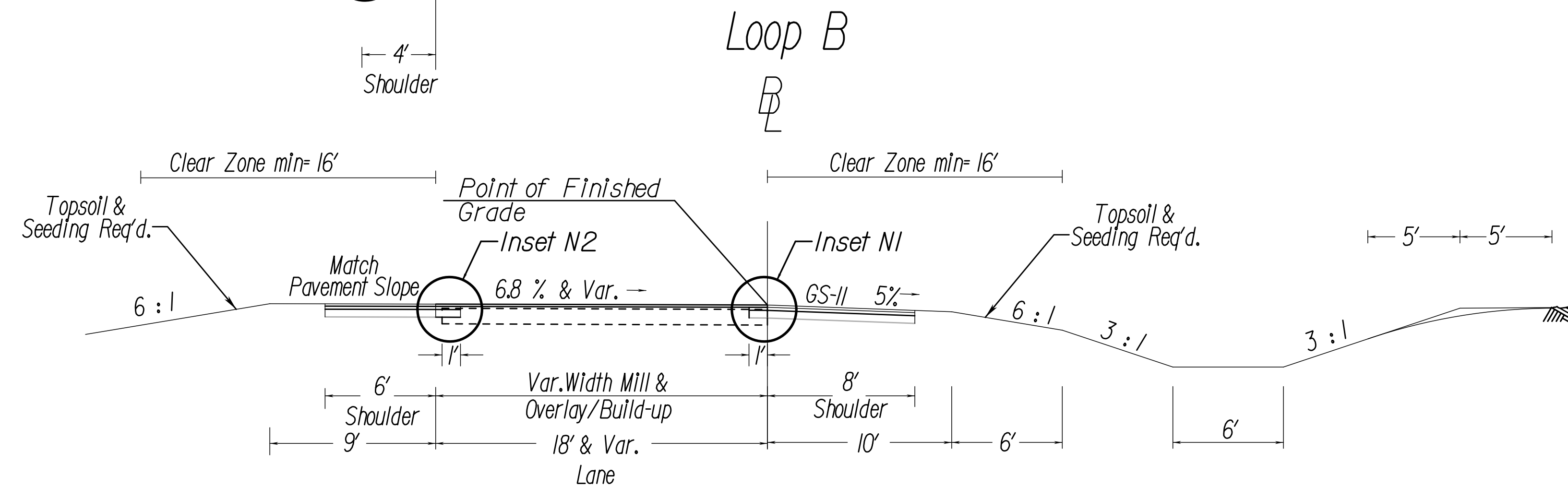
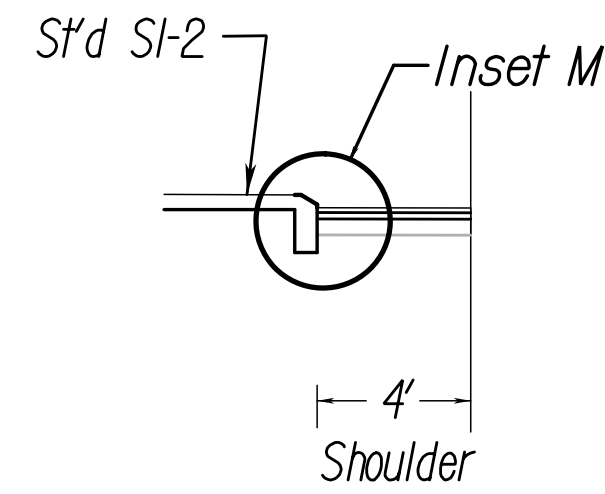
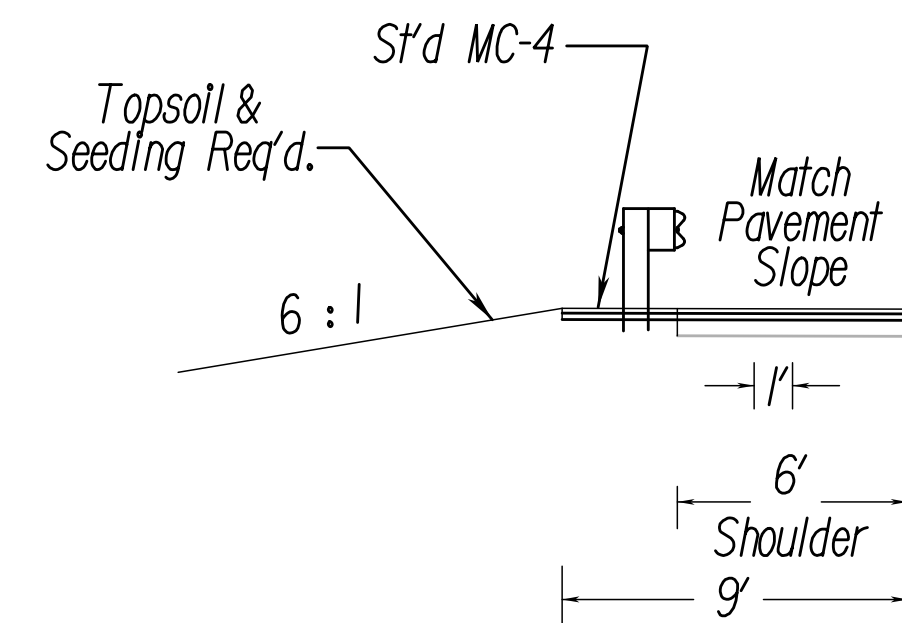
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

CONCEPTUAL PLANS

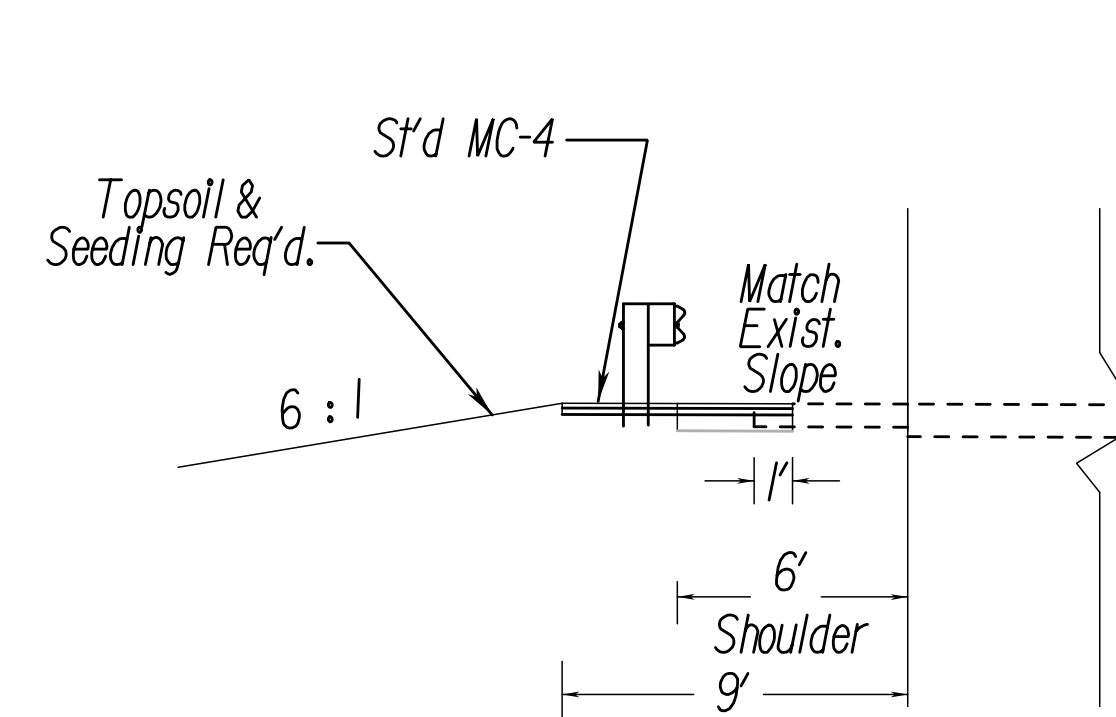
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Pavement Legend

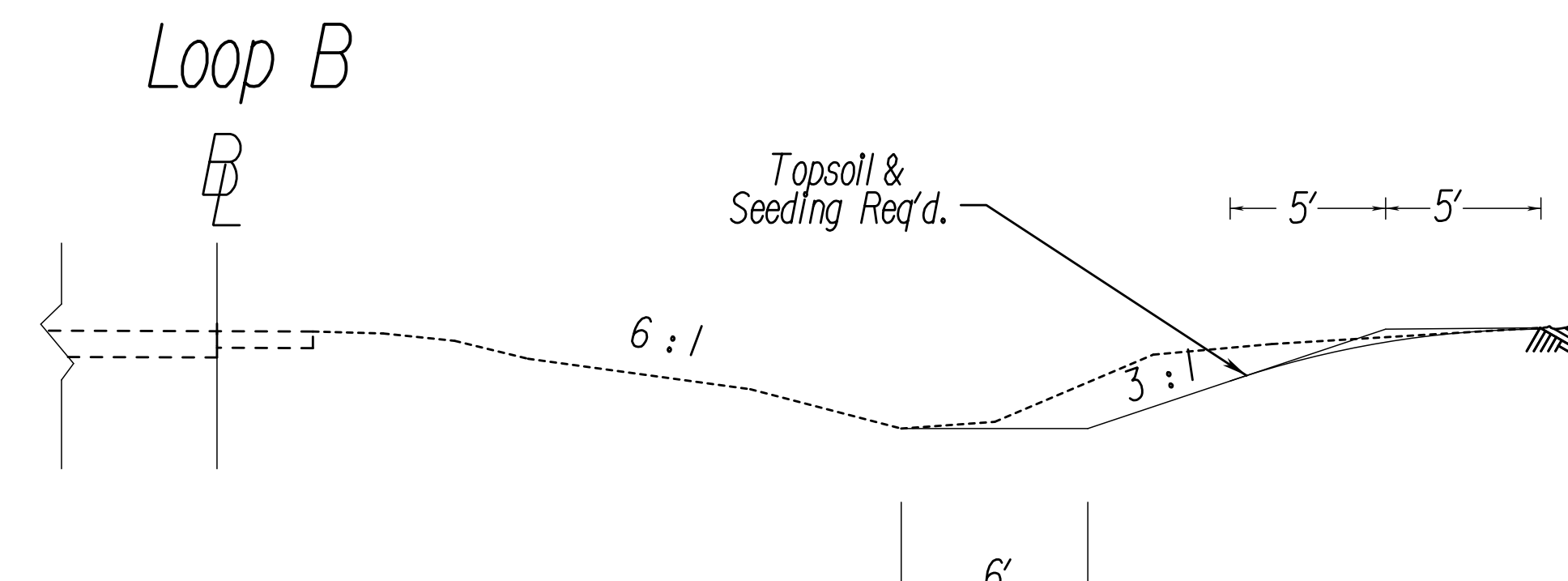
- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E



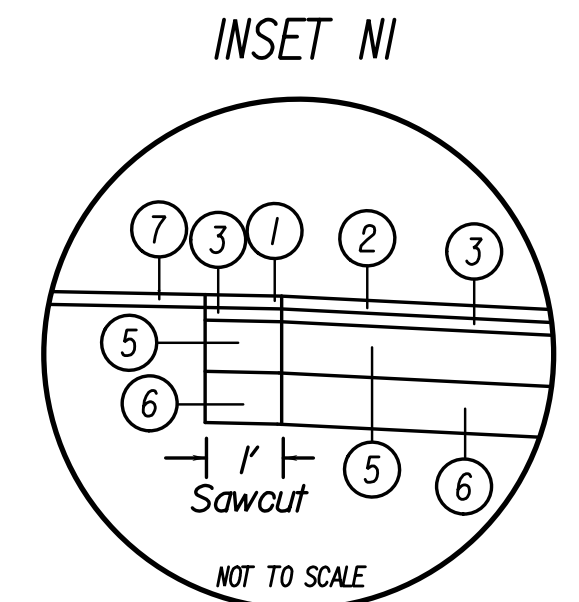
Station to Station
Sta. 10+00 to Sta. 13+00.00



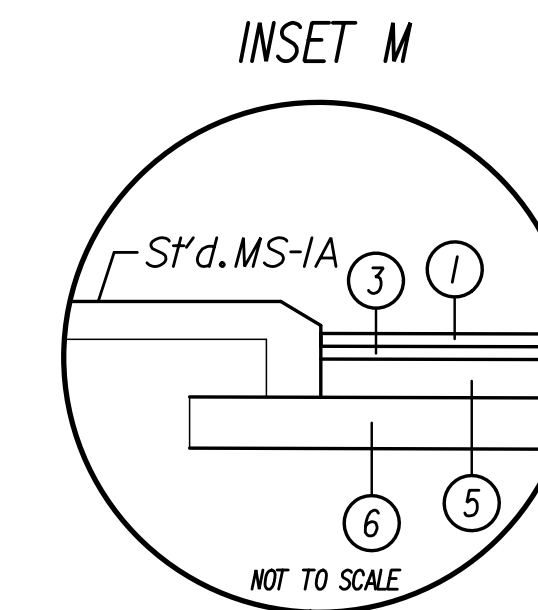
Station to Station
Sta. 13+00.00 to Sta. 14+25.00



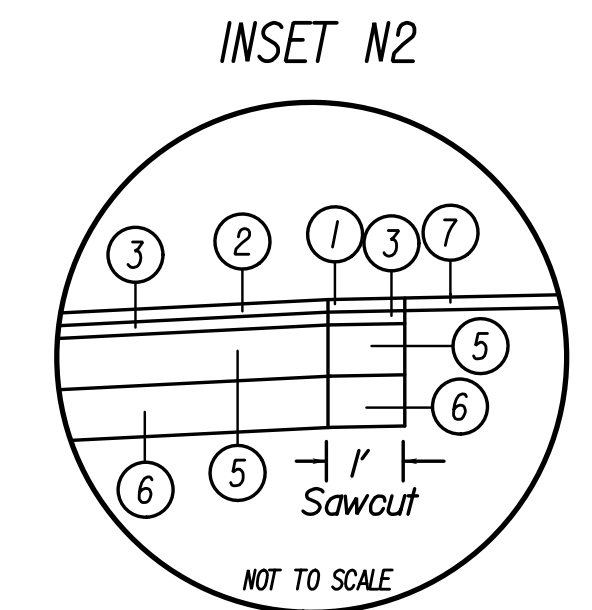
Station to Station
Sta. 13+00.00 to Sta. 15+50.00



NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

PROJECT MANAGER: Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg District)
SURVEYED BY, DATE: Blac & Associates
DESIGN BY: Johnson, Mironian & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE: Accurmark, 3/18/16

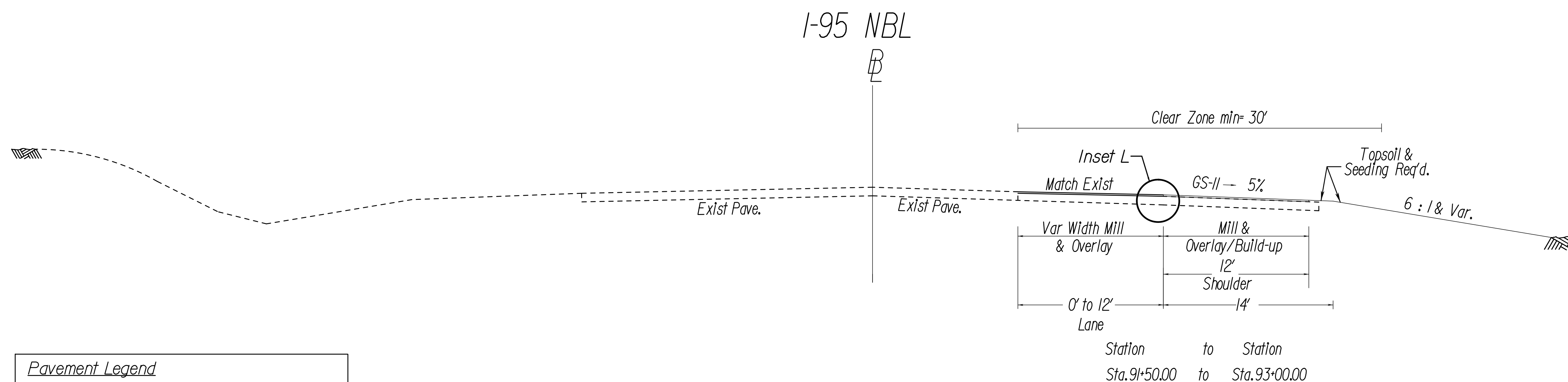
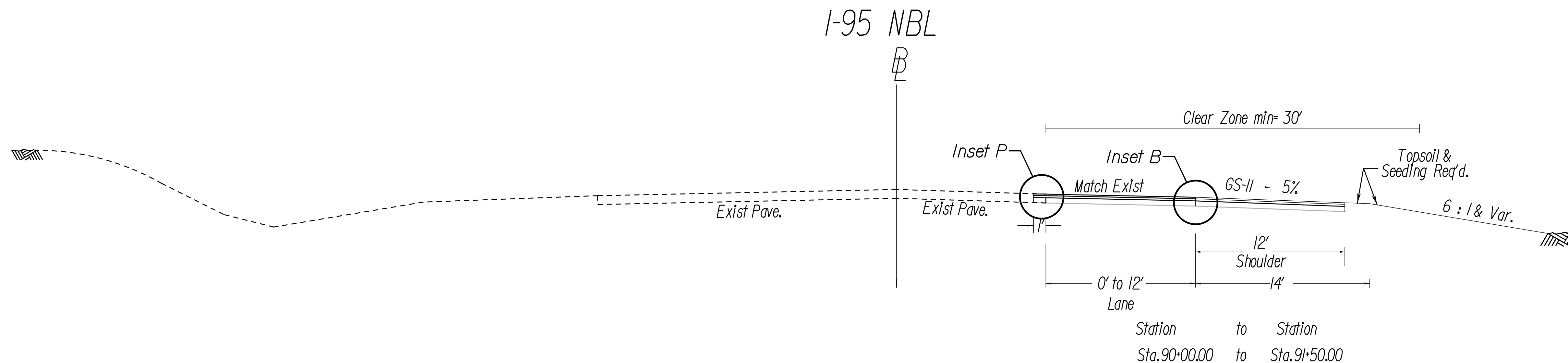
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201C-501	2S

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

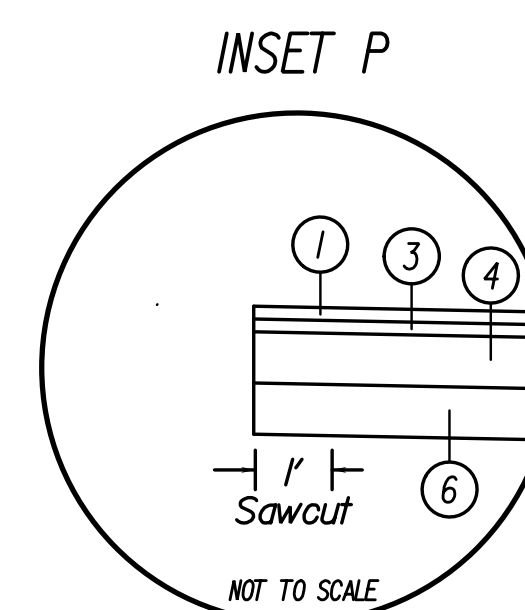
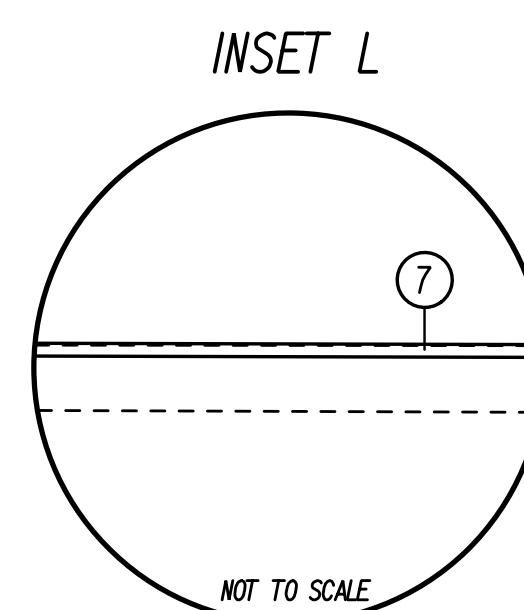
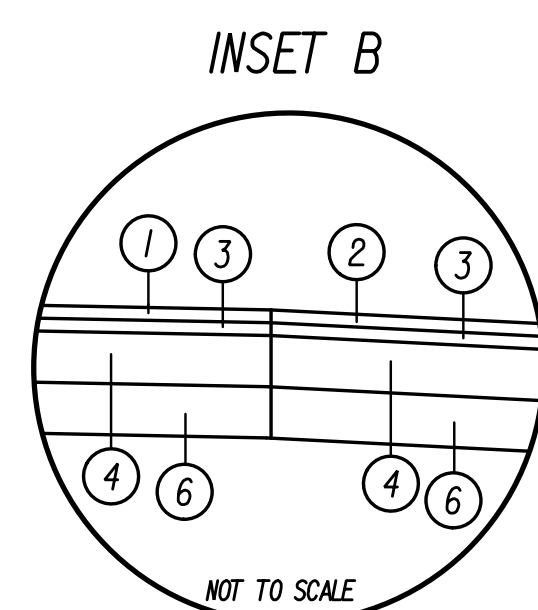
CONCEPTUAL PLANS

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Pavement Legend

- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type 1, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E



PROJECT MANAGER Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg, District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mirmiran & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accurmark, 3/18/16

CROSS SLOPES

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201C-501	27

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

CONCEPTUAL PLANS

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I-95 NB, I-95 SB, and Route 3 mainline proposed super elevations match the existing cross slopes.

Ramp A

auto shape
job number = 101

auto shape set
shape cluster baseline = NBRAMP
shape cluster profile = NBRAMP2PRO
shape cluster tie = 0.0000
dependent shape
chain / offset
NBRAMP -10.0000
NBRAMP 0.0000
filler line station / slope
10+75.000000 1.9000
10+78.000000 2.0000
18+99.210000 2.0000
20+60.460000 8.0000
23+18.000000 8.0000
23+28.160000 7.7500

auto shape set
shape cluster baseline = NBRAMP
shape cluster profile = NBRAMP2PRO
shape cluster tie = 0.0000
dependent shape
chain / offset
NBRAMP 10.0000
NBRAMP 0.0000
filler line station / slope
10+75.000000 -2.0000
18+99.210000 -2.0000
20+60.460000 -8.0000
23+18.000000 -8.0000
23+28.160000 -7.7500

Plot Parameters
Dependent Shape
lvname = Level 63
co = 6
lc = 0
wt = 2
Dependent Text
lvname = Level 63
co = 6
Independent Shape
lvname = Level 63
co = 1
lc = 0
wt = 2
Independent Text
lvname = Level 63
co = 1

Ramp A Connector

auto shape
job number = 101

auto shape set
shape cluster baseline = NBRAMP2
shape cluster profile = NBRAMP2PRO
shape cluster tie = 0.0000
dependent shape
chain / offset
NBRAMP2 -10.0000
NBRAMP2 0.0000
filler line station / slope
10+00.000000 3.0000
14+00.000000 3.0000
14+25.530000 2.0000

Plot Parameters
Dependent Shape
lvname = Level 63
co = 6
lc = 0
wt = 2
Dependent Text
lvname = Level 63
co = 6
Independent Shape
lvname = Level 63
co = 1
lc = 0
wt = 2
Independent Text
lvname = Level 63
co = 1

Ramp B

auto shape
job number = 101

auto shape set
shape cluster baseline = OFFRAMP3A
shape cluster profile = OFFRP3APR
shape cluster tie = 0.0000
dependent shape
chain / offset
OFFRAMP3A -12.0000
OFFRAMP3A 0.0000
filler line station / slope
206+76.830000 1.7920
208+14.370000 4.5000
209+22.370000 7.5000
210+92.290000 7.5000
212+90.290000 2.0000
216+52.310000 2.0000
218+07.310000 -4.0000
222+70.310000 -4.0000
224+14.600000 0.0000
224+61.400000 1.3000

Plot Parameters
Dependent Shape
lvname = Level 63
co = 6
lc = 0
wt = 2
Dependent Text
lvname = Level 63
co = 6
Independent Shape
lvname = Level 63
co = 1
lc = 0
wt = 2
Independent Text
lvname = Level 63
co = 1

Slip Ramp B

auto shape
job number = 101

auto shape set
shape cluster baseline = SLIPRPB
shape cluster profile = SLIPBPRO_2
shape cluster tie = 0.0000
dependent shape
chain / offset
SLIPRPB -16.0000
SLIPRPB 0.0000
filler line station / slope
302+18.650000 -3.6300
304+17.720000 6.3000
306+12.700000 6.3000
306+98.700000 2.0000
310+25.000000 2.0000
310+45.990000 1.9700

Plot Parameters
Dependent Shape
lvname = Level 63
co = 6
lc = 0
wt = 2
Dependent Text
lvname = Level 63
co = 6
Independent Shape
lvname = Level 63
co = 1
lc = 0
wt = 2
Independent Text
lvname = Level 63
co = 1

Loop B

auto shape
job number = 101

auto shape set
shape cluster baseline = LOOPB
shape cluster profile = LOOPBPRO
shape cluster tie = 0.0000
dependent shape
chain / offset
LOOPB -18.0000
LOOPB 0.0000
filler line station / slope
10+00.000000 1.7100
12+00.000000 6.8000
12+89.510000 6.8000
13+00.000000 6.6500

Plot Parameters
Dependent Shape
lvname = Level 63
co = 6
lc = 0
wt = 2
Dependent Text
lvname = Level 63
co = 6
Independent Shape
lvname = Level 63
co = 1
lc = 0
wt = 2
Independent Text
lvname = Level 63
co = 1

Route 3 Turn Lane

auto shape
job number = 101

auto shape set
shape cluster baseline = RTE3TL2
shape cluster profile = RTE3TL2PRO
shape cluster tie = 0.0000
dependent shape
chain / offset
RTE3TL2 -12.0000
RTE3TL2 0.0000
filler line station / slope
10+74.290000 -2.0000
16+28.300000 -2.0000

Plot Parameters
Dependent Shape
lvname = Level 63
co = 6
lc = 0
wt = 2
Dependent Text
lvname = Level 63
co = 6
Independent Shape
lvname = Level 63
co = 1
lc = 0
wt = 2
Independent Text
lvname = Level 63
co = 1

PROJECT MANAGER... Byrd, Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE... Rhee & Associates
DESIGN BY... Johnson, Mirmiran & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE

Utility Owners: Gas: Columbia Gas
David Godoy
60 Commerce Parkway
Fredericksburg, Virginia 22406
Phone: (540) 368-3218
godoy@nsource.com
Water and Sewer: City of Fredericksburg
Department of Public Works
Dave King
P.O. Box 7447
Fredericksburg, Virginia 22404
(540) 372-1023 ext. 251
dking@fredericksburg.gov

Power: Dominion Virginia Power
Greg Syle
7500 West Broad Street
Richmond, Virginia 23294
Phone: (703) 201-5626
Greg.Syle@dom.com
Telecomm: Comcast
John Filmeck
1101 University Boulevard
Manassas, Virginia 20110
Phone: (540) 553-1415
john_filmeck@comcast.com

Verizon South
William (Bill) Lacy
Verizon Project Designer/Highway Relocations
9401 Peabody Street
Manassas, Virginia 20110
Phone: (703) 363-9571
William.Lacy@verizon.com

SummitG (SIG)
Steve Ragland
22375 Broadlark Dr.
Suite 165
Dulles, Virginia 20166
Phone: (804) 317-4483
sragland@summitg.com

Cox Communications
James Cummings
1310 Belman Road
Fredericksburg, Virginia 22401
Phone: (517) 237-8596
James.Cummings@cox.com

PEG Bandwidth
Michael Llamas
8532 Skip Jack Pl
Pasadena, Maryland 21122
Phone: (443) 827-1786
mlamas@pegbandwidth.com

Sidera Networks (SID)
Rick Stransky
Phone: (801) 669-4175

Curve ROUTE-3-I
PI = 25+39.20
DELTA = 2° 33' 21.6" (RT)
D = 2' 00' 55"
T = 566.95'
L = 1119.22'
R = 2843.00'
PC = 19+72.25
PT = 30+91.47

Curve SLIPRPB2
PI = 309+56.77
DELTA = 1° 44' 05.52" (RT)
D = 0' 58' 19"
T = 89.24'
L = 178.47'
R = 5894.15'
PC = 308+67.52
PT = 310+45.99
E = Normal Crown
V=25 MPH

Curve SLIPRPB1
PI = 305+25.04
DELTA = 50' 34' 59.25" (RT)
D = 18' 07' 54"
T = 149.32'
L = 278.98'
R = 316.00'
PC = 303+75.72
PT = 306+54.70
E = 6.3%
V=25 MPH

Curve ROUTE-3-2
PI = 29+40.84
DELTA = 1° 44' 05.52" (RT)
D = 0' 58' 19"
T = 89.24'
L = 178.47'
R = 5894.15'
PC = 29+40.84
PT = 30+91.47
E = Normal Crown
V=25 MPH

Curve ROUTE-3-3
PI = 29+40.84
DELTA = 1° 44' 05.52" (RT)
D = 0' 58' 19"
T = 89.24'
L = 178.47'
R = 5894.15'
PC = 29+40.84
PT = 30+91.47
E = Normal Crown
V=25 MPH

Curve ROUTE-3-4
PI = 29+40.84
DELTA = 1° 44' 05.52" (RT)
D = 0' 58' 19"
T = 89.24'
L = 178.47'
R = 5894.15'
PC = 29+40.84
PT = 30+91.47
E = Normal Crown
V=25 MPH

Curve ROUTE-3-5
PI = 29+40.84
DELTA = 1° 44' 05.52" (RT)
D = 0' 58' 19"
T = 89.24'
L = 178.47'
R = 5894.15'
PC = 29+40.84
PT = 30+91.47
E = Normal Crown
V=25 MPH

Curve ROUTE-3-6
PI = 29+40.84
DELTA = 1° 44' 05.52" (RT)
D = 0' 58' 19"
T = 89.24'
L = 178.47'
R = 5894.15'
PC = 29+40.84
PT = 30+91.47
E = Normal Crown
V=25 MPH

Curve ROUTE-3-7
PI = 29+40.84
DELTA = 1° 44' 05.52" (RT)
D = 0' 58' 19"
T = 89.24'
L = 178.47'
R = 5894.15'
PC = 29+40.84
PT = 30+91.47
E = Normal Crown
V=25 MPH

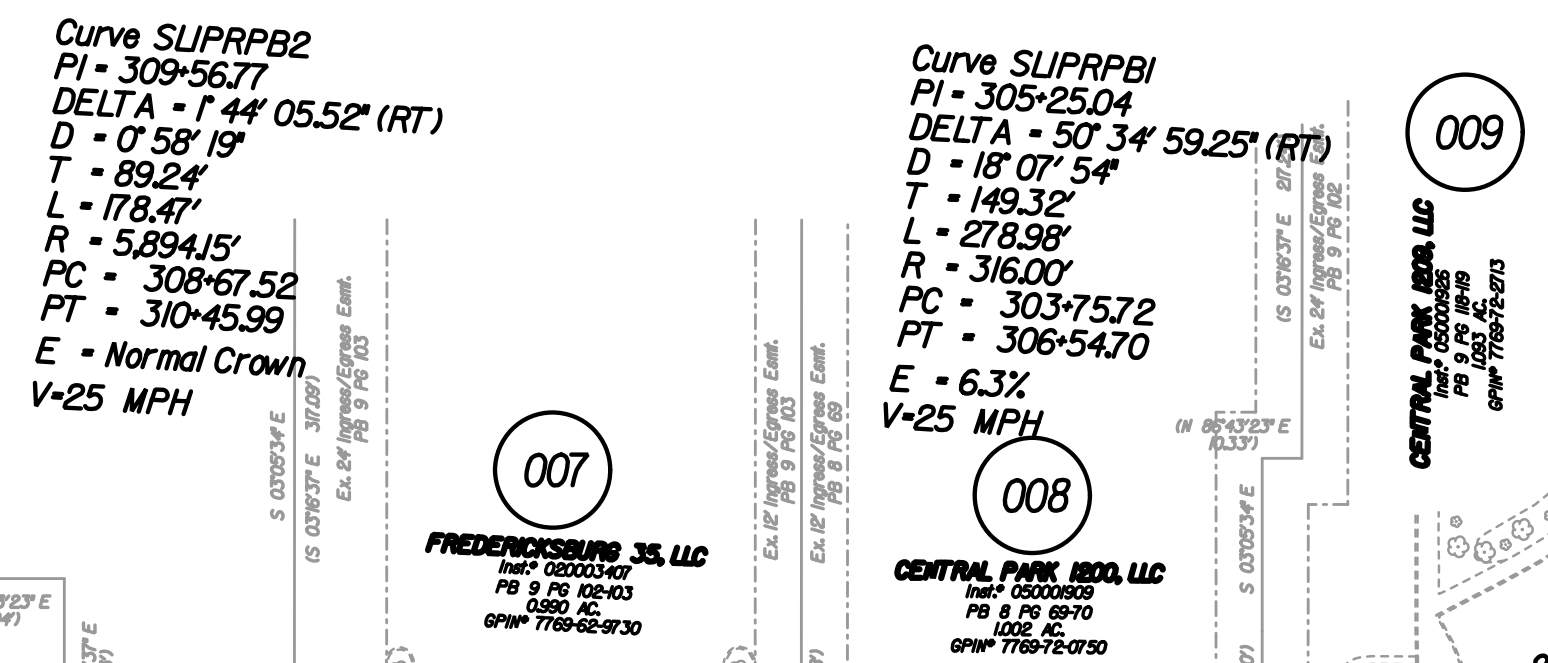
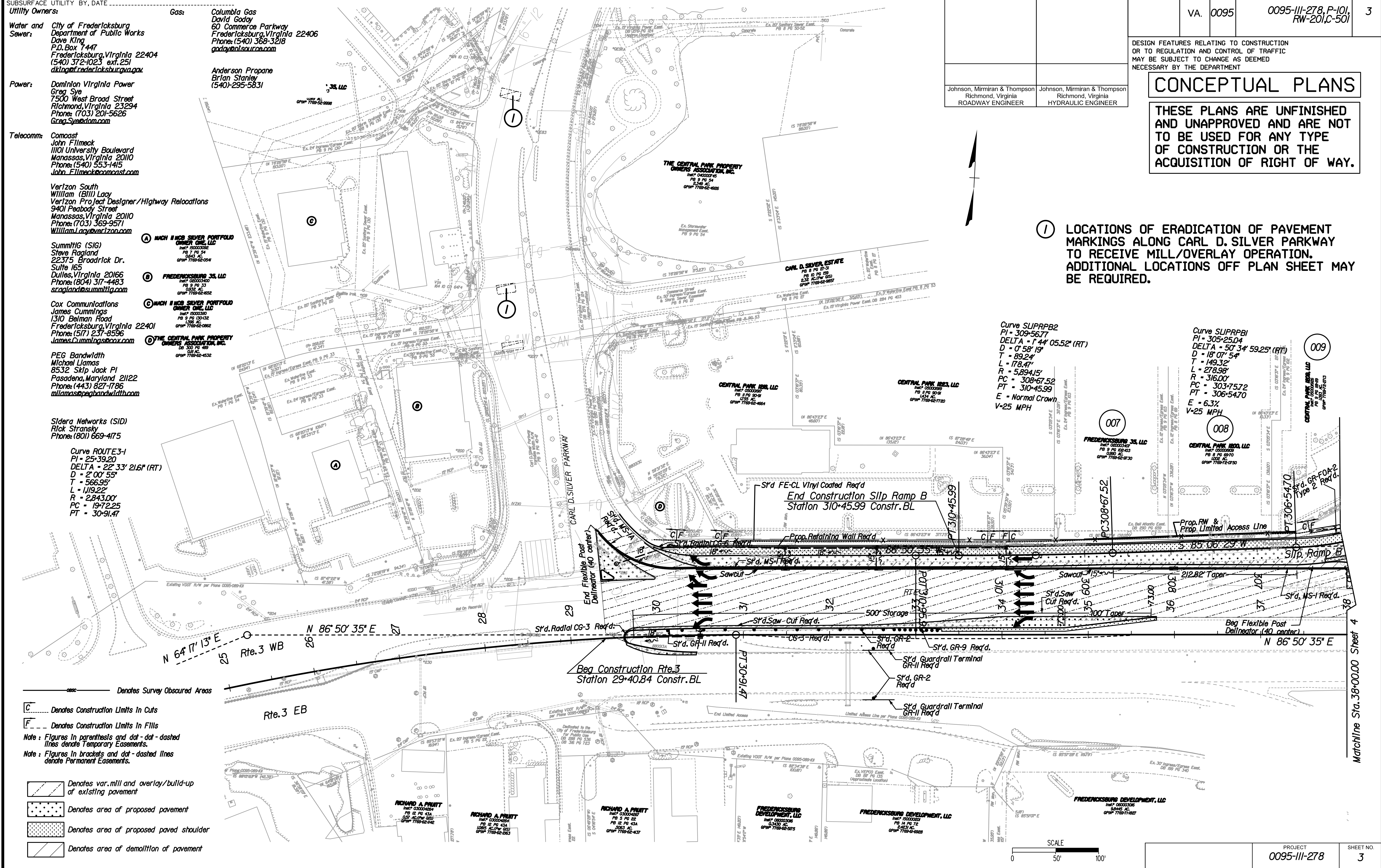
REVISION	STATE	ROUTE	PROJECT	SHEET NO
	VA.	0095	0095-III-278, P-101, RW-201C-501	3

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

CONCEPTUAL PLANS

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

① LOCATIONS OF ERADICATION OF PAVEMENT MARKINGS ALONG CARL D. SILVER PARKWAY TO RECEIVE MILL/OVERLAY OPERATION. ADDITIONAL LOCATIONS OFF PLAN SHEET MAY BE REQUIRED.



PROJECT MANAGER *Byrd Holloway, P.E.*, (540) 374-3367, (Fredericksburg District)
SURVEYED BY, DATE *Rice & Associates*
DESIGN BY *Johnson, Mirmiran & Thompson*, (804) 323-9900
SUBSURFACE UTILITY BY, DATE *AccuMark*, 3/18/16

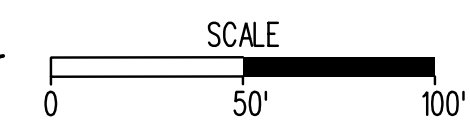
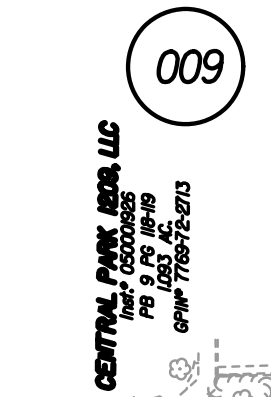
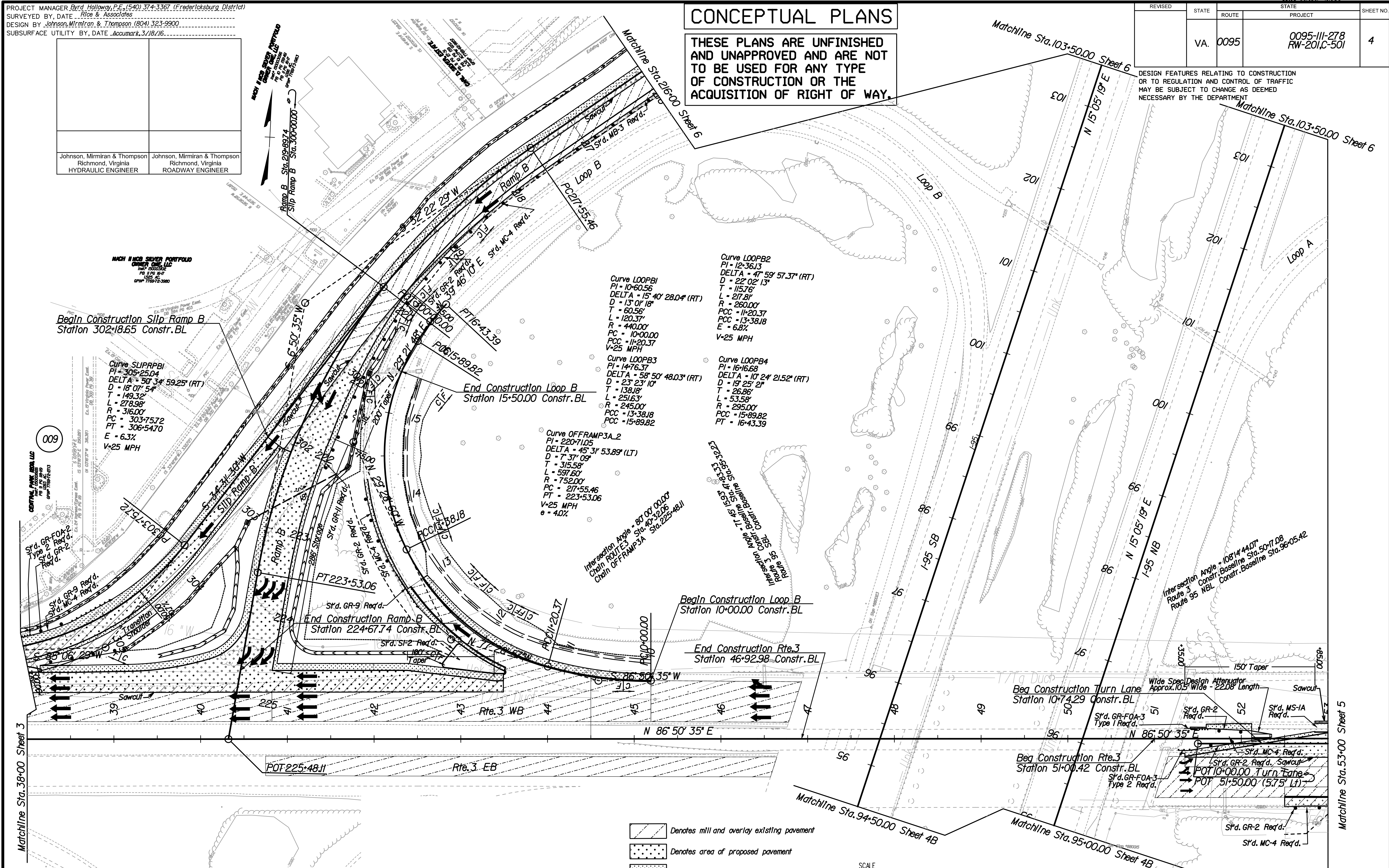
Johnson, Mirmiran & Thompson Richmond, Virginia HYDRAULIC ENGINEER	Johnson, Mirmiran & Thompson Richmond, Virginia ROADWAY ENGINEER
--	--

CONCEPTUAL PLANS

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ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	0095	0095-III-278 RW-201,C-501	4

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



- Denotes mill and overlay existing pavement
- Denotes area of proposed pavement
- Denotes area of proposed paved shoulder
- Denotes area of demolition of pavement

Note: Figures in parenthesis and dot-dash lines denote Temporary Easements.
Note: Figures in brackets and dot-dash lines denote Permanent Easements.

Denotes Construction Limits In Cuts
 Denotes Construction Limits In Fills

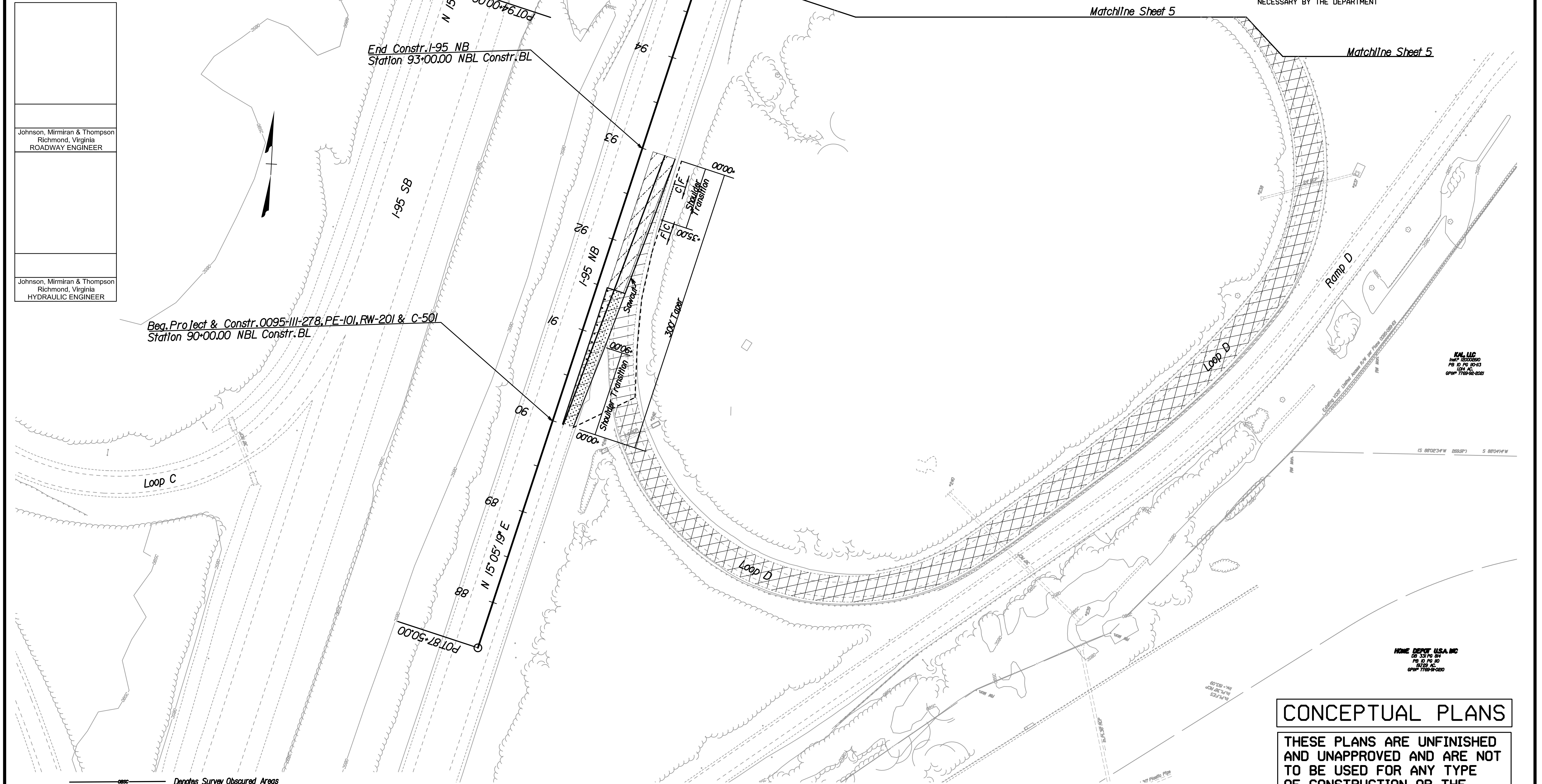
For Utility Owners, refer to Sheet 3.
 Denotes Survey Obscured Areas

PROJECT MANAGER: Byrd, Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE: Rice & Associates
DESIGN BY: Johnson, Mirman & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE: Acumark, 3/18/16

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	0095	0095-III-278, P-101, RW-201, C-501	4B

For Utility Owners, refer to Sheet 3.

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



Johnson, Mirman & Thompson
Richmond, Virginia
ROADWAY ENGINEER

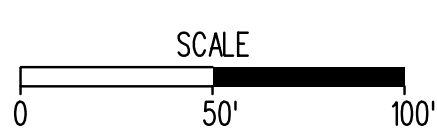
Johnson, Mirman & Thompson
Richmond, Virginia
HYDRAULIC ENGINEER

Req. Project & Constr. 0095-III-278, PE-101, RW-201 & C-501
Station 90+00.00 NBL Constr. BL

End Constr. I-95 NB
Station 93+00.00 NBL Constr. BL

CONCEPTUAL PLANS

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- Denotes Survey Obscured Areas
- [C] --- Denotes Construction Limits In Cuts
- [F] --- Denotes Construction Limits In Fills
- Note: Figures in parenthesis and dot-dash lines denote Temporary Easements.
- Note: Figures in brackets and dot-dash lines denote Permanent Easements.
- [Diagonal lines] Denotes mill and overlay existing pavement
- [Dotted pattern] Denotes area of proposed pavement
- [Dotted pattern with border] Denotes area of proposed paved shoulder
- [Cross-hatch pattern] Denotes area of demolition of pavement
- [X-hatch pattern] Denotes area of obscuring roadway

HOME DEPOT USA, INC.
CG 131 PG 04
PG 10 PG 20
12/29/10
CPW 7789-0000

K&L, LLC
Invt 1020260
PG 10 PG 20-13
12/14/10
CPW 7789-0000

PROJECT MANAGER *Byrd, Holloway, P.E., (540) 374-3367, (Freddicksburg, District)*
SURVEYED BY, DATE *Rice & Associates*
DESIGN BY *Johnson, Mirmiran & Thompson, (804) 323-9900*
SUBSURFACE UTILITY BY, DATE *Acumark, 3/18/16*

For Utility Owners, refer to Sheet 3.

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	0095	0095-III-278, P-101, RW-201, C-501	5

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

CONCEPTUAL PLANS

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Johnson, Mirmiran & Thompson
Richmond, Virginia
ROADWAY ENGINEER

Johnson, Mirmiran & Thompson
Richmond, Virginia
HYDRAULIC ENGINEER

- Denotes mill and overlay existing pavement
- Denotes area of proposed pavement
- Denotes area of proposed paved shoulder
- Denotes area of demolition of pavement
- Denotes area of obscuring roadway
- Denotes Survey Obscured Areas

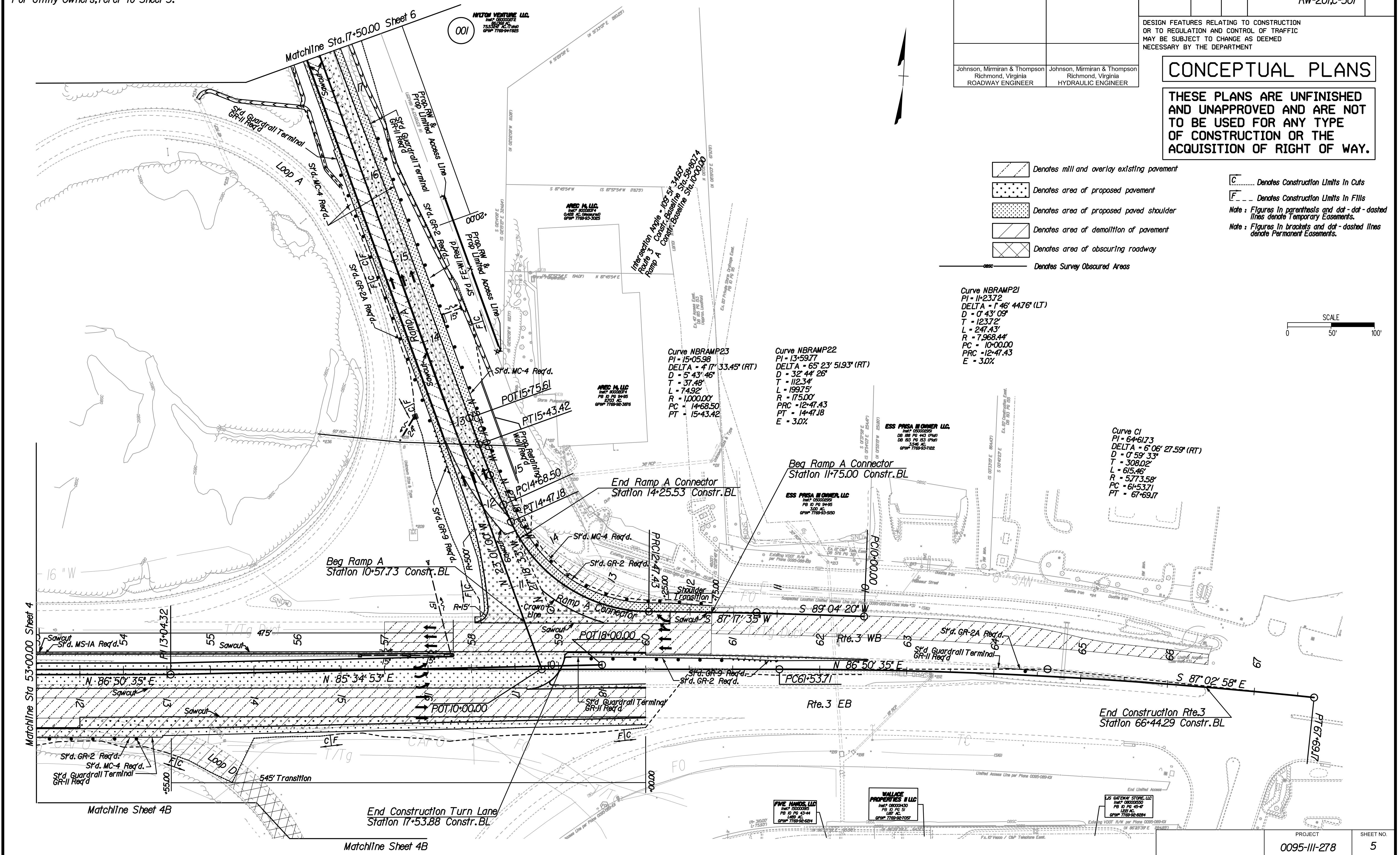
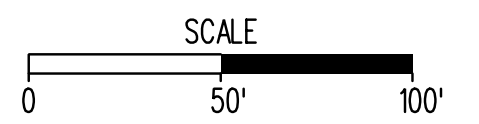
- Denotes Construction Limits In Cuts
 - Denotes Construction Limits In Fills
- Note: Figures in parenthesis and dot-dot-dashed lines denote Temporary Easements.
Note: Figures in brackets and dot-dashed lines denote Permanent Easements.

Curve NBRAMP21
PI = 11+237.2
DELTA = 7° 46' 44.76" (LT)
D = 0' 43' 09"
T = 123.72'
L = 247.43'
R = 7,968.44'
PC = 10+00.00
PRC = 12+47.43
PT = 14+47.43
E = 3.0%

Curve NBRAMP23
PI = 15+05.98
DELTA = 4° 17' 33.45" (RT)
D = 5' 43' 46"
T = 37.48'
L = 74.92'
R = 1,000.00'
PC = 14+68.50
PT = 15+43.42

Curve NBRAMP22
PI = 13+59.77
DELTA = 6° 52' 31.93" (RT)
D = 32' 44' 28"
T = 112.34'
L = 199.75'
R = 175.00'
PRC = 12+47.43
PT = 14+47.43
E = 3.0%

Curve C1
PI = 64+61.73
DELTA = 6° 06' 27.59" (RT)
D = 0' 59' 33"
T = 308.02'
L = 615.46'
R = 5,773.58'
PC = 61+53.71
PT = 67+69.17



PROJECT MANAGER Byrd, Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mirmiran & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	0095	0095-III-278 RW-201,C-501	6

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

CONCEPTUAL PLANS

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

Johnson, Mirmiran & Thompson
Richmond, Virginia
ROADWAY ENGINEER

Johnson, Mirmiran & Thompson
Richmond, Virginia
HYDRAULIC ENGINEER

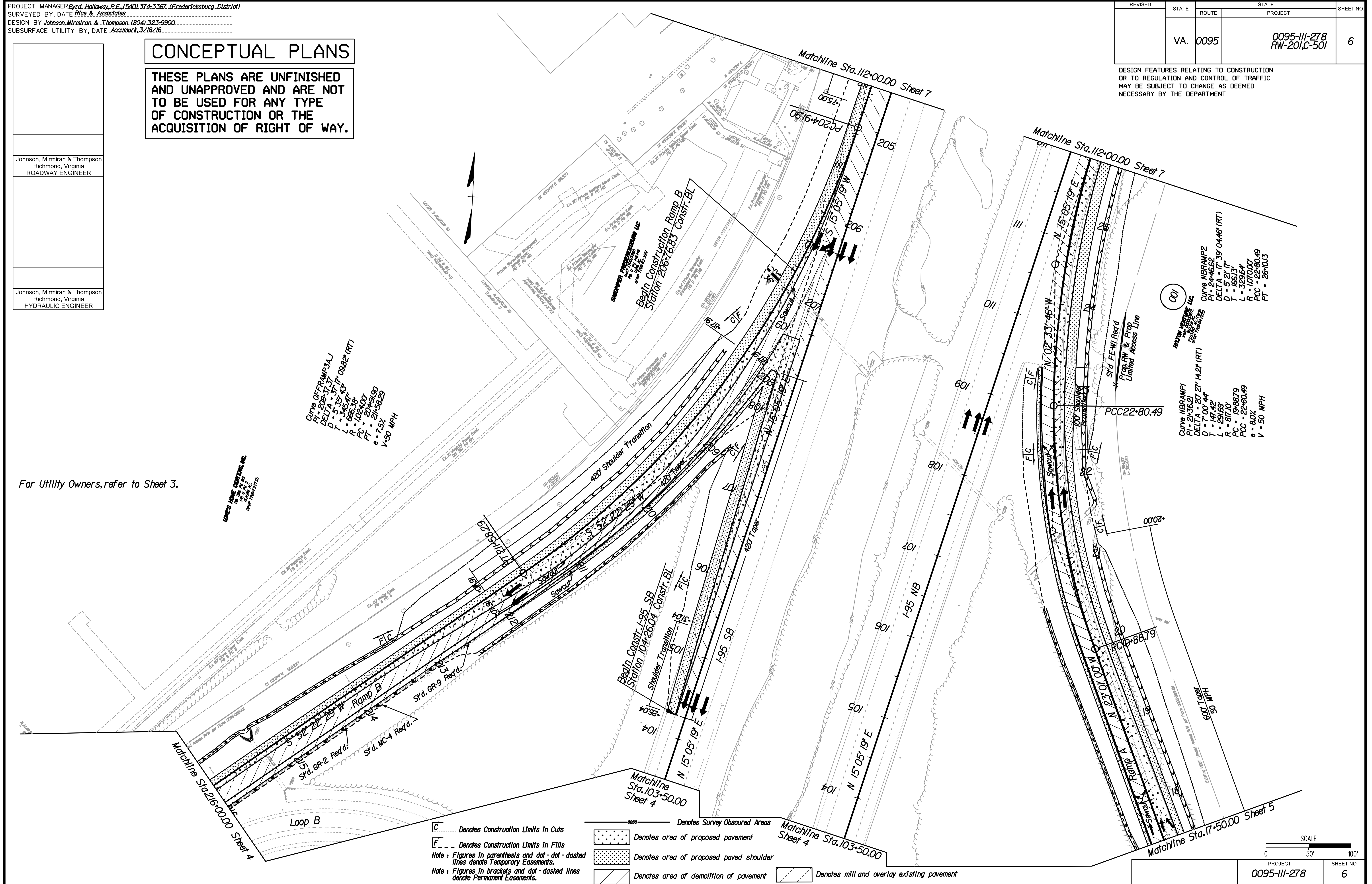
For Utility Owners, refer to Sheet 3.

URS
CONCEPTUAL PLANS
FOR THE
CONSTRUCTION OF
A LIMITED ACCESS
HIGHWAY
ALONG ROUTE 201
IN THE CITY OF
RICHMOND, VIRGINIA

Curve OFFRAMP3AJ
PI = 208+37.37
DELTA = 37° 09' 02" (RT)
T = 5' 35" 43"
L = 345.37'
R = 866.36'
PC = 102+00'
PT = 208+37.37
e = 7.5%
V = 50 MPH

Curve NBRAMP1
PI = 24+36.21
DELTA = 20° 27' 14.21" (RT)
T = 7' 00" 44"
L = 147.42'
R = 291.63'
PC = 87+00'
PT = 19+88.79
PCC = 22+80.49
e = 8.0%
V = 50 MPH

Curve NBRAMP2
PI = 24+46.62
DELTA = 17° 39' 04.46" (RT)
T = 5' 21" 17"
L = 166.13'
R = 329.64'
PC = 107+00'
PT = 22+80.49
PCC = 26+01.13
e = 8.0%
V = 50 MPH



- [C]..... Denotes Construction Limits In Cuts
- [F]--- Denotes Construction Limits In Fills
- Note: Figures in parenthesis and dot-dash lines denote Temporary Easements.
- Note: Figures in brackets and dot-dashed lines denote Permanent Easements.
- [Dotted] Denotes area of proposed pavement
- [Dotted with dashes] Denotes area of proposed paved shoulder
- [Diagonal lines] Denotes area of demolition of pavement
- [Diagonal lines with dots] Denotes mill and overlay existing pavement
- [Dashed] Denotes Survey Obscured Areas

SCALE
0 50' 100'

PROJECT	SHEET NO.
0095-III-278	6

PROJECT MANAGER... Byrd, Holloway, P.E., (540) 374-3367, (Fredericksburg District)
SURVEYED BY, DATE... Rhee & Associates
DESIGN BY... Johnson, Mirmiran, & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE... Accumark, 3/18/16

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	0095	0095-III-278, P-101, RW-201C-501	7

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

Johnson, Mirmiran & Thompson
Richmond, Virginia
ROADWAY ENGINEER

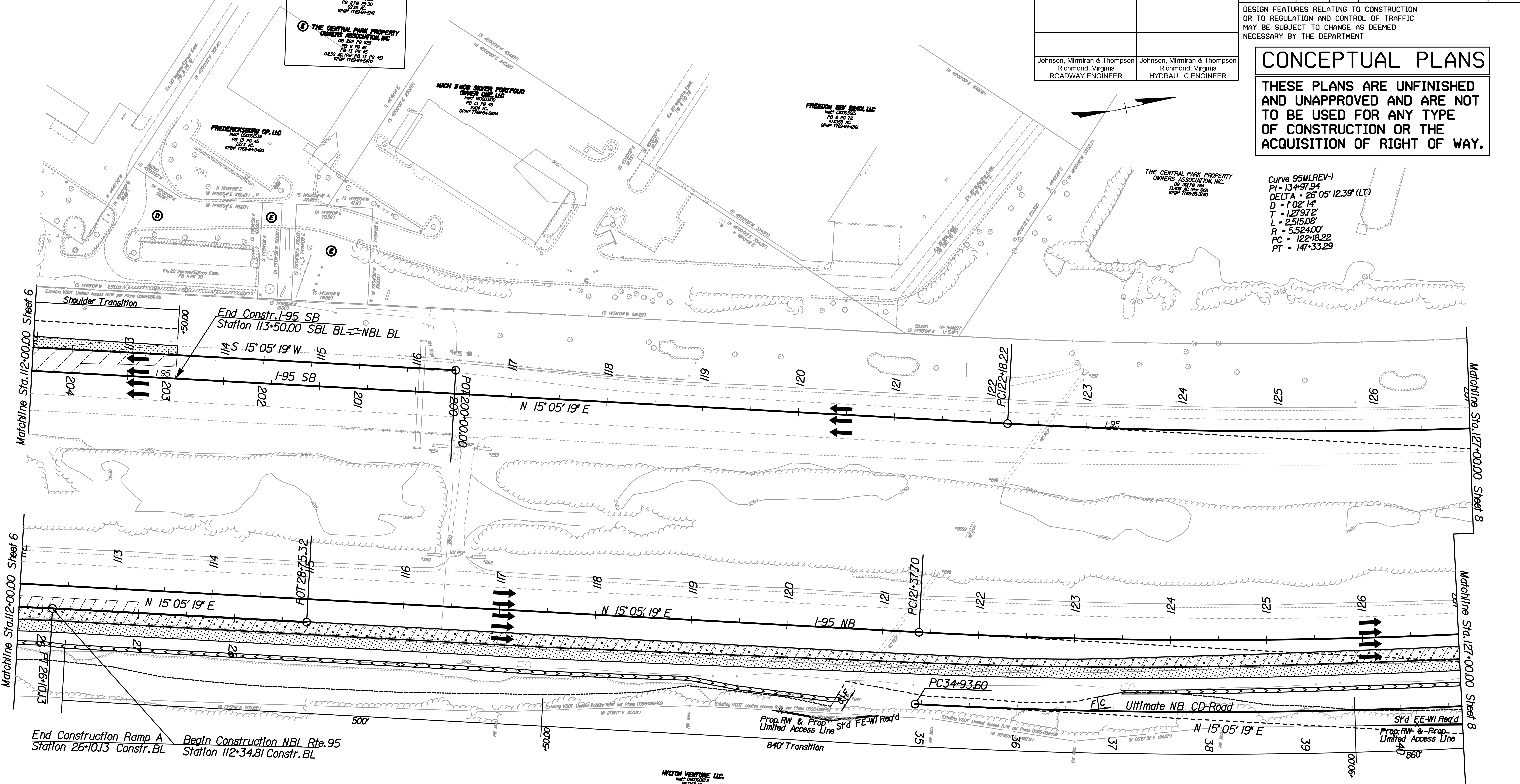
Johnson, Mirmiran & Thompson
Richmond, Virginia
HYDRAULIC ENGINEER

CONCEPTUAL PLANS

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Curve 95MLREV-1
PI = 134+97.34
DELTA = 26° 05' 12.39" (LT)
D = 1'02' 14"
T = 1279.72'
L = 2515.08'
R = 5524.00'
PC = 122+18.22
PT = 147+33.29

For Utility Owners, refer to Sheet 3.



End Construction Ramp A Station 26+10.13 Constr. BL

Begin Construction NBL Rte.95 Station 112+34.81 Constr. BL

Shoulder Transition

End Constr. I-95 SB Station 113+50.00 SBL BL ↔ NBL BL

840' Transition

Matchline Sta. 112+00.00 Sheet 6

Matchline Sta. 127+00.00 Sheet 8

Matchline Sta. 127+00.00 Sheet 8

Matchline Sta. 127+00.00 Sheet 8

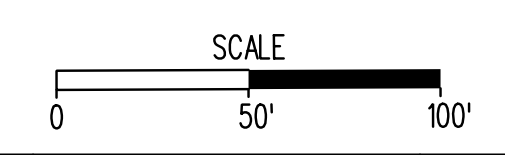
Ultimate CD-Road Curve CDWALL22
PI = 4+22.02
DELTA = 12° 39' 35.70" (LT)
D = 1'00' 4"
T = 628.42'
L = 1251.72'
R = 5665.00'
PC = 34+93.60
PCC = 47+45.32

Curve 95NB2
PI = 134+27.46
DELTA = 25° 59' 04.76" (LT)
D = 1'01' 30"
T = 1289.76'
L = 2535.16'
R = 5590.00'
PC = 12+37.70
PT = 146+72.86

Legend:

- Denotes Survey Obscured Areas
- Denotes Construction Limits In Cuts
- Denotes Construction Limits In Fills
- Denotes area of mill and overlay existing pavement
- Denotes area of proposed pavement
- Denotes area of proposed paved shoulder
- Denotes area of demolition of pavement

Note: Figures in parentheses and dot-dot-dashed lines denote Temporary Easements.
Note: Figures in brackets and dot-dashed lines denote Permanent Easements.



PROJECT	SHEET NO.
0095-III-278	7

PROJECT MANAGER: Byrd, Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE: Rice & Associates
DESIGN BY: Johnson, Mirmiran & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE: Accurmark, 3/18/16

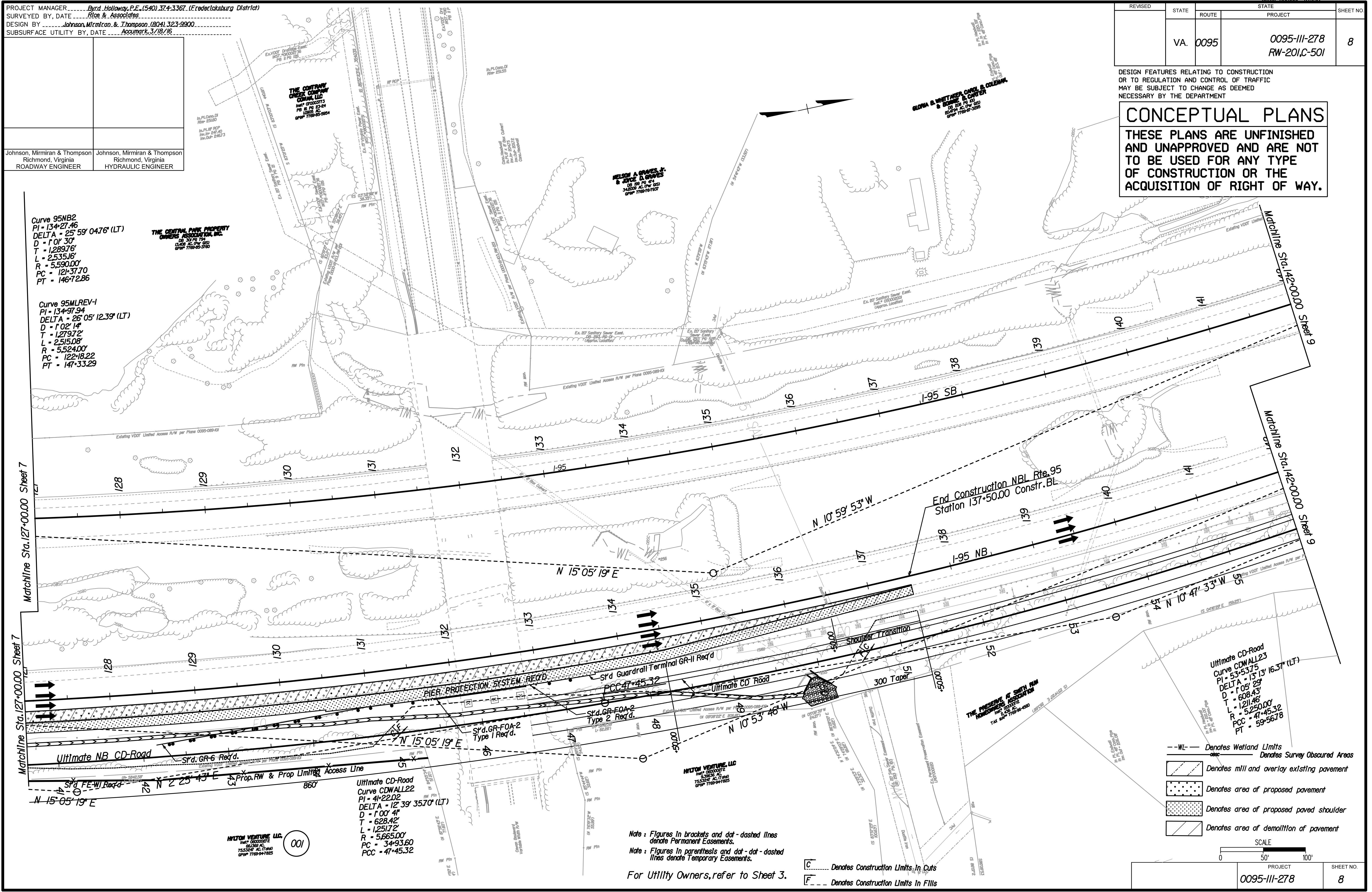
Johnson, Mirmiran & Thompson
Richmond, Virginia
ROADWAY ENGINEER

Johnson, Mirmiran & Thompson
Richmond, Virginia
HYDRAULIC ENGINEER

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	0095	0095-III-278 RW-201C-501	8

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

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



- WL-- Denotes Wetland Limits
- Denotes Survey Obscured Areas
- [Diagonal Hatching] Denotes mill and overlay existing pavement
- [Stippling] Denotes area of proposed pavement
- [Cross-hatching] Denotes area of proposed paved shoulder
- [Cross-hatching] Denotes area of demolition of pavement



PROJECT	SHEET NO.
0095-III-278	8

Note: Figures in brackets and dot-dashed lines denote Permanent Easements.
Note: Figures in parenthesis and dot-dot-dashed lines denote Temporary Easements.
For Utility Owners, refer to Sheet 3.

[C] Denotes Construction Limits in Cuts
[E] Denotes Construction Limits in Fills

HYTON VENTURE LLC
15533 N. 45th Ave
Troy, MI 48061
734.241.1100
734.241.1101
734.241.1102
734.241.1103
734.241.1104
734.241.1105
734.241.1106
734.241.1107
734.241.1108
734.241.1109
734.241.1110
734.241.1111
734.241.1112
734.241.1113
734.241.1114
734.241.1115
734.241.1116
734.241.1117
734.241.1118
734.241.1119
734.241.1120

001

PROJECT MANAGER: *Byrd Holloway, P.E.* (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE: *Rice & Associates*
DESIGN BY: *Johnson, Mirmiran & Thompson* (804) 323-9900
SUBSURFACE UTILITY BY, DATE: *AccuMark*, 3/18/16

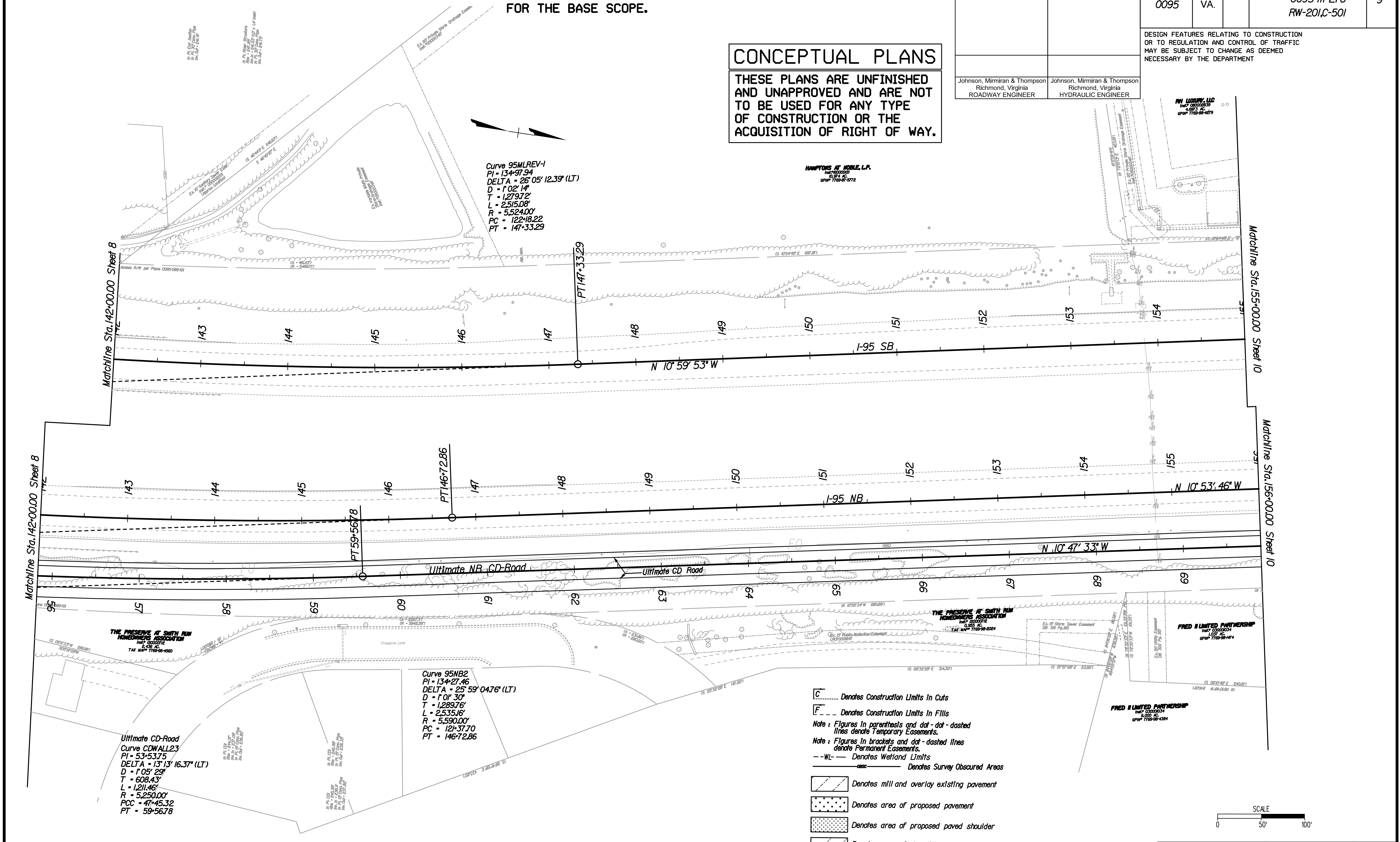
NO IMPROVEMENTS ON THIS PAGE FOR THE BASE SCOPE.

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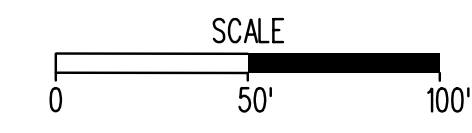
REVISED	STATE	ROUTE	PROJECT	SHEET NO.
0095	VA.		0095-III-278 RW-201C-501	9

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

Johnson, Mirmiran & Thompson Richmond, Virginia ROADWAY ENGINEER	Johnson, Mirmiran & Thompson Richmond, Virginia HYDRAULIC ENGINEER
--	--



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- [Diagonal lines] Denotes area of demolition of pavement



For Utility Owners, refer to Sheet 3.

PROJECT	SHEET NO.
0095-III-278	9

PROJECT MANAGER: Byrd, Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE: Rice & Associates
DESIGN BY: Johnson, Mirmiran & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE: Accurmark, 3/18/16

NO IMPROVEMENTS ON THIS PAGE
FOR THE BASE SCOPE.

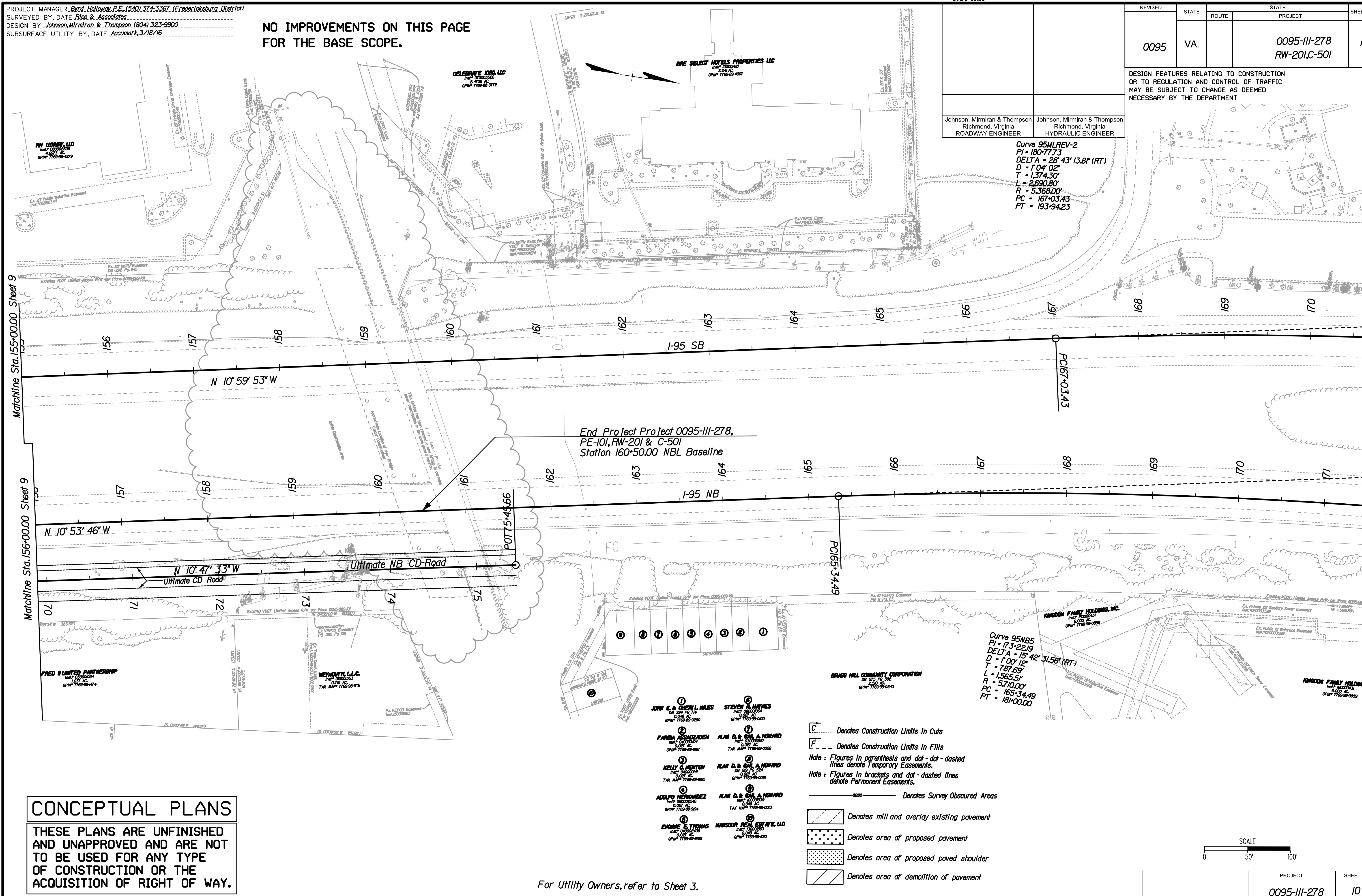
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
0095	VA.			0095-III-278 RW-201,C-501	10

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

Johnson, Mirmiran & Thompson
Richmond, Virginia
ROADWAY ENGINEER

Johnson, Mirmiran & Thompson
Richmond, Virginia
HYDRAULIC ENGINEER

Curve 95MLREV-2
PI = 180+77.73
DELTA = 28° 43' 13.8" (RT)
D = 1'04' 02"
T = 1374.30'
L = 2690.80'
R = 5368.00'
PC = 167+03.43
PT = 193+94.23

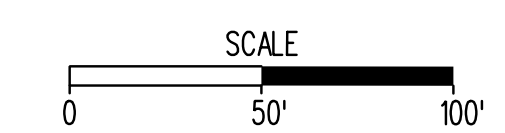


CONCEPTUAL PLANS

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- 1 JOHN E. & CHEN L. MILES
DB 254 PG 714
0.000 AC
GPM# 7769-89-9280
- 2 FARRA ASSOCIATES
IN# 0403184
0.000 AC
GPM# 7769-89-9687
- 3 KELLY D. HEWITON
IN# 0403184
0.000 AC
TAX MAP# 7769-89-9985
- 4 ADOLFO HERNANDEZ
IN# 00002549
0.000 AC
GPM# 7769-89-9884
- 5 EYONNE E. THOMAS
IN# 04002538
0.000 AC
GPM# 7769-89-9982
- 6 STEVEN L. HAYES
IN# 03002824
0.000 AC
GPM# 7769-89-9000
- 7 ALAN D. & GAIL A. HOWARD
IN# 03002824
0.000 AC
TAX MAP# 7769-89-0008
- 8 ALAN D. & GAIL A. HOWARD
DB 255 PG 264
0.000 AC
GPM# 7769-89-0006
- 9 ALAN D. & GAIL A. HOWARD
IN# 00002933
0.000 AC
TAX MAP# 7769-89-0003
- 10 MANSOUR REAL ESTATE, LLC
IN# 00002963
0.000 AC
GPM# 7769-89-0000

- C..... Denotes Construction Limits In Cuts
- F..... Denotes Construction Limits In Fills
- Note: Figures In parenthesis and dot-dash lines denote Temporary Easements.
- Note: Figures In brackets and dot-dash lines denote Permanent Easements.
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- Denotes Mill and overlay existing pavement
- Denotes area of proposed pavement
- Denotes area of proposed paved shoulder
- Denotes area of demolition of pavement



For Utility Owners, refer to Sheet 3.

PROJECT	SHEET NO.
0095-III-278	10

PROJECT MANAGER *Byrd Holloway, P.E. (540) 374-3367 (Frodocticksburg District)*
 SURVEYED BY, DATE *Rice & Associates*
 DESIGN BY *Johnson, Mironica & Thompson (804) 323-9900*
 SUBSURFACE UTILITY BY, DATE *Accumark, 3/18/16*

REVISED	STATE		STATE	SHEET NO.
	ROUTE	PROJECT		
	VA.	0095	0095-III-278 RW-201C-501	

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

OPTION 1

THE OPTION INCLUDES ALL WORK REQUIRED TO DESIGN AND CONSTRUCT A NOISE BARRIER WALL, AS SHOWN ON THE RFP CONCEPTUAL PLANS, FROM COWAN BOULEVARD TO FALL HILL AVENUE. THIS INCLUDES, BUT IS NOT LIMITED TO, A FINAL DESIGN NOISE ANALYSIS, GRADING, DRAINAGE STRUCTURES, EROSION AND SEDIMENT CONTROL, ENVIRONMENTAL PERMITTING, UTILITIES, RIGHT OF WAY, TEMPORARY CONSTRUCTION EASEMENTS AND TRANSPORTATION MANAGEMENT PLAN.

PROJECT MANAGER Byrd, Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Johnson, Mirmiran & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE Accurmark, 3/18/16

TYPICAL SECTIONS

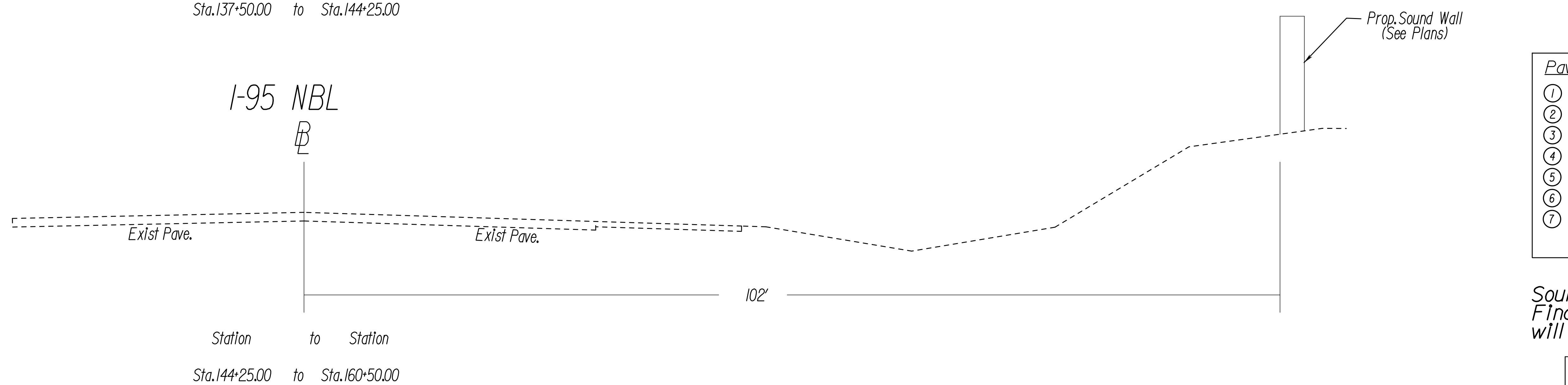
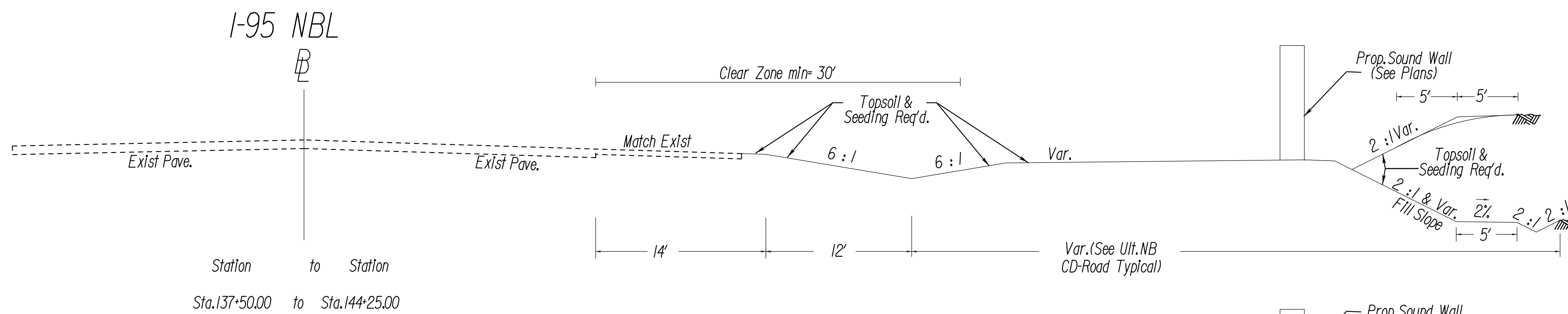
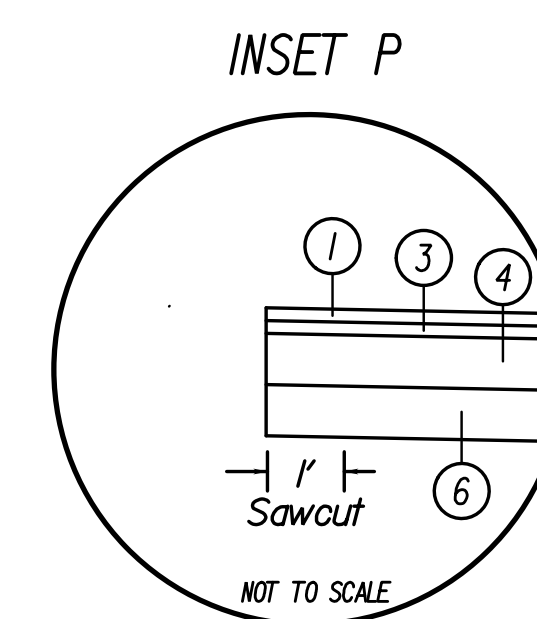
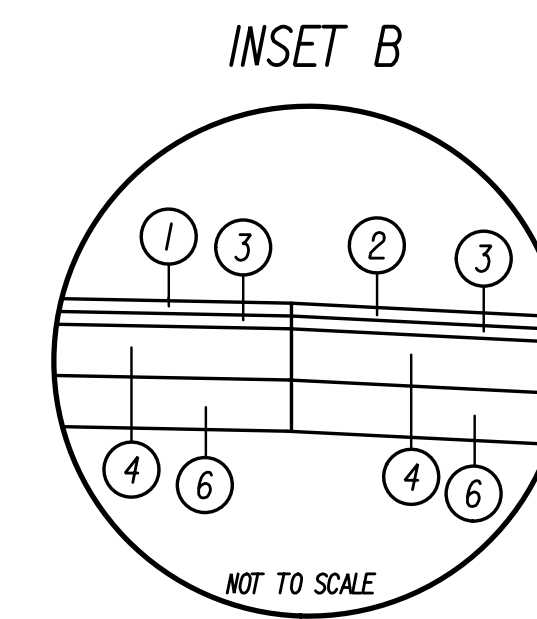
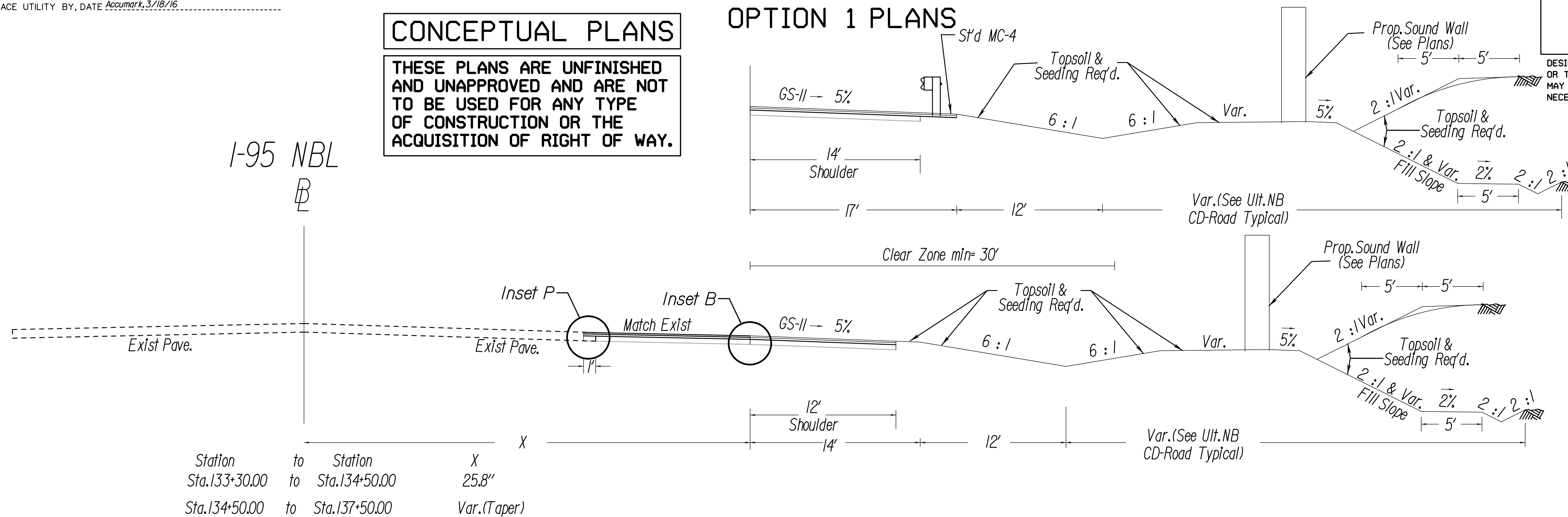
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	95		0095-III-278 RW-201,C-501	2U

CONCEPTUAL PLANS

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OPTION 1 PLANS

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



Pavement Legend

- ① 220 lbs/SY Asphalt Concrete Type, SM 12.5E
- ② 220 lbs/SY Asphalt Concrete Type, SM 12.5A
- ③ 220 lbs/SY Asphalt Concrete Type, IM-19.0D
- ④ 8 Inches Asphalt Concrete Type, BM 25.0A
- ⑤ 6 Inches Asphalt Concrete Type, BM 25.0A
- ⑥ 8 Inches Aggregate Base Material, Type I, 21B
- ⑦ Mill 2" and replaced with 220 lbs/SY Asphalt Concrete Type, SM 12.5E

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

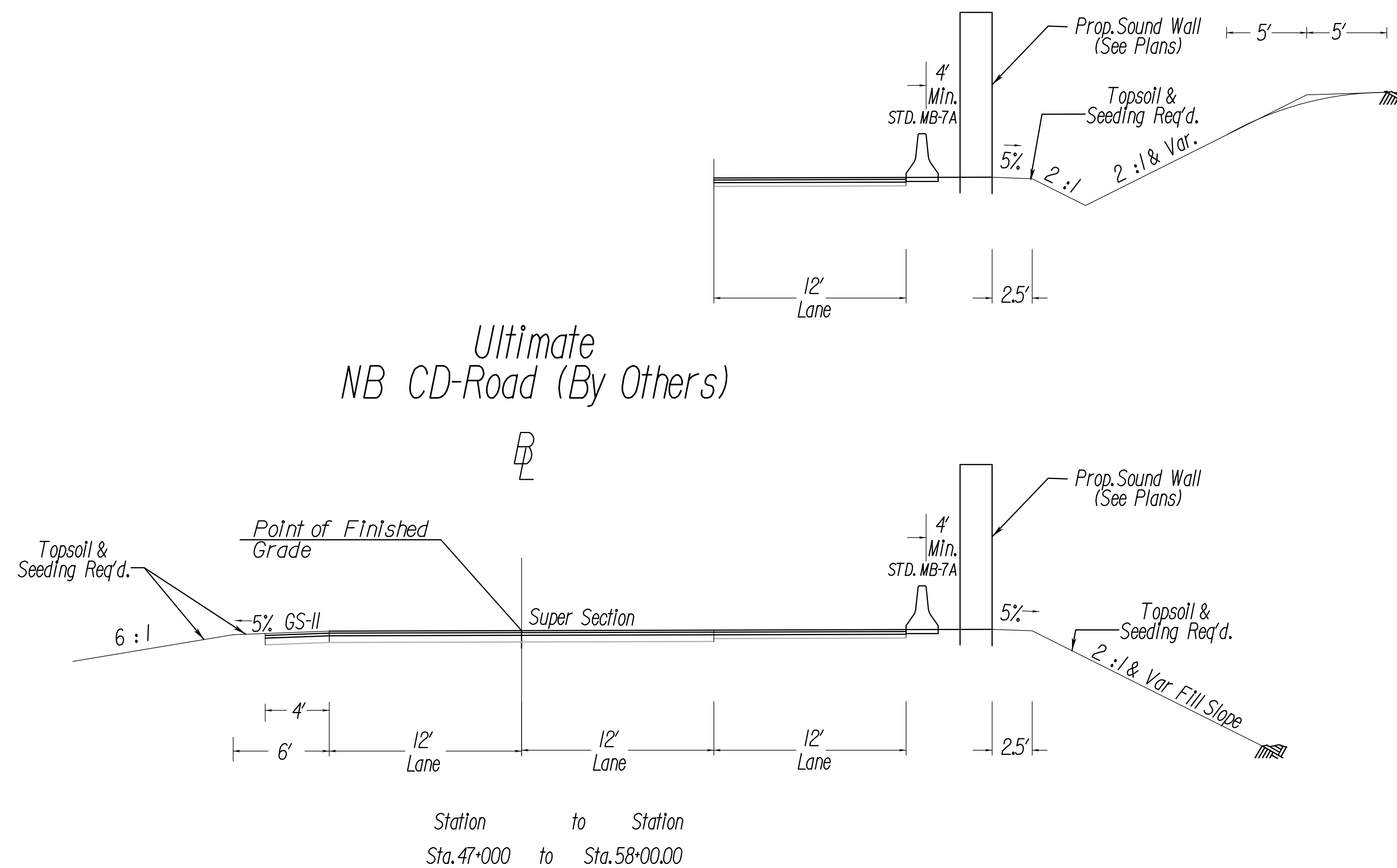
PROJECT MANAGER: Byrd, Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE: Bice & Associates
DESIGN BY: Johnson, McCrean & Thompson, (804) 323-9900
SUBSURFACE UTILITY BY, DATE: Accurmark, 3/18/16

TYPICAL SECTIONS OPTION 1 PLANS

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	95	0095-III-278 RW-201C-501	2V

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

FOR INFORMATIONAL PURPOSES ONLY



CONCEPTUAL PLANS

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SURVEYED BY, DATE: Rice & Associates
DESIGN BY: Johnson, Mirmiran & Thompson (804) 323-9900
SUBSURFACE UTILITY BY, DATE: Accurmark, 3/18/16

Johnson, Mirmiran & Thompson
Richmond, Virginia
ROADWAY ENGINEER

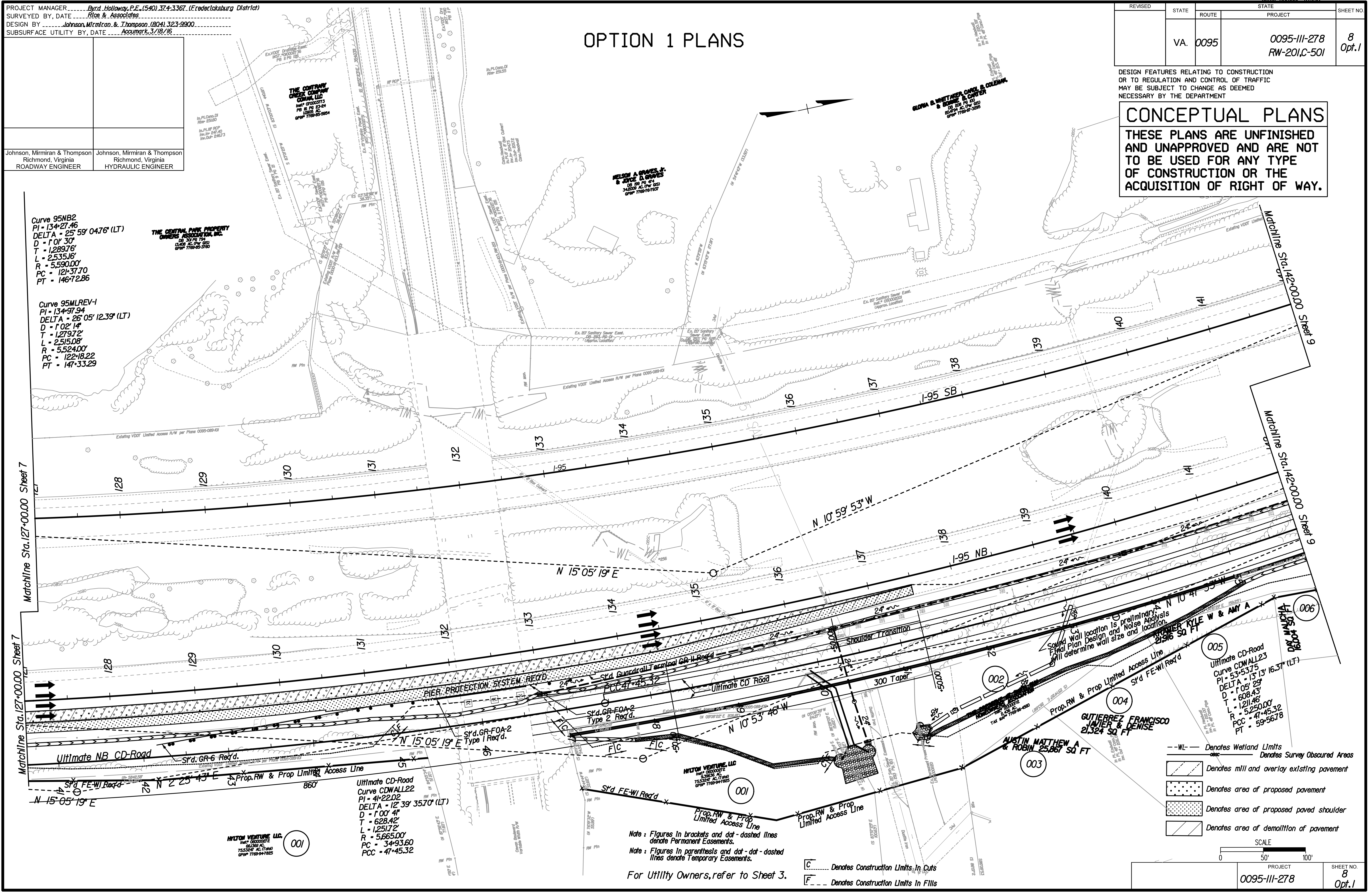
Johnson, Mirmiran & Thompson
Richmond, Virginia
HYDRAULIC ENGINEER

OPTION 1 PLANS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278 RW-201C-501	8 Opt.1

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CONCEPTUAL PLANS
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Curve 95NB2
PI = 134+27.46
DELTA = 25° 59' 04.76" (LT)
D = 1° 01' 30"
T = 1289.76'
L = 2535.16'
R = 5590.00'
PC = 121+37.70
PT = 146+72.86

Curve 95MLREV-1
PI = 134+97.94
DELTA = 26° 05' 12.39" (LT)
D = 1° 02' 14"
T = 1279.72'
L = 2515.08'
R = 5524.00'
PC = 122+18.22
PT = 147+33.29

Ultimate CD-Road
Curve CDWALL22
PI = 41+22.02
DELTA = 12° 39' 35.70" (LT)
D = 1° 00' 41"
T = 628.42'
L = 1251.72'
R = 5665.00'
PC = 34+93.60
PCC = 47+43.32

Ultimate CD-Road
Curve CDWALL23
PI = 53+53.75
DELTA = 13° 13' 16.37" (LT)
D = 1° 05' 29"
T = 608.43'
L = 1211.46'
R = 5250.00'
PC = 47+43.32
PT = 59+56.78

Note: Figures in brackets and dot-dashed lines denote Permanent Easements.
Note: Figures in parentheses and dot-dot-dashed lines denote Temporary Easements.

For Utility Owners, refer to Sheet 3.

[C] Denotes Construction Limits In Cuts
[E] Denotes Construction Limits In Fills

PROJECT MANAGER: *Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)*
SURVEYED BY, DATE: *Rice & Associates*
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SUBSURFACE UTILITY BY, DATE: *AccuMark, 3/18/16*

OPTION 1 PLANS

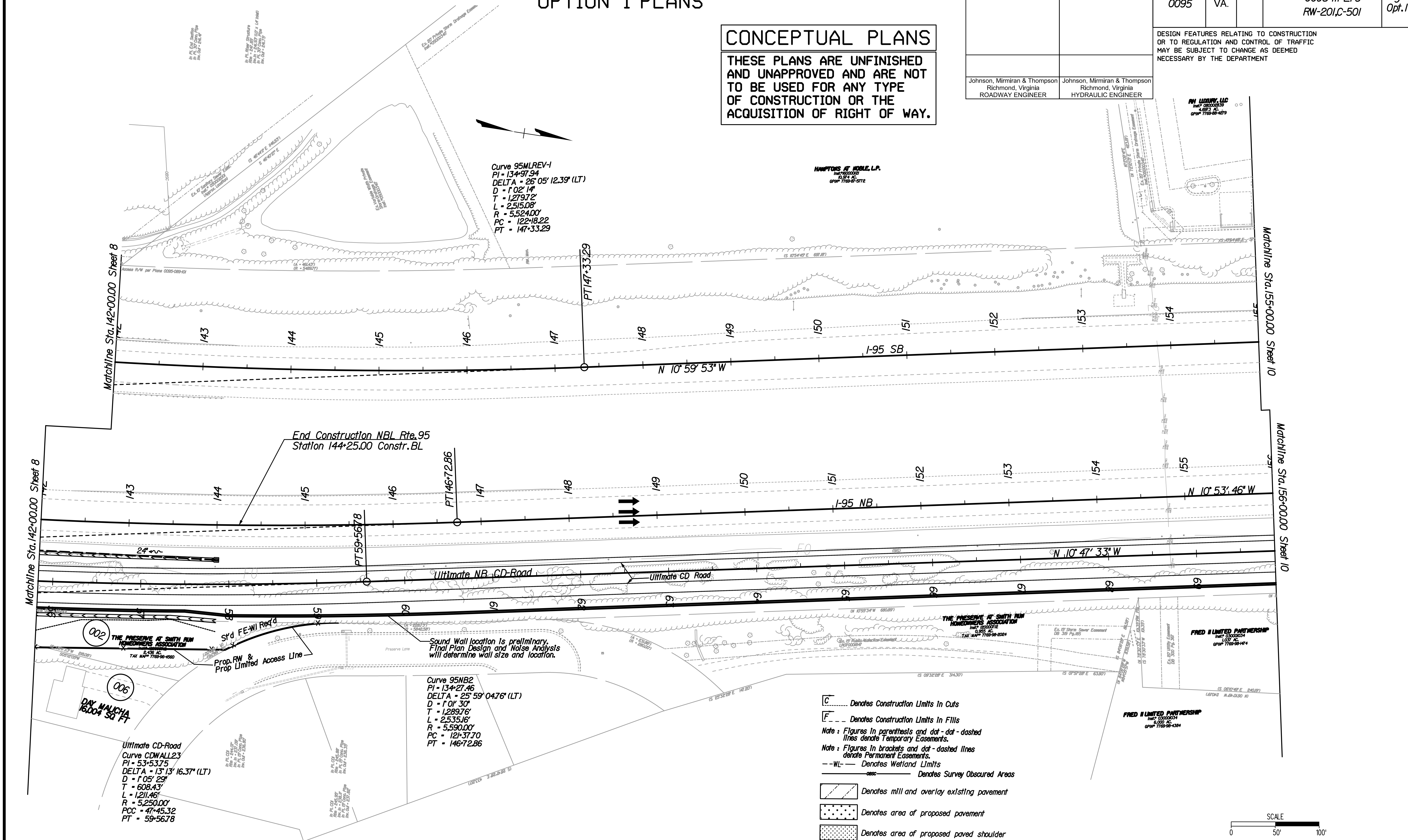
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REVISED	STATE	STATE		SHEET NO.
		ROUTE	PROJECT	
0095	VA.		0095-III-278 RW-201C-501	9 Opt.1

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Johnson, Mirmiran & Thompson Richmond, Virginia ROADWAY ENGINEER	Johnson, Mirmiran & Thompson Richmond, Virginia HYDRAULIC ENGINEER
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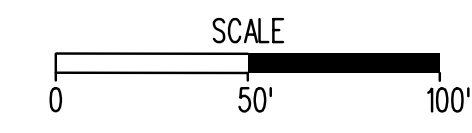
Curve 95MLREV-1
PI = 134+97.94
DELTA = 26° 05' 12.39" (LT)
D = 1202.14'
T = 1279.72'
L = 2515.08'
R = 5524.00'
PC = 122+18.22
PT = 147+33.29

HANPTONS AT MOBLE L.P.
INC# 900003
63974 AC
OP# 7768-87-312

Curve 95NB2
PI = 134+27.46
DELTA = 25° 59' 04.76" (LT)
D = 1201.30'
T = 1289.76'
L = 2535.16'
R = 5590.00'
PC = 121+37.70
PT = 146+72.86

Ultimate CD-Road
Curve CDWALL23
PI = 53+53.75
DELTA = 13° 13' 16.37" (LT)
D = 1205.29'
T = 608.43'
L = 1211.46'
R = 5250.00'
PCC = 47+45.32
PT = 59+56.78

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- [Stippled] Denotes area of demolition of pavement



For Utility Owners, refer to Sheet 3.

PROJECT	0095-III-278	SHEET NO.	9 Opt.1
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PROJECT MANAGER: *Byrd Holloway, P.E.* (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE: *Rice & Associates*
DESIGN BY: *Johnson, Mirmiran & Thompson* (804) 323-9900
SUBSURFACE UTILITY BY, DATE: *Accurmark*, 3/18/16

OPTION 1 PLANS

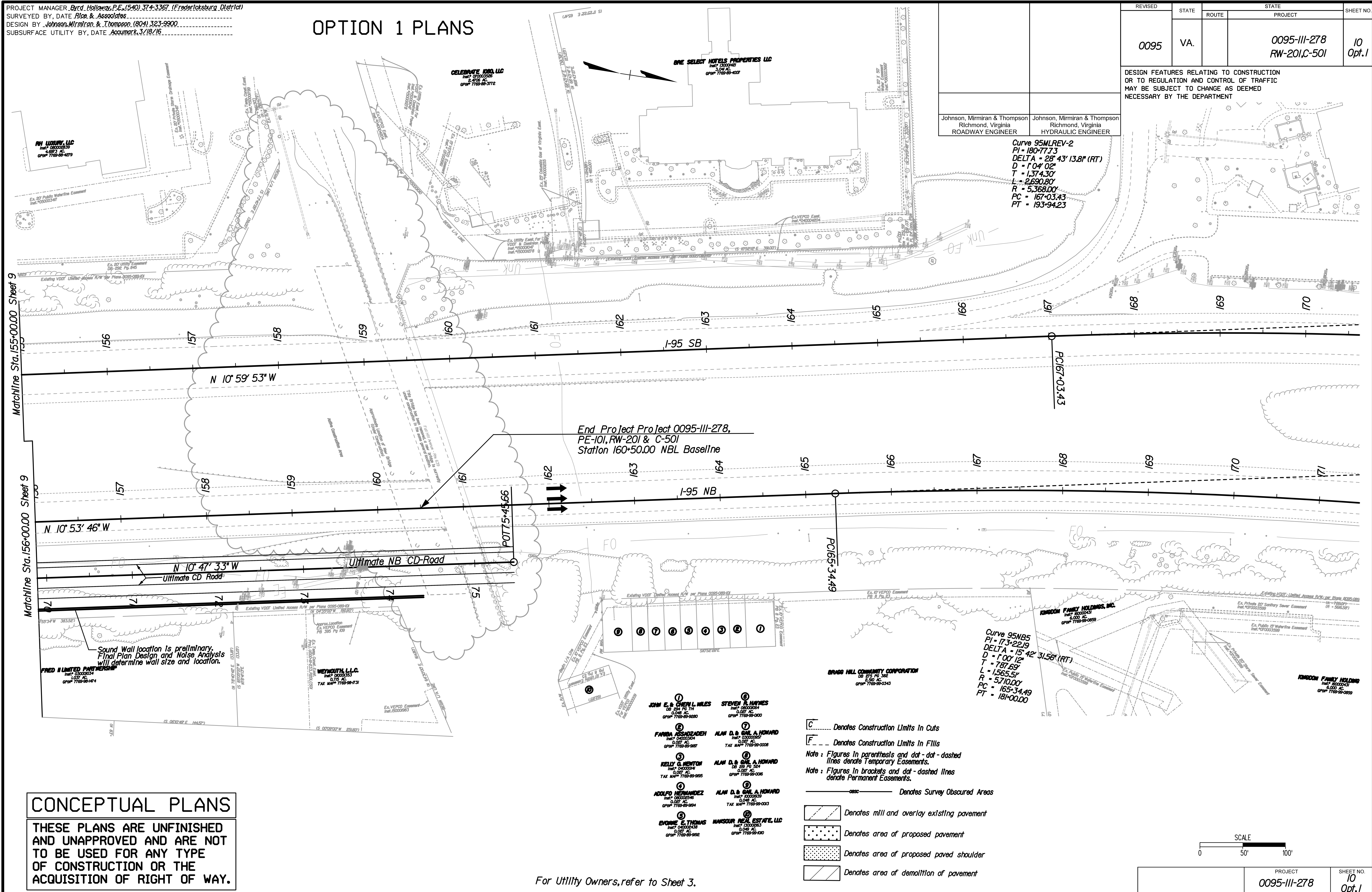
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
0095	VA.			0095-III-278 RW-201, C-501	10 Opt.1

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Johnson, Mirmiran & Thompson
Richmond, Virginia
ROADWAY ENGINEER

Johnson, Mirmiran & Thompson
Richmond, Virginia
HYDRAULIC ENGINEER

Curve 95MLREV-2
PI = 180+77.73
DELTA = 28° 43' 13.8" (RT)
D = 1'04' 02"
T = 1374.30'
L = 2690.80'
R = 5368.00'
PC = 167+03.43
PT = 193+94.23



End Project Project 0095-III-278,
PE-101, RW-201 & C-501
Station 160+50.00 NBL Baseline

Curve 95NB5
PI = 173+22/9
DELTA = 15° 42' 31.56" (RT)
D = 1'00' 12"
T = 787.69'
L = 1565.51'
R = 5710.00'
PC = 165+34.49
PT = 181+00.00

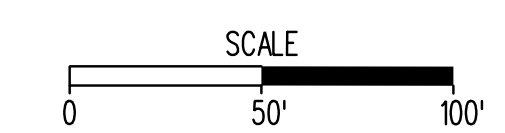
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- 1 JOHN E. & CHEN L. MILES
DB 254 PG 714
0.045 AC
GPM# 7769-89-9280
- 2 FARRA ASSAZADEH
MAP# 04021824
0.027 AC
GPM# 7769-89-9687
- 3 KELLY D. HEWITON
MAP# 04021824
0.027 AC
TAX MAP# 7769-89-9985
- 4 ADOLFO HERNANDEZ
MAP# 02002249
0.148 AC
GPM# 7769-89-9884
- 5 EYDINE E. THOMAS
MAP# 04021824
0.027 AC
GPM# 7769-89-9982
- 6 STEVEN L. HAYES
MAP# 03002824
0.027 AC
GPM# 7769-89-9000
- 7 ALAN D. & GAIL A. HOWARD
MAP# 03002824
0.027 AC
TAX MAP# 7769-89-0008
- 8 ALAN D. & GAIL A. HOWARD
DB 255 PG 264
0.027 AC
GPM# 7769-89-0006
- 9 ALAN D. & GAIL A. HOWARD
MAP# 03002824
0.027 AC
TAX MAP# 7769-89-0003
- 10 MANSOUR REAL ESTATE, LLC
MAP# 03002824
0.027 AC
GPM# 7769-89-0000

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For Utility Owners, refer to Sheet 3.

PROJECT	SHEET NO.
0095-III-278	10 Opt.1



3290 North Susquehanna Trail

York, PA 17406-9754

P 717-764-8521 F 717-767-5457

www.wagman.com



Price Proposal
A Design-Build Project

I-95 SAFETY IMPROVEMENTS AT ROUTE 3

City of Fredericksburg, Virginia

**FROM: 0.115 MILES SOUTH OF INT. ROUTE 3
TO: 1.220 MILES NORTH OF INT. ROUTE 3**

State Project Number: 0095-111-278
Federal Project Number: OC-095-2(535)
Contract ID Number: C00107715DB91



January 4, 2017

ATTACHMENT 4.0.1.2

**DESIGN-BUILD PRICE PROPOSAL
CHECKLIST**

Addendum No. 3

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

➤ **Contents of Price Proposal:**

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



Attachment 4.3.1
Price Proposal Form

ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

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

Price Proposal Cost Breakdown Summary;

A. Base Scope


Design Services, LS	\$ 1,866,395.00
Construction Services (exclude QA/QC), LS	\$ 197,045.00
Quality Assurance (QA) (Construction), LS	\$ 544,400.00
Quality Control (QC) (Construction), LS	\$ 520,366.00
All Other Costs, LS	\$ 12,272,266.02
Base Scope – Subtotal	\$ 15,400,472.02

B. Option 1

Design Services, LS	\$ 669,175.00
Construction Services (exclude QA/QC), LS	\$ 22,200.00
Quality Assurance (QA) (Construction), LS	\$ 40,000.00
Quality Control (QC) (Construction), LS	\$ 30,690.00
All Other Costs, LS	\$ 3,680,728.43
Option 1 – Subtotal	\$ 4,442,793.43

Total Proposal Price (Base Scope Subtotal + Option 1 Subtotal); (Specify the Total Lump Sum price in both numbers and words, this price shall equal to the total sum of the items listed above)

Lump Sum (LS): Nineteen million eight hundred forty-three thousand two hundred sixty-five dollars and forty-five cents (\$ 19,843,265.45)

Signature:  David W. Lyle, DBIA Date: January 3, 2017

Design-Builder: Wagman Heavy Civil, Inc.

Vendor No.: W002



**Price Adjustment Information and
Forms for Fuel and Asphalt**
Base Scope and Option 1

**EXHIBIT 6.3(a)
ADJUSTMENT FOR ASPHALT**

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

September 26, 2016

All asphalt material listed in the attached "Master Listing of Asphalt Material Items Eligible for Price Adjustment" will be adjusted in accordance with the provisions as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract. Any item added through a Work Order which contains Asphalt Material will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

Each month, the Department will publish an average state-wide PG 64S-22 f.o.b. price per ton and an average PG 64E-22 f.o.b. price per ton developed from the average terminal prices provided to the Department from suppliers of asphalt cement to contractors doing work in Virginia. The Department will collect terminal prices from approximately 12 terminals each month. These prices will be received once each month from suppliers on or about the last weekday of the month. The high and low prices will be eliminated and the remaining values averaged to establish the average statewide price for the following month. That monthly state-wide average price will be posted on the Scheduling and Contracts Division website on or about the first weekday of the following month. In the event the average prices were to change 10 percent or more of the Base Index during the middle of the month, the Design Builder can submit a letter to the Department and the supplier that provides evidence of the difference in price. Upon receipt of the letter consideration will be given to extend additional adjustments as deemed necessary.

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

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

$$A = Q \times \%AC \times IC$$

Where: A = Asphalt Adjustment Dollar Amount

Q = Quantity of Asphalt Material put in place during the month

%AC = % of Asphalt Cement in the Asphalt Material as specified in the Job Mix Formula

IC = Numeric Dollar Difference, either positive or negative, between the Base Index and Current Index

Example Calculation for Negative Price Adjustment (Credit back to VDOT):

7,500 Tons of SM-12.5A put in place during the month (Q), Job Mix is 6.1% Asphalt Cement for SM-12.5A (%AC), Base Index for the Contract is \$515/Ton, Current Index is \$500/Ton, Difference of - \$15.00/Ton (IC)

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

Example Calculation for Positive Price Adjustment (Paid to the Design-Builder):

10,000 Tons of BM-25.0A put in place during the month (Q), Job Mix is 5.2% Asphalt Cement for BM-25.0A (%AC), Base Index for the Contract is \$515/Ton, Current Index is \$560/Ton, Difference of + \$45.00/Ton (IC)

$$10,000 \text{ Tons BM-25.0A} \times 5.2\% \times \$45.00/\text{Ton} = + \$23,400.00 \text{ Adjustment Amount}$$

Adjustment of any asphalt material item designated as a price adjustment item which does not contain PG 64-22, except PG 76-22 or PG 70-28, will be based on the indexes for PG 64-22. The quantity of asphalt cement for asphalt concrete pavement to which adjustment will be applied will be the quantity based on the percent of asphalt cement shown on the appropriate approved job mix formula.

The quantity of asphalt emulsion for surface treatments to which adjustment will be applied will be the quantity based on 65 percent residual asphalt.

Price adjustment will be shown as a separate entry on the monthly application of payment for work packages completed; however, such adjustment will not be included in the total cost of the work for progress determination or for extension of contract time. Items the Design-Builder claims in its application of payment for asphalt adjustments must include supporting calculations certified by the Quality Assurance Manager (QAM). These calculations must be completed relative to the calendar month under which the work was performed and shall be submitted for either positive or negative adjustment.

Any apparent attempt to unbalance bids in favor of items subject to price adjustment or failure to submit required cost and price data as noted hereinbefore may result in rejection of items for asphalt adjustment.

VIRGINIA DEPARTMENT OF TRANSPORTATION
MASTER LISTING OF
ASPHALT MATERIAL ITEMS ELIGIBLE FOR PRICE ADJUSTMENT
 (10-27-09)

ITEM	DESCRIPTION	UNITS	SPECIFICATION
10062	Asphalt-Stab. Open-Graded Material	Ton	313
10416	Liquid Asphalt	Gal	311 312
10420	Blotted Seal Coat Ty. B	Sy	ATTD
10422	Blotted Seal Coat Ty. C	Sy	ATTD
10423	Blotted Seal Coat Ty. C-1	Sy	ATTD
10424	Blotted Seal Coat Ty. D	Sy	ATTD
10598	Ns Asphalt Concrete	Ton	315
10606	Asphalt Concrete Ty. SM-9.5	Ton	315
10607	Asphalt Concrete Ty. SM-12.5A	Ton	315
10608	Asphalt Concrete Ty. SM-12.5D	Ton	315
10609	Asphalt Concrete Ty. SM-12.5E (76-22)	Ton	315
10610	Asphalt Concrete Ty. IM-19.0A	Ton	315
10611	Asphalt Concrete Ty. IM-19.0D	Ton	315
10612	Asphalt Conc. Base Cr. Ty. BM-25.0	Ton	315
10613	Asphalt Concrete Ty. BM-37.5	Ton	315
10635	Asphalt Concrete Ty. SM-9.5A	Ton	315
10636	Asphalt Concrete Ty. SM-9.5D	Ton	315
10637	Asphalt Concrete Ty. SM-9.5E (76-22)	Ton	315
10639	Asphalt Concrete Ty. SM-19.0	Ton	315
10642	Asphalt Concrete Ty. BM-25.0A	Ton	315
10643	Asphalt Concrete Ty. BM-25.0D	Ton	315
10650	Stone Matrix Asphalt SMA-9.5(70-22)	Ton	317
10651	Stone Matrix Asphalt SMA-9.5(76-22)	Ton	317
10652	Stone Matrix Asphalt SMA-12.5(70-22)	Ton	317
10653	Stone Matrix Asphalt SMA-12.5(76-22)	Ton	317
10654	Stone Matrix Asphalt SMA-19.0(70-22)	Ton	317
10655	Stone Matrix Asphalt SMA-19.0(76-22)	Ton	317
10701	Liquid Asphalt Coating	Sy	ATTD
12505	Asphalt Concrete Curb Backup Material	Ton	315
13240	Asphalt Concrete Sidewalk	Ton	504
16110	Emul. Asph. Slurry Seal Type A	Sy	ATTD
16120	Emul. Asph. Slurry Seal Type B	Sy	ATTD
16130	Emul. Asph. Slurry Seal Type C	Sy	ATTD
16144	Latex Mod. Emul. Treat. Type B	Ton	ATTD
16145	Latex Mod. Emul. Treat. Type C	Ton	ATTD
16146	Latex Mod. Emul. Treat. Ruffilling	Ton	ATTD
16161	Modified Single Seal	Sy	ATTD
16162	Modified Double Seal	Sy	ATTD
16249	Nontracking Tack Coat	Gal.	ATTD

16250	Liquid Asphalt Matl. CMS-2 (Mod)	Gal	ATTD
16251	Liquid Asphalt Matl. CMS-2	Gal	ATTD
16252	Liquid Asphalt Matl. CRS-2	Gal	ATTD
16253	Liquid Asphalt Matl. CRS-2H	Gal.	ATTD.
16254	Liquid Asphalt Matl. RC-250	Gal	ATTD
16256	Liquid Asphalt Matl. RC-800	Gal	ATTD
16257	Ns Liquid Asphalt Matl.	Gal	ATTD
16260	Liquid Asphalt Matl. CRS-2L	Gal	ATTD
16325	NS Asphalt Concrete	Ton	N/A
16330	Asphalt Concrete Ty. SM-9.0A	Ton	315
16335	Asphalt Concrete Ty. SM-9.5A	Ton	315
16337	Asph. Conc. Ty. SM-9.5ASL (Spot Level)	Ton	315
16340	Asphalt Concrete Ty. SM-9.5D	Ton	315
16342	Asph. Conc. Ty. SM-9.5DSL (Spot Level)	Ton	315
16345	Asphalt Concrete Ty. SM-9.5E (76-22)	Ton	315
16350	Asphalt Concrete Ty. SM-12.5A	Ton	315
16352	Asph. Con. Ty. SM-12.5ASL (Spot Level)	Ton	315
16355	Asphalt Concrete Ty. SM-12.5D	Ton	315
16357	Asph. Con. Ty. SM-12.5DSL (Spot Level)	Ton	315
16360	Asphalt Concrete Ty. SM-12.5E (76-22)	Ton	315
16365	Asphalt Concrete Ty. IM-19.0A	Ton	315
16370	Asphalt Concrete Ty. IM-19.0D	Ton	315
16373	Asphalt Concrete Ty. IM-19.0A (T)	Ton	315
16374	Asphalt Concrete Ty. IM-19.0D (T)	Ton	315
16377	Asphalt Concrete Ty. BM-37.5	Ton	315
16379	Asphalt Concrete Ty. IM-19.0T	Ton	315
16390	Asphalt Concrete Ty. BM-25.0A	Ton	315
16392	Asphalt Concrete Ty. BM-25.0D	Ton	315
16395	Asphalt Concrete Ty. BM-25.0A (T)	Ton	315
16397	Asphalt Concrete Ty. BM-25.0D (T)	Ton	315
16400	Stone Matrix Asphalt SMA-9.5(70-22)	Ton	ATTD
16401	Stone Matrix Asphalt SMA-9.5(76-22)	Ton	ATTD
16402	Stone Matrix Asphalt SMA-12.5(70-22)	Ton	ATTD
16403	Stone Matrix Asphalt SMA-12.5(76-22)	Ton	ATTD
16404	Stone Matrix Asphalt SMA-19.0(70-22)	Ton	ATTD
16405	Stone Matrix Asphalt SMA-19.0(76-22)	Ton	ATTD
16490	Hot Mix Asphalt Treatment	Ton	ATTD
16500	Surf.Preparation & Restoration Type I	Ton	ATTD
16502	Surf.Preparation & Restoration Type li	Ton	ATTD
16504	Surf.Preparation & Restoration Type lii	Ton	ATTD
67201	NS Asphalt Concrete Overlay	Ton	315
67210	NS Asphalt Concrete	Ton	315
68240	NS Asphalt Concrete	Ton	315

Exhibit 6.3(b)

Form C-16a
August 9, 2013

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
ASPHALT PRICE ADJUSTMENT (PG76-22 or PG 70-28)
DESIGN-BUILD PROJECTS**

INSTRUCTIONS - This form is to be completed and returned ONLY when asphalt concrete items containing PG 76-22 or PG 70-28 is being utilized on the project.

PROJECT NUMBER: 0095-111-278

DISTRICT: Fredericksburg

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

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

DATE: January 3, 2017

SIGNATURE:  David W. Lyle, DBIA, Vice President

Wagman Heavy Civil, Inc.
(Firm or Corporation)

W002
(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 within the Schedule of Values those pay items and the associated quantities it chooses to have fuel adjustment applied to in its work packages. Items the Design-Builder claims in its application of payment for fuel adjustments must be properly designated in order to be considered for adjustment. Items not properly designated or left out of the Design-Builder's Schedule of Values will automatically not be considered for adjustment.

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

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

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

$$S = (E - B) QF$$

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: January 3, 2017

Signature: 
David W. Lyle, DBIA, Vice President
Design-Builder: Wagman Heavy Civil, Inc.

Vendor No.: W002



Proposal Guaranty

C-24

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE Wagman Heavy Civil, Inc. As principal, and Western Surety Company 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 29th Day of November, 20 16

WHEREAS, the above said principal is herewith submitting its proposal for: A Design Build Project
PROJECT NUMBER: State Project No.:0095-111-278, Federal Project No.:OC-095-2(535), Contract ID Number: C00107715DB91
I-95 Safety Improvements at Route 3 From: 0.115 Miles South of Int. Route 3 To: 1.220 Miles North of Int. Route 3, City of Fredericksburg, Virginia

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.

Wagman Heavy Civil, Inc.

Western Surety Company

(Principal*)

(Surety Company)

By: David W. Lyle

By: Patricia C. Robinson

(Officer, Partner or Owner) (Seal)

(Attorney-in-Fact**) (Seal)

David W. Lyle, DBIA Vice President
26000 Simpson Road, North Dinwiddie, VA 23803

Patricia C. Robinson
4550 Lena Drive, Mechanicsburg, PA 17055

(Principal*)

(Address)

By: _____

By: _____

(Officer, Partner or Owner) (Seal)

(Surety Company)

(Principal*)

(Attorney-in-Fact**) (Seal)

By: _____

By: _____

(Officer, Partner or Owner) (Seal)

(Address)

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

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

Electronic Bid Bond ID#

Company/Bidder Name

Signature and Title

**Attach copy of Power of Attorney

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

James R Gould, Joseph G Buyakowski, Kathy R Reisinger, Patricia C Robinson, Donald R Wert, Eugene M Fritz, Alson O Wolcott Jr, Individually

of Mechanicsburg, PA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 14th day of September, 2016.



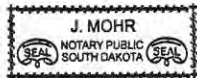
WESTERN SURETY COMPANY

Paul T. Bruflat
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 14th day of September, 2016, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
June 23, 2021



J. Mohr
J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 29th day of November, 2016.



WESTERN SURETY COMPANY

L. Nelson
L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.



Sworn Statement Forms

C-104, C-105, Attachments 4.3.4(a) and 4.3.4 (b)

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

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

FHWA: OC-095-2(535)

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

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

AFFIDAVIT

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

Signed at Dinwiddie County, Virginia, this 3rd day of January, 20 17

County (City), STATE

Wagman Heavy Civil, Inc.
(Name of Firm)

By: David W. Lyle
(Signature)

David W. Lyle, DBIA, VP
Title (print)

STATE of Virginia

COUNTY (CITY) of Dinwiddie

To-wit:

I Jeanie Prince Jones, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day David Worth Lyle

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 3rd day of January, 20 17

Jeanie Prince Jones
Notary Public

My Commission expires 11-30-2017

**OR
UNSWORN DECLARATION**

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

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

(Name of Firm)

By: _____
(Signature)

Title (print)



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

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

FHWA: OC-095-2(535)

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

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

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

NAME	Location of Principal Office
<u>VTCA</u>	<u>620 Moorefield Park Drive Richmond, VA 23236</u>
<u>HCCA</u>	<u>8424 Quarry Rd, Suite 201, Manassas,VA 20110</u>

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

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

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

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

(Continued)

ORDER NO.:
CONTRACT ID. NO.:

Form C-105
page 2

3. The bidder certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated above; and
 - (d) Where the bidders is unable to certify to any of the statements in this certification, the bidder shall show an explanation below.

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

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

Signed at Dinwiddie County, this 3 day of January, 20 17
County (City), STATE
Wagman Heavy Civil, Inc.
(Name of Firm)
STATE of Virginia COUNTY (CITY) of Dinwiddie County

By: David W. Lyle Vice President
(Signature) Title (print)

To-wit: _____, a Notary Public in and for the State and

County(City) aforesaid, hereby certify that this day David W. Lyle
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 3rd day of January, 20 17
Jeanie Prince Jones My Commission expires 11-30-2017





3290 North Susquehanna Trail

York, PA 17406-9754

P 717-764-8521 F 717-767-5457

www.wagman.com