



Letter of Submittal for

I-95 SAFETY IMPROVEMENTS AT ROUTE 3

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

Submitted by:

The Lane Construction Corporation **LANE**

in association with:

WSP | Parsons Brinckerhoff **WSP** | **PARSONS BRINCKERHOFF**

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	Attachment 4.0.1.1
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.4 (Form C-78-RFP)	Sections 3.4; 4.0.1.1	Attachment 3.6
Letter of Submittal	NA	Sections 4.1	
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	Section 4.1 Page 1
Offeror's full legal name and address	NA	Section 4.1.1	Section 4.1 Page 1
Authorized representative's original signature	NA	Section 4.1.1	Section 4.1 Page 2
Declaration of intent	NA	Section 4.1.2	Section 4.1 Page 2
120 day declaration	NA	Section 4.1.3	Section 4.1 Page 2
Point of Contact information	NA	Section 4.1.4	Section 4.1 Page 2
Principal Officer information	NA	Section 4.1.5	Section 4.1 Page 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
Offeror's Corporate Structure	NA	Section 4.1.6	Section 4.1 Page 2
Full Legal Name of Lead Contractor, Lead Designer, and QAM	NA	Section 4.1.7	Section 4.1 Page 2
Offeror's VDOT prequalification information	NA	Section 4.1.8	Section 4.1 Page 2
DBE statement confirming Offeror is committed to achieving the required DBE goal	NA	Section 4.1.9	Section 4.1 Page 2
Final Completion Date	NA	Section 4.1.10	Section 4.1 Page 2
Attachments to the Letter of Submittal	NA	Section 4.2	
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	Section 4.2.1
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	Section 4.2.2
Offeror's VDOT prequalification information	NA	Section 4.2.3	Section 4.2.3
Evidence of obtaining bonding	NA	Section 4.2.4	Section 4.2.4
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	Section 4.2.5
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	Section 4.2.5 Attachment 4.4.3
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	Section 4.2.5

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
			Attachment 4.4.3
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	Section 4.2.6
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	Section 4.2.6
Conceptual Roadway Plans	NA	Section 4.2.7	Section 4.2.7

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	<u>January 4, 2017</u> _____ DATE
<u>David M. Horton</u> _____ PRINTED NAME	<u>Assistant District Manager</u> _____ TITLE



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE



January 4, 2017

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

RE: I-95 Safety Improvements at Route 3 – Request for Proposals
State Project No: 0095-111-278 | Contract ID No: C00107715DB91

Dear Mr. Kindy:

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

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

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

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

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

The Lane Construction Corporation
14500 Avion Parkway, Suite 200
Chantilly, VA 20151

The Lane Construction Corporation

14500 Avion Parkway, Suite 200, Chantilly, VA 20151 USA T 703.222.5670 F 703.222.5960

LaneConstruct.com

An Equal Opportunity Employer M/F/D/V

4.1.2 Offeror's Intent: The LANE Team, if selected, is committed to enter into a contract with VDOT to deliver the I-95 Safety Improvements at Route 3 project in accordance with the terms of the Request for Proposal (RFP).

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

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

David M. Horton, Assistant District Manager

Address: 14500 Avion Parkway, Suite 200, Chantilly, VA 20151

Tel: (703) 222-5670 | **Fax:** (703) 222-5960 | **Email:** DMHorton@laneconstruct.com

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

Michael C. Cuilik, Senior District Manager

Address: 14500 Avion Parkway, Suite 200, Chantilly, VA 20151

Tel: (703) 222-5670 | **Fax:** (703) 222-5960 | **Email:** MCCuilik@laneconstruct.com

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

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

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

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

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

Respectfully submitted,



David M. Horton

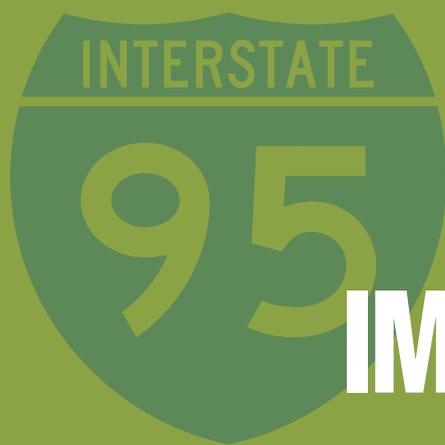
Assistant District Manager

The Lane Construction Corporation



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

ATTACHMENT 4.2.1

State Project No. 0095-111-278

Affiliated and Subsidiary Companies of the Offeror

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

<input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies.
<input checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
ULTIMATE PARENT COMPANY	Salini Impregilo, S.p.A.	Via dei Missaglia, 97 – 20142 Milan, Italy
GRANDPARENT	Salini-Impregilo US Holdings, Inc.	2711 Centerville, Suite 400 Wilmington, DE 19808
PARENT COMPANY	Lane Industries Incorporated	90 Fieldstone Court Cheshire CT 06410
AFFILIATE	Lane Worldwide Infrastructure, Inc.	90 Fieldstone Court Cheshire CT 06410
AFFILIATE	Lane Infrastructure. Inc.	90 Fieldstone Court Cheshire, CT 06410
AFFILIATE	Lane International, B.V.	Prins Bernhardplein 200 1097 JB Amsterdam, the Netherlands
AFFILIATE	Lane Mideast Contracting, LLC	P.O. Box 35243 Abu Dhabi, UAE Makeen Tower Corner of 9th and 10th Streets
AFFILIATE	Lane Mideast, Qatar, LLC	Grand Hamad Street Bin Al Sheikh Bldg. 3rd Floor

SUBSIDIARY	S.A. Healy Company	901 N. Green Valley Parkway, Suite 260 Henderson, NV 89074
JOINT VENTURE (30% PARTNER)	Skanska-Granite-Lane	295 Bendix Road, Suite 400 Virginia Beach, VA 23452
JOINT VENTURE (30% PARTNER)	I4 Leasing, LLC	295 Bendix Road, Suite 400 Virginia Beach, VA 23452
JOINT VENTURE (35% PARTNER)	Fluor-Lane 95, LLC	6700 Las Colinas Blvd. Irving, TX 75039
JOINT VENTURE (20% PARTNER)	AGL Constructors	929 West Adams Street Chicago, IL 60607
JOINT VENTURE (25% PARTNER)	Gemma-Lane Liberty Partners	769 Hebron Avenue Glastonbury, CT 06033
JOINT VENTURE (25% PARTNER)	Gemma-Lane Patriot Partners	769 Hebron Avenue Glastonbury, CT 06033
JOINT VENTURE (51% MANAGING PARTNER)	Lane-Abrams Joint Venture	3001 Meacham Boulevard, Suite 215 Fort Worth, TX 76137
JOINT VENTURE (60% MANAGING PARTNER)	Lane-Corman, A Joint Venture	90 Fieldstone Court Cheshire, CT 06410
JOINT VENTURE (30% PARTNER)	Purple Line Transit Constructors, LLC (PLTC)	6811 Kenilworth Avenue East Riverdale, MD 20737
JOINT VENTURE (45% PARTNER)	Fluor-Lane South Carolina	100 Fluor Daniel Drive Greenville, SC 29607
TRADE NAME	Civil Wall Solutions, A Division of The Lane Construction Corporation	90 Fieldstone Court Cheshire, CT 06410
TRADE NAME	Cold River Materials, A Division of The Lane Construction Corporation	90 Fieldstone Court Cheshire, CT 06410

TRADE NAME	Lane Concrete Frames, A Division of The Lane Construction Corporation	90 Fieldstone Court Cheshire, CT 06410
TRADE NAME	Prestress of the Carolinas, A Division of the Lane Construction Corporation	90 Fieldstone Court Cheshire, CT 06410
TRADE NAME	Senate Asphalt, A Division of The Lane Construction Corporation	90 Fieldstone Court Cheshire, CT 06410
TRADE NAME	Virginia Paving Company, A Division of The Lane Construction Corporation	90 Fieldstone Court Cheshire, CT 06410
TRADE NAME	Virginia Sign and Lighting Company, Division of The Lane Construction Corporation	90 Fieldstone Court Cheshire, CT 06410



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

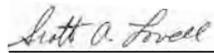
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-111-278

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

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

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



Signature

11/4/2016

Date

Vice President

Title

Parsons Brinckerhoff, Inc.

Name of Firm

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

Project No.: 0095-111-278

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

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

	1/3/2017	<u>President</u>
Signature	Date	Title

CES Consulting LLC
Name of Firm



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

THE LANE CONSTRUCTION CORPORATION

Vendor Number: **L002**

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

PREQUALIFIED

Your firm specializes in the noted Classification(s):

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

Issue Date: June 30, 2016

This Rating and Classification will Expire: June 30, 2017

A handwritten signature in blue ink, appearing to read "Suzanne FR Lucas".

Suzanne FR Lucas, State Prequalification Officer

A handwritten signature in blue ink, appearing to read "Don E. Silies".

Don E. Silies, Director of Contracts

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



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

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

November 14, 2016

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

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

To Whom It May Concern:

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

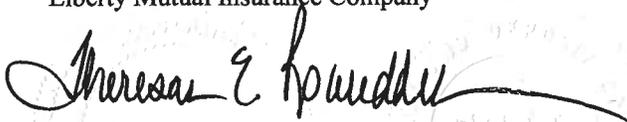
As the sureties for The Lane Construction Corporation, we advise that The Lane Construction Corporation is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

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

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

Sincerely,

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



Theresan E. Rowedder
Attorney-in-Fact

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

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

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

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

ATTEST:

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



By: *Eric D. Barnes*

*Secretary
Eric D. Barnes*

State of Maryland
County of Baltimore

Gerald F. Haley

*Vice President
Gerald F. Haley*

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

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

Maria D. Adamski

Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2019



EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

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



Michael Bond, Vice President

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

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

Certificate No. 7425128

American Fire and Casualty Company
The Ohio Casualty Insurance Company

Liberty Mutual Insurance Company
West American Insurance Company

POWER OF ATTORNEY

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

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

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



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

By: David M. Carey
David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 19th day of July, 2016, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Plymouth Twp., Montgomery County
My Commission Expires March 28, 2017
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

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

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

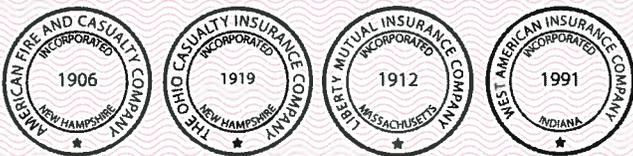
ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as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

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

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

I, Gregory W. Davenport, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 14th day of November, 2016.



By: Gregory W. Davenport
Gregory W. Davenport, Assistant Secretary

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

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

ATTACHMENT 4.4.3 – Addendum No. 2

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 4.4.3 and that all businesses listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 4.4.3.1 and 4.4.3.2)							
Business Name	SCC Information (4.4.3.1)			DPOR Information (4.4.3.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
The Lane Construction Corporation	F0254476	Foreign Corporation	Active	90 Fieldstone Ct, Cheshire, CT 06410	Contractor Class A	2701011871	01/31/2018
The Lane Construction Corporation	F0254476	Foreign Corporation	Active	90 Fieldstone Ct, Cheshire, CT 06410	Business Entity Registration	0407002174	12/31/2017
The Lane Construction Corporation	F0254476	Foreign Corporation	Active	14500 Avion Pky, Suite 200, Chantilly, VA 20151	Business Entity Branch Registration Office	0411000988	02/28/2018
Parsons Brinkerhoff, Inc.	F0501603	Foreign Corporation	Active	277 Bendix Rd. Suite 300 Virginia Beach, VA 23452	Business Entity Branch Office	0411000137	02/28/2018
CES Consulting LLC	S3416007	LLC	Active	23475 Rock Haven Wy, Suite 255, Dulles, VA 20166	Business Entity Registration	0407005783	12/31/2017



SCC eFile

[SCC eFile Home Page](#)
[Check Name](#)
[Distinguishability](#)
[Business Entity Search](#)
[Certificate Verification](#)
[FAQs](#)
[Contact Us](#)
[Give Us Feedback](#)

Business Entities

UCC or Tax Liens

Court Services

Additional Services

THE LANE CONSTRUCTION CORPORATION

General

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

Principal Office

90 FIELDSTONE COURT
CHESHIRE CT06410



SCC eFile

[SCC eFile Home Page](#)
[Check Name](#)
[Distinguishability](#)
[Business Entity Search](#)
[Certificate Verification](#)
[FAQs](#)
[Contact Us](#)
[Give Us Feedback](#)

Business Entities

UCC or Tax Liens

Court Services

Additional Services

Parsons Brinckerhoff, Inc.

General

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

Principal Office

ONE PENN PLAZA
NEW YORK NY10119



SCC eFile

[SCC eFile Home Page](#)
[Check Name](#)
[Distinguishability](#)
[Business Entity Search](#)
[Certificate Verification](#)
[FAQs](#)
[Contact Us](#)
[Give Us Feedback](#)

Business Entities

UCC or Tax Liens

Court Services

Additional Services

CES Consulting, LLC

General

SCC ID: S3416007
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/14/2010
Status: Active

Principal Office

23475 ROCK HAVEN WAY
SUITE 255
DULLES VA20166

DPOR License Lookup License Number 2701011871

License Details

Name	THE LANE CONSTRUCTION CORPORATION / SENATE ASPHALT
DBA Name	VA PAVING COMPANY / VA SIGN AND LIGHTING COMPANY
License Number	2701011871
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	90 FIELDSTONE COURT, CHESHIRE, CT 06410
Specialties²	Commercial Building (CBC) Highway / Heavy (H/H) Residential Building (RBC)
Initial Certification Date	1972-10-12
Expiration Date	2018-01-31

DPOR License Lookup License Number 0407002174

License Details

Name	THE LANE CONSTRUCTION CORPORATION / SENATE ASPHALT
License Number	0407002174
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	90 FIELDSTONE COURT, CHESHIRE, CT 06410
Initial Certification Date	1985-09-30
Expiration Date	2017-12-31

DPOR License Lookup License Number 0411000988

License Details

Name	THE LANE CONSTRUCTION CORPORATION / SENATE ASPHALT
License Number	0411000988
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	14500 AVION PKWY SUITE 200, CHANTILLY, VA 20151
Initial Certification Date	2013-04-18
Expiration Date	2018-02-28

DPOR License Lookup License Number 0411000137

License Details

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

DPOR License Lookup License Number 0407005783

License Details

Name	CES CONSULTING LLC
License Number	0407005783
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	23475 ROCK HAVEN WAY SUITE 255, DULLES, VA 20166
Initial Certification Date	2010-11-05
Expiration Date	2017-12-31



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

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-495 EXPRESS LANES Location: Fairfax County, VA DESIGN-BUILD	Name: HNTB/HDR	Name of Client./ Owner: VDOT Phone: 540.829.7500 Project Manager: John Lynch, P.E. Phone: 540.829.7512 Email: John.Lynch@vdot.virginia.gov	12/2012	112012	\$1,346,560	\$1,481,670	\$642,000

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

<p align="center">Similar Scope of Work:</p> <ul style="list-style-type: none"> • Design-Build • Roadways • Survey • Environmental • Geotechnical • Hydraulics • Traffic Control Devices • Utility Relocation • Signs, Sign Structures, and Foundations • Lighting • QA/QC • Intelligent Transportation Systems (ITS) • Construction Engineering and Inspection • Overall Project Management • Stormdrain and SWM • Guardrail • Transportation Management Plan • Right-of-Way • Stakeholder Coordination/Public Involvement 	<p align="center">PROJECT SCOPE</p> <p>Construction of four new managed/HOV traffic lanes (two in each direction) in the median of the existing lanes on the Capital Beltway. Work included the reconstruction of ramps, heavy maintenance of traffic effort, shoulder reconstructions, interchanges, frontage roads, bridge over and underpasses and bridge widening's, and pedestrian crossings. The Project encompassed the replacement of more than \$260M of aging infrastructure, including 12 interchanges and 58 bridges. Construction of the Project required close coordination with VDOT, MWAA, WMATA, local jurisdictions, businesses, community associations, and the traveling public. LANE provided nearly all of the project supervision and workforce, plus all asphalt paving.</p> <p align="center">RELEVANT PROJECT ELEMENTS</p> <p>Roadway: The I-495 Express Lanes project is one of the largest roadway projects constructed in the Commonwealth. Similar to the I-95 Safety Improvements at Route 3 project, the I-495 Express Lanes project widened the existing roadway and improved numerous interchanges. The Express Lanes project has similar scope elements including, roadway widening, box culvert extensions, ITS, ramp extensions, shoulder strengthening, work in high volume ADT's, complex MOT schemes and bridge widenings. The team constructed three new access points and upgraded 12 key interchanges that increased capacity and mobility, improved driver safety and removed operational deficiencies, with minimal impact to the traveling public, residences, and businesses.</p> <p>ITS: LANE was responsible for construction of the infrastructure and gantries necessary to accommodate the ITS and electronic tolling equipment. LANE was also responsible for the construction integration of the toll design and features which was closely coordinated with Transurban.</p> <p>Maintenance of Traffic: A key challenge on the I-495 Express Lanes project was accommodating extreme volumes of commuter, residential, and commercial vehicular traffic. The contract required the project to maintain the existing traffic during construction; affecting every phase of the planning, design, and construction. By conducting extensive traffic studies and through close coordination with VDOT and the local jurisdictions, our Team produced a number of innovative designs, work zone access methods, carefully planned lane shifts, and construction phasing sequences that helped to minimize disruption during construction. Additionally, the alignment of many of the existing bridges over the Beltway could not be shifted so new replacement bridges were built on the same footprint as the old structures. One of the significant challenges for this project was not starting daytime lane closures until after 9:30 am and having all four lanes of traffic open again at 3:30 pm. Overnight closures were similarly restricted and exceptions were rare – primarily for steel erection, where short-duration total closures were permitted. LANE fulfilled this requirement by not reducing traffic capacity during construction.</p> <p>Complex Utility Relocation: There was a significant utility coordination effort, both in relocation of existing utilities and the installation of new services for lighting and toll facilities. Two high voltage transmission lines ran in a corridor parallel to the main alignment of the project, crossing several arterial roads that were associated with the project. At one arterial there was insufficient clearance between the transmission line sag and the road surface. The transmission line had to be raised by installing an insert in one supporting tower. More than 102,000 linear feet of utilities, owned by 15 utility owners were relocated including water, sanitary sewer, electric, and telecommunications. In total, over 175 utility conflicts were identified and resolved.</p> <p>Environmental: The project alignment traversed multiple wetlands, wooded areas, and state and county park lands, which required identification and protection of specimen trees on the project perimeter as well as wetland delineation, protection and conversion.</p> <p>Significant Economic Corridor: The Capital Beltway (I-495) was originally envisioned as primarily a bypass for long-distance eastern seaboard traffic to avoid driving directly through Washington, DC. However, the explosive growth both of housing and business in the Washington suburbs following the Beltway's completion quickly made the Beltway the area's "main street" for local traffic as well. Numerous large shopping centers, community colleges, and corporate employment centers were purposely built adjacent to the Beltway, and these added greatly to the traffic. I-495 Express Lanes cross several streets and busy state routes, and included interchange reconstruction on the nation's 4th ranked busiest highway, requiring intensive MOT planning and coordination to keep the congested traffic moving throughout construction.</p> <p>Public Outreach/Involvement: More than 2,000 public outreach meetings were conducted and, in coordination with VDOT, the Team kept the public involved through various media methods: project website, routine newsletters, and brochure mailings to residents and business.</p> <p>Safety: The I-495 Express Lanes project has been the recipient of numerous awards including a safety award for more than 5,000,000 manhours without a lost time incident in September 2012. Despite working alongside traffic in a limited area, with many key activities like bridge demolition and steel erection occurring at night, the construction team achieved a Total Recordable Incident Rate (TRIR) of 0.69, which ranks the project among the best heavy civil projects in the nation.</p>	
<p>EVIDENCE OF PERFORMANCE</p> <p>“A solid experienced company that has built to standard and worked well under difficult traffic and space constraints to minimize impact on travel.” - <i>Garrett Moore, P.E., VDOT Chief Engineer</i></p> <p>“Project was built over four years under traffic as high as 200,000 vpd and achieved 5 million safe work hours as of September 2012 without a lost time incident, making it among the safest heavy civil projects ever built in the U.S.” - <i>Public Works Financing Newsletter, 12/2012</i></p> <p>“As the primary self-perform entity in the Flour-Lane Joint Venture, Lane has demonstrated outstanding ability to complete construction on time under these heavy traffic conditions,” wrote Tim Steinhilber (General Manager, Capital Beltway Express, LLC)</p>		

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 EXPRESS LANES Location: Fairfax, Prince William and Stafford Counties, VA DESIGN-BUILD	Name: HDR/HNTB	Name of Client./ Owner: VDOT Phone: 571.483.2651 Project Manager: Charlie Warraich, PE Phone: 571.273.8229 Email: H.S.Warraich@VDOT.Virginia.gov	12/30/2014	12/14/2014	\$691,147	\$726,194	\$326,850

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 align="center">Similar Scope of Work:</p> <ul style="list-style-type: none"> • Design-Build • Roadways • Survey • Environmental • Geotechnical • Hydraulics • Traffic Control Devices • Utilities • CCTV • Signs, Sign Structures, and Foundations • Lighting • QA/QC • Intelligent Transportation Systems (ITS) • Overall Project Management • Stormdrain and SWM • Guardrail • Transportation Management Plan • Right-of-Way • Stakeholder Coordination/Public Involvement 	<p align="center">PROJECT SCOPE</p> <p>LANE, as a Construction Joint Venture (CJV) member, shared responsibility for the design and construction of the \$726M I-95 Express Lanes project. The project created approximately 29 miles of Express Lanes in the median of I-95 from Alexandria to Stafford. The scope of work included a 9-mile roadway extension that consisted of maintenance of traffic, poor soils mitigations, shoulder reconstruction, asphalt mill and overlay, structural bridge work, major clearing and earthwork, drainage, an extensive ITS and signing system, and sound walls. LANE provided nearly all of the project supervision and workforce for the work; plus, all of the asphalt paving, soundwall construction and a significant portion of the roadway signage.</p> <p align="center">RELEVANT PROJECT ELEMENTS</p> <p>Roadway: Similar to the I-95 Safety Improvements at Route 3 project, LANE performed pavement widenings as well as new pavement in the median of an existing high ADT count Virginia interstate. Additionally, LANE performed shoulder strengthening operations on existing shoulders adjacent to this traffic. Extensive asphalt mill and overlays were also executed. As lane closures were needed for various reasons including overhead steel erection, LANE devised many innovative ways to keep traffic flowing on existing roadways as well as temporary pavements, some of which were on poor soils that required amendments. This new construction in the median of the roadway provides new access points to serve Virginia-based destinations, including Tysons Corner, City of Alexandria, Arlington County, and major military sites.</p> <p>MOT: The I-95 Express Lanes project presented numerous work zone ingress/egress challenges and very tight work areas due to the heavy traffic and median work zone conditions. The I-95 project corridor carries an ADT of nearly 250,000 vehicles per day. The LANE Team mitigated this challenge by working with construction and engineering personnel to devise the best MOT schemes and develop efficiencies; over 1,000 MOT plan sheets were developed and approved. The need for an innovative work zone traffic control and access plan was particularly critical on this project due to the severe deterioration of some of the mainline and surrounding road pavements. Unimpeded access to the existing median was necessary to improve safety, minimize impacts to traffic, reduce stress on existing infrastructure, and accelerate the project schedule.</p> <p>ITS: The I-95 Express Lanes project involved sign design and construction support of ITS CCTV traffic surveillance cameras; DMS signs; microwave traffic detectors; video-based automatic incident detection cameras; emergency gate telemetry; express lane access gates; EZ-pass toll equipment; fiber optic communications; power distribution; and emergency back-up power system. LANE was also responsible for the ITS integration.</p> <p>Geotechnical: Our Team performed geotechnical investigation and analysis for more than 400 borings; performed pavement design and optimized foundation design in areas containing Potomac clay and acidic sulfate soils.</p> <p>Safety: The project recorded nearly 4,000,000 man hours worked with 0 Lost Time Accidents. The project OSHA Recordable Incident Rate was 0.44, well below the industry average of 3.6.</p> <p>Public Involvement: A dynamic public information program was implemented which provided advance information notifications to VDOT and the public. This has been facilitated through meetings, website access, email blasts, flyers, and door to door calls promoting awareness of construction operations and lane closures in order to provide better travel planning through the corridor. The team held over 415 public meetings and the project site had visits from former Governor McDonnell and VDOT Secretary of Transportation Aubrey Layne as well as accolades from current Governor Terry McAuliffe.</p> <p>Expedited Project Delivery: The Team had 1,009 days to design and construct this fast track D-B project. The team received NTP on March 27, 2012 and it was imperative that construction start in the first season in order to finish by December 31, 2014. Our Team was able to deliver 123 design packages by implementing over-the-shoulder reviews to help get early approval and were able to begin construction within 4 months of NTP. We were able to complete the project early. In all, the Team completed 29 miles in 29 months!</p> <p>Structures/Bridges: Nine (9) new bridges were constructed along the project corridor. The new bridges included: two curved steel girders, two double span flyovers, three single span bridges with steel girders, one two-span concrete girder bridge and a two-span steel girder bridge. LANE also widened and/or rehabilitated 29 bridges. All of these involved keeping existing traffic moving while performing the work.</p> <p>Environmental: Beginning in January 2013, the D-B team led the efforts to restore Swan's Creek—a tributary to the Potomac River and Chesapeake Bay which had been severely eroded and degraded—by installing erosion and sediment controls, placing stone along the creek bed, and micro-grading to allow for habitats and improvements to the overall water quality. With the completed restoration, the stream now feeds higher quality water into the region's waterways. In addition, nearly 7,500 new trees and shrubs were planted as part of the restoration effort.</p> <p align="center">EVIDENCE OF PERFORMANCE</p> <p>"The progress on the 95 Express Lanes project is a visible reminder of the congestion relief and new travel choices that Virginians will have available to them in less than a year." - Governor Terry McAuliffe.</p> <p>"The 95 Express Lanes combined with the nearly completed 495 Express Lanes will bring a transportation network that manages congestion efficiently, saving time and better connecting commuters with some of Virginia's most important employment centers and military sites." - Sean T. Connaughton, [former] Virginia Secretary of Transportation.</p>	
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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 SHOULDER & AUXILIARY LANES IMPROVEMENTS Location: Prince William County, VA	Name: Rummel, Klepper & Kahl	Name of Client./ Owner: VDOT Phone: 571.483.2651 Project Manager: Charlie Warraich, PE Phone: 571.273.8229 Email: H.S.Warraich@VDOT.Virginia.gov	08/2015	08/2015	\$29,171	\$32,437 *Owner added scope	\$32,437

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 align="center">Similar Scope of Work:</p> <ul style="list-style-type: none"> • Roadways • Survey • Environmental • Geotechnical • Guardrail • CCTV • Stormwater Management • Traffic Control Devices • Utilities • Signs, Sign Structures, and Foundations • Lighting • QA/QC • Intelligent Transportation Systems (ITS) • Safety • Right of Way • Stakeholder Coordination/Public Involvement • Overall Project Management 	<p align="center">PROJECT SCOPE</p> <p>This \$32M roadway improvement project comprised of a full width left shoulder widening section and the construction of auxiliary lane sections in order to decrease the weave areas of the northbound and southbound lanes of interstate 95. LANE, as Lead Contractor, was responsible for the construction of 7.05 miles of full depth improvements as well as providing MOT, earthwork, drainage, lighting, ITS, 10 miles of guardrail, 2,000 feet of RW3 retaining wall, and mill and overlay on all of the general purpose lanes.</p> <p>The inside and outside shoulders between Dumfries Road and the Prince William Parkway were widened, both north and southbound, to 12 feet with full-depth pavement to make the shoulders suitable for traffic use during accidents, evacuation, enforcement and detours. Auxiliary lanes were constructed at three locations to create safer access and merging, particularly at the truck scale area. To create the auxiliary lane, crews extended the acceleration and deceleration lanes between on- and off-ramps. On I-95 northbound, auxiliary lanes now connect the Opitz Boulevard on-ramp with the Prince William Parkway off-ramp, as well as the Route 234 on-ramp with the truck weigh station off-ramp. On I-95 southbound, an auxiliary lane now connects the truck rest area on-ramp with the off-ramp to Route 234.</p>	 
<p align="center">RELEVANT PROJECT ELEMENTS</p> <p>Roadway: The project consisted of establishing and maintain E&S controls for 7 miles of interstate impacted area; over 100,000 cy of earthwork that included sawcut and demolition of existing pavement to the existing travel lane, box out cut and fill to establish subgrade to up to 17' of median side widening; installation of storm water drainage; treatment of unsuitable soils utilizing several methods that included lime stabilization, cement treated aggregate, or undercut/replacement with select material; underdrain system; and installation of 22.5" new pavement section consisting of 21B, BM25.0A, IM19.0A/D, and SM12.0D/E. In line pavement markings as well as over 10 miles of new guardrail were also installed.</p> <p>MOT: Similar to the proposed project, the I-95 Shoulder Improvements project was an integral part of the corridor designed to keep pace with increased roadway demand by easing several chokepoints, adding capacity during emergencies, and to reduce weaving and merging. Project phasing was an extraordinary consideration because of the need to maintain efficient traffic flow on this main artery during the construction to prevent delays to commuters and heavy through traffic. Emergency pull off areas were implemented to provide safe ingress and egress for the traveling public. Special care was taken to avoid loss of travel lanes for public use during the peak hours.</p> <p>Maintaining uninterrupted traffic flow and safety of the traveling public as well as the workers were two of the greatest priorities of the I-95 Shoulder Widening project. All construction work took place adjacent to or within areas of high-speed traffic, entering or exiting traffic, and/or decision making points for motorists approaching or leaving the HOV and entrance/exit ramps. An additional challenge was keeping heavy public traffic from frequent movement of construction vehicles along the interstate shoulder. LANE exercised extraordinary vigilance and precautions planning and communicating the plan with all parties and positioning positive traffic barrier service at strategic locations to safely protect the workers and traveling public. Continuous coordination meetings were conducted with the adjacent design-builder performing the signature I-95 Express Lanes project in order to avoid conflicting lane closures and further impacts to the traveling public and to ensure that all stakeholders understood the impacts of the work activities.</p> <p>ITS: The ITS scope of work included the installation of new, modification of existing, and integration of the system into the exiting VDOT network. The work included over 5 miles of conduit, 50 miles of conductor cable, over four miles of 12/24/48 pair fiber optic cable, junction boxes, CCTV and DMS, and new ITS cabinet installation and communication equipment relocation. The fiber installation included (24) FOSC 450 enclosures with a total of (1080) fusion splices to integrate the newly installed fiber to the existing VDOT Network. The ITS cabinets included the installation of a 48 Port rack mounted fiber distribution switch in five locations. This unit was designed to support patching and splicing in one unit for diversifying the fiber network. Service panels required upgrading from 100 amp to a 200 amp panel in 6 locations including the retrofit of the panels by adding breaker bars and integrating the existing lighting into the new buildout. The DMS was integrated into the VDOT network by installing a 6 count fiber and a level 2 Moxa switch in the ITS cabinet. The work also included 11 overhead sign structures and numerous Type VI ground mounted signs to include 300 CY of foundation concrete. The signs included 4,303 SF of sign panels as well as Lumitrak lighting. Two hundred new roadway LP2 light poles with 400 watt HPS luminaires were installed and integrated into the existing lighting service panels along the 7 mile interstate alignment.</p> <p>Partnering: One of the greatest contributing factors to the overall success of the project was the emphasis placed on cultivating and maintaining a strong partnership among all members of the project team that included LANE, VDOT, I-95 Express Lanes and other stakeholders. A sense of teamwork was fostered through the use of Partnering sessions. Experience and knowledgeable staff were assigned to lead and construct this project for their ability to recognize a potential problem and teamwork approach.</p>		

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - 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-264 Widening/Interchange and MLK Extension Location: Portsmouth, VA	Name: WSP Parsons Brinckerhoff	Name of Client./ Owner: SKW Constructors Phone: (757) 673-9487 Project Manager: Wade Watson Phone: (757) 673-9487 Email: wade.watson@skanska.com	12/2011	10/2017	\$250,000	\$250,000	\$12,000

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

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

PROJECT SCOPE

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

RELEVANT PROJECT ELEMENTS

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

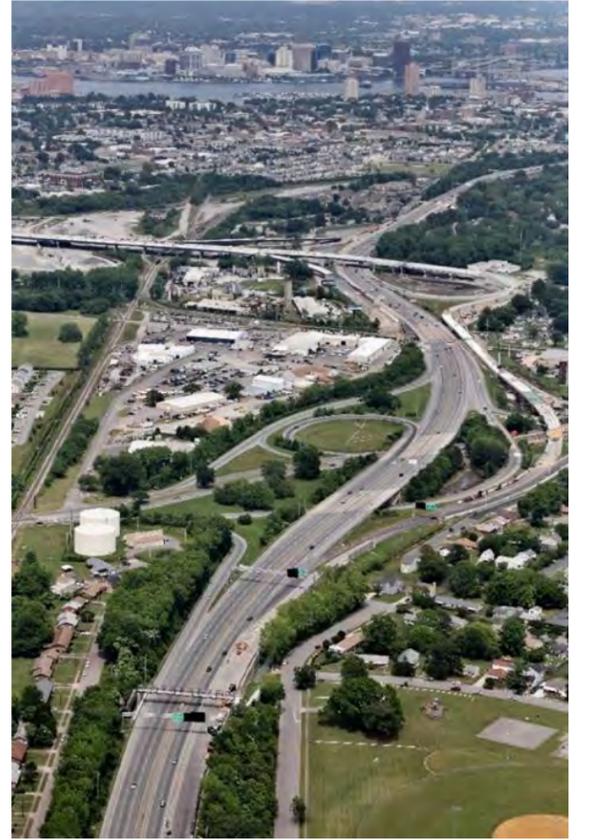
MOT: The design team worked closely with VDOT and local staff to analyze current as well as phased construction traffic to develop a safe and effective TMP plan. WSP| Parsons Brinckerhoff understands how early, frequent communication with VDOT (and local partners) accelerates plan submittal approvals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

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

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

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

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



ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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: Interstate 85 (I-85) Widening (TIP I-3802A) Location: Cabarrus County, NC	Name: WSP Parsons Brinckerhoff	Name of Client./Owner: Blythe Construction, Inc. Phone: (704) 375-8474 Project Manager: Chuck Gallant Phone: (704) 375-8474 Email: chuck.gallant@blytheconstruction.com	04/2015	12/2017	\$187,000	\$187,000	\$12,000

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

<p>Similar Scope of Work:</p> <ul style="list-style-type: none"> Design-build Interstate modification and realignment Accelerated schedule Utility coordination Drainage design Construction phasing that focuses on increased safety and improved traffic operations Erosion and sedimentation control Signing design Signal design Traffic control plans Right-of-way acquisition Provided better access to key points of interest Public involvement/relations 	<p>PROJECT SCOPE</p> <p>As the Lead Designer for this D-B project WSP Parsons Brinckerhoff was responsible for the design, reconstruction, and widening of a fully controlled access freeway for eight miles from just north of NC 73 to the Cabarrus County Line. The project will widen I-85 from four to eight lanes, reconstruct and reconfigure two interchanges with roundabouts, and includes the replacement of 6 existing bridges crossing I-85. Once completed, the project will improve traffic flow.</p> <p>RELEVANT PROJECT ELEMENTS</p> <p>The design skills required for the I-95 Safety Improvements at Route 3 D-B Project are similar to those that WSP Parsons Brinckerhoff demonstrated during the successful delivery for the design of this project. The existing diamond interchange at I-85 & Lane Street was reconfigured to improve mobility and safety in the corridor. By widening ramps and installing innovative intersection improvements at the ramp termini, safety and the capacity of the interchange will improve. The existing diamond interchange was reconfigured with roundabouts at each of the ramp terminals, and the existing bridge was replaced with a two span 54-inch, pre-stressed concrete girder superstructure with wraparound MSE walls. Construction was phased so that the entire diameter of the roundabout could be built off-line while maintaining existing traffic. Traffic control plans were also required for the work along I-85 in addition to maintaining traffic on the crossroads and ramps. An accelerated schedule was developed to complete the project six months ahead of NCDOT's schedule.</p> <p>Right-of-Way: The team performed extensive due diligence with utility companies to identify right-of-way (ROW) requirements early in the design process. The team's design eliminates as many impacts as possible and offers significant anticipated cost savings to NCDOT (approximately \$3 million).</p> <p>Design Innovation: The team submitted several Alternative Technical Concepts (ATCs) that were accepted by NCDOT, illustrating the team's ability to design innovative solutions. The selected design included an at-grade roundabout that reduced right-of-way impacts and improved the traffic operations for the adjacent school.</p> <p>Erosion and Sediment Control: Erosion was controlled with geometric design, proper drainage channels, and landscape development including protective ground covers and plantings, dikes, berms, flat side slopes that are rounded and blended with natural terrain, and facilities for ground water interception. This erosion and sediment control plan prevented impacts during construction such as safety hazards, expensive maintenance problems, slope instability, and disruption of ecosystems. The plan was designed to state policy including VDOT's Erosion and Sediment Control Program, and all of the necessary permitting requirements.</p> <p>Environmental: The design team developed and evaluated innovative design solutions that reduced environmental impacts to stream and wetlands by nearly 30 percent. Similar to the Route 3 project, WSP Parsons Brinckerhoff will evaluate the current design layout looking for opportunities to improve construction phasing that focuses on increased safety as well as traffic operations.</p>
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ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

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					Original Contract Value	Final or Estimated Contract Value	
Name: I-295 Meadowville Road Interchange Improvements Location: Chesterfield, VA	Name: WSP Parsons Brinckerhoff	Name of Client./Owner: Curtis Contracting Phone: (804) 843-2231 Project Manager: Steve Ordnung Phone: (804) 843-2231 Email: ordung@curtiscontracting.net	12/2010	10/2011	\$11,715	\$11,820 (Overage due to additional concrete pavement replacement requested by Owner)	\$994

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

Similar Scope of Work:	PROJECT SCOPE
<ul style="list-style-type: none"> • Signal Design • Roadway • Drainage design • Erosion and sediment control • Utility coordination • Design management • Traffic control plans/Traffic Management Plan (TMP) to facilitate a safe work zone • Structural design 	<p>As Lead Designer for this D-B project, WSP Parsons Brinckerhoff designed a new interchange for the widening of Meadowville Road and Interstate 295 in Chesterfield, VA. The project included 1.1 miles of widening to Meadowville Road to a four lane facility from North Kingston Avenue, to Meadowville Lane. The half mile section from North Kingston Avenue to the bridge over I-295 is a four-lane divided section with a raised median. The widening of Meadowville Road also included intersection improvements to North Kingston Avenue with the addition of turn lanes to increase capacity. Two signalized intersection were also included along Meadowville Road at the interchange ramp termini. WSP Parsons Brinckerhoff was responsible for the design of roadway, drainage, erosion and sediment control, utility coordination, design management, traffic control plans, and structures.</p>
	RELEVANT PROJECT ELEMENTS
	<p>The firm has demonstrated skills during the design of this project that will be required to successfully deliver the I-95 Safety Improvements at Route 3 D-B Project. WSP Parsons Brinckerhoff provided a full range of design services that developed initial “approved for construction” documents within three months from Notice to Proceed. An early construction package was developed that included erosion and sediment control plans, the design of major drainage structures, and geotechnical investigations to advance rough grading activities.</p>



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

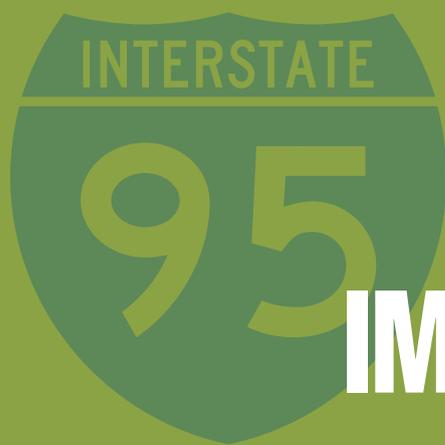
Utility Coordination: Early communication with public and private utility providers since the project required undergrounding a high voltage power line and fiber optic cable and encasement of a 30-inch water line. The early construction package also allowed for communication with the Department of Environmental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

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

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

EVIDENCE OF PERFORMANCE

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



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE

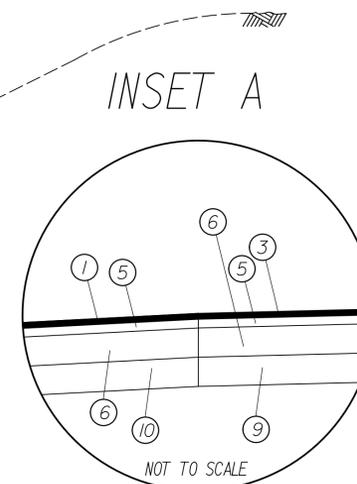
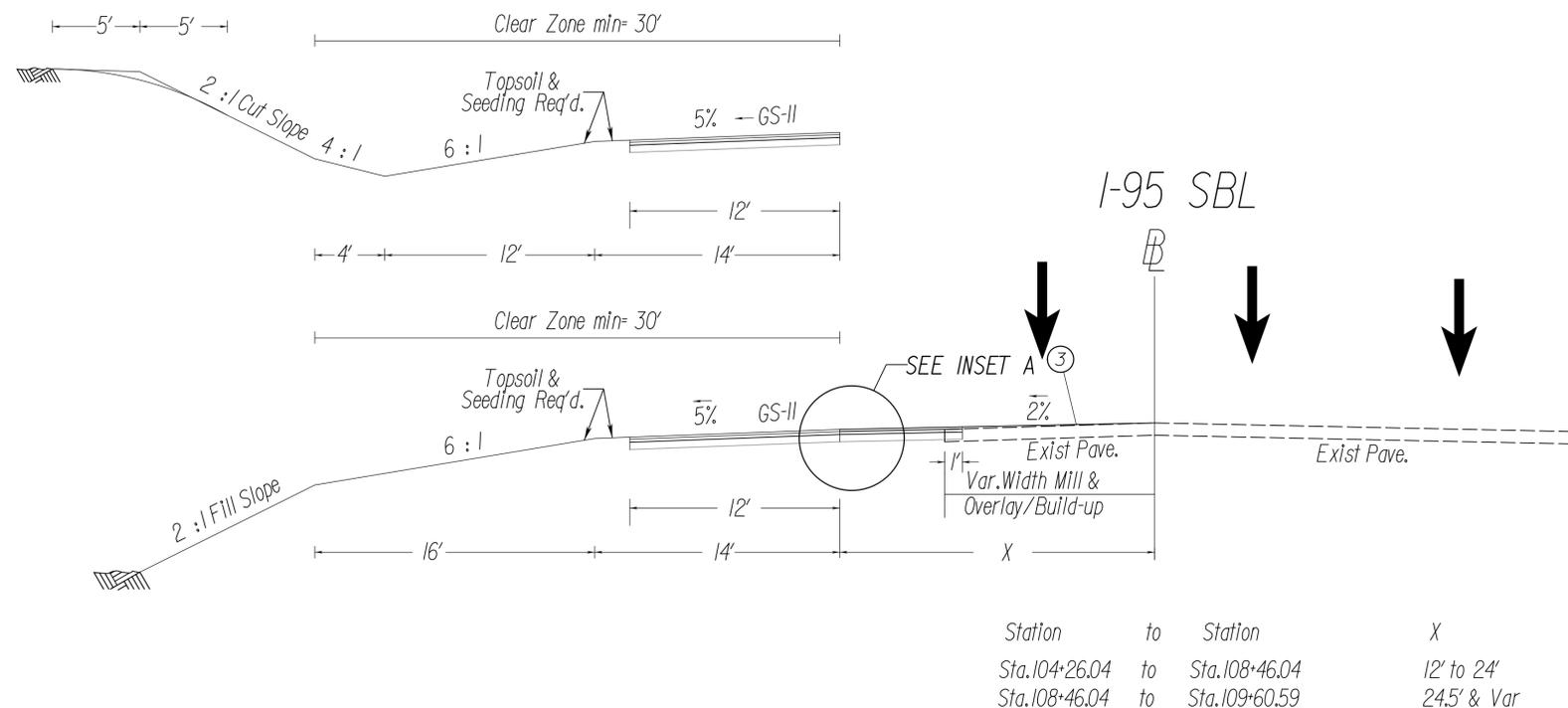
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-111-278, P-101, RW-201, C-501	2B

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

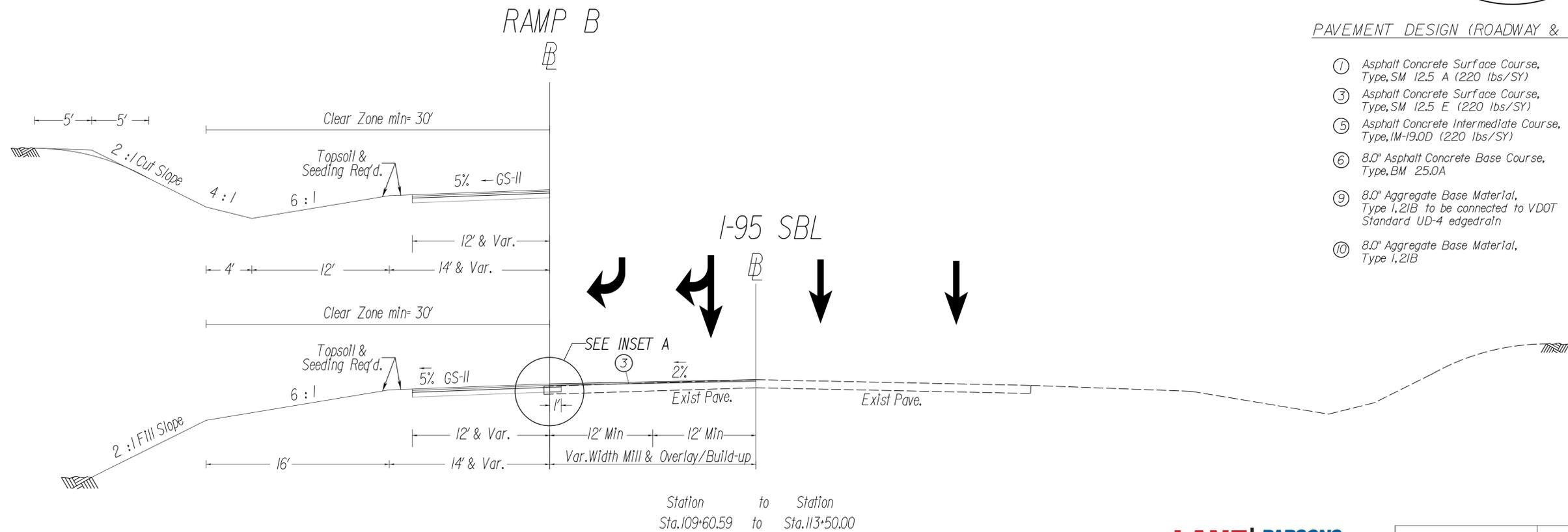
RFP PLANS

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



PAVEMENT DESIGN (ROADWAY & SHOULDER)

- ① Asphalt Concrete Surface Course, Type, SM 12.5 A (220 lbs/SY)
- ③ Asphalt Concrete Surface Course, Type, SM 12.5 E (220 lbs/SY)
- ⑤ Asphalt Concrete Intermediate Course, Type, IM-19,0D (220 lbs/SY)
- ⑥ 8.0" Asphalt Concrete Base Course, Type, BM 25.0A
- ⑨ 8.0" Aggregate Base Material, Type 1,21B to be connected to VDOT Standard UD-4 edgedrain
- ⑩ 8.0" Aggregate Base Material, Type 1,21B



PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE _____

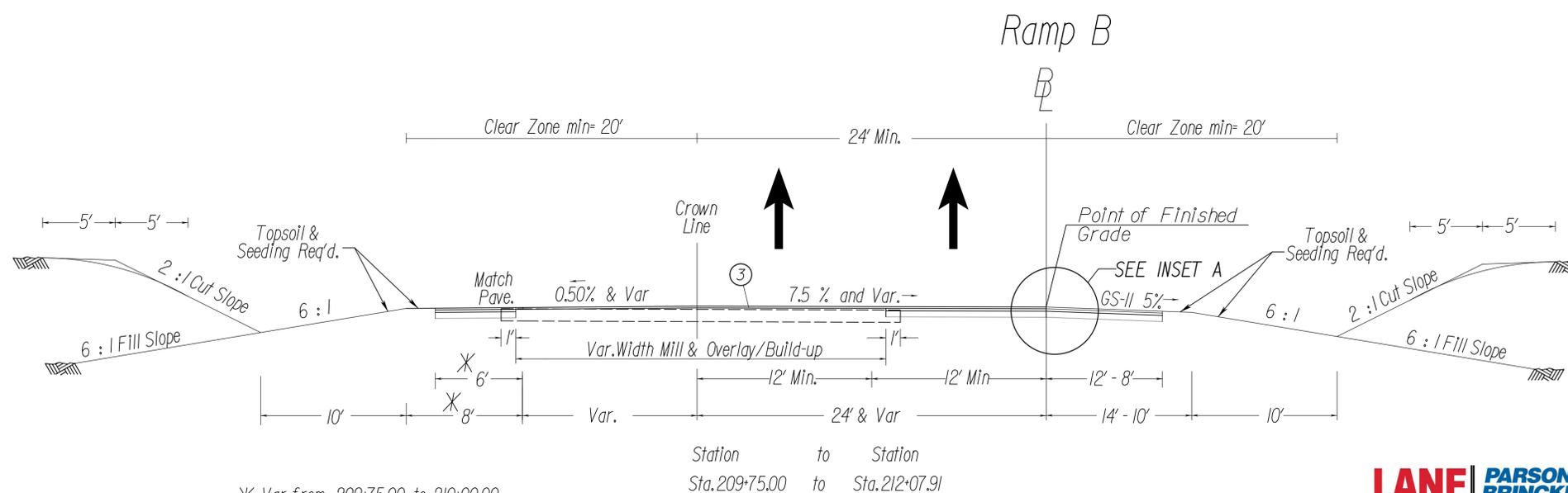
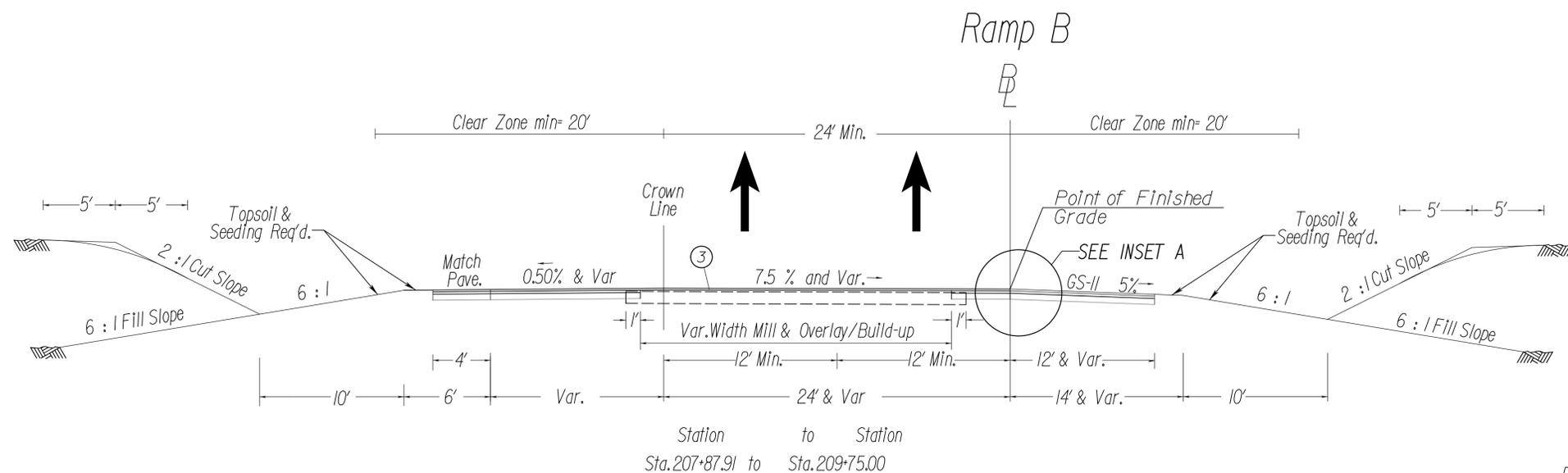
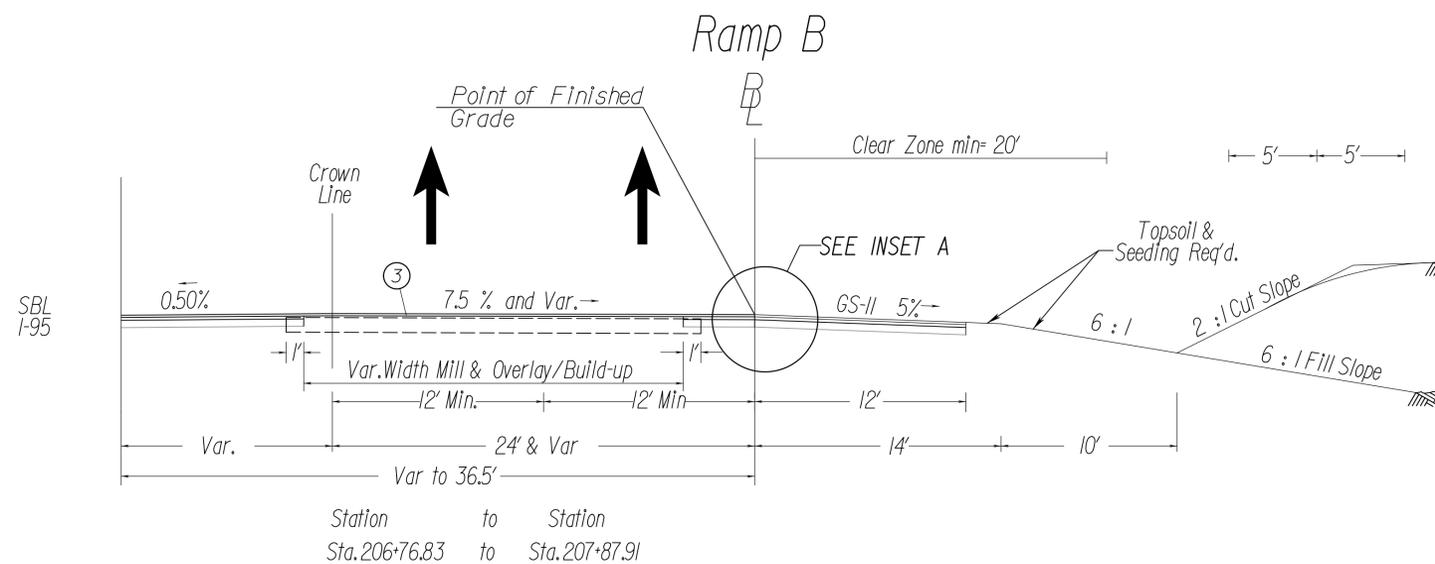
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2C

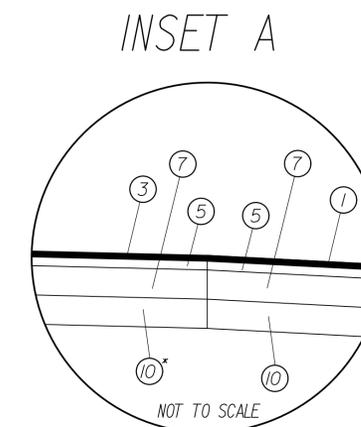
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* Var. from 209+75.00 to 210+00.00



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- ⑦ 6.0" Asphalt Concrete Base Course, Type, BM 25.0A
- ⑩ 8.0" Aggregate Base Material, Type 1, 21B

*To be extended and daylighted in locations where curb and gutter is available. Install VDOT Standard UD-4 edge drains and tile to drop inlets for positive drainage.

PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE _____

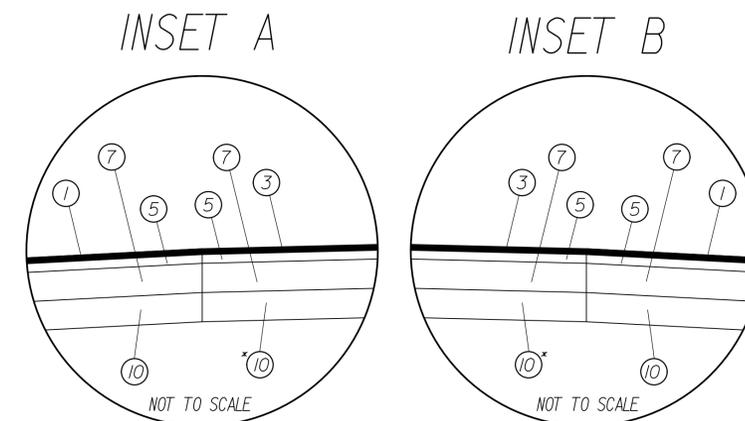
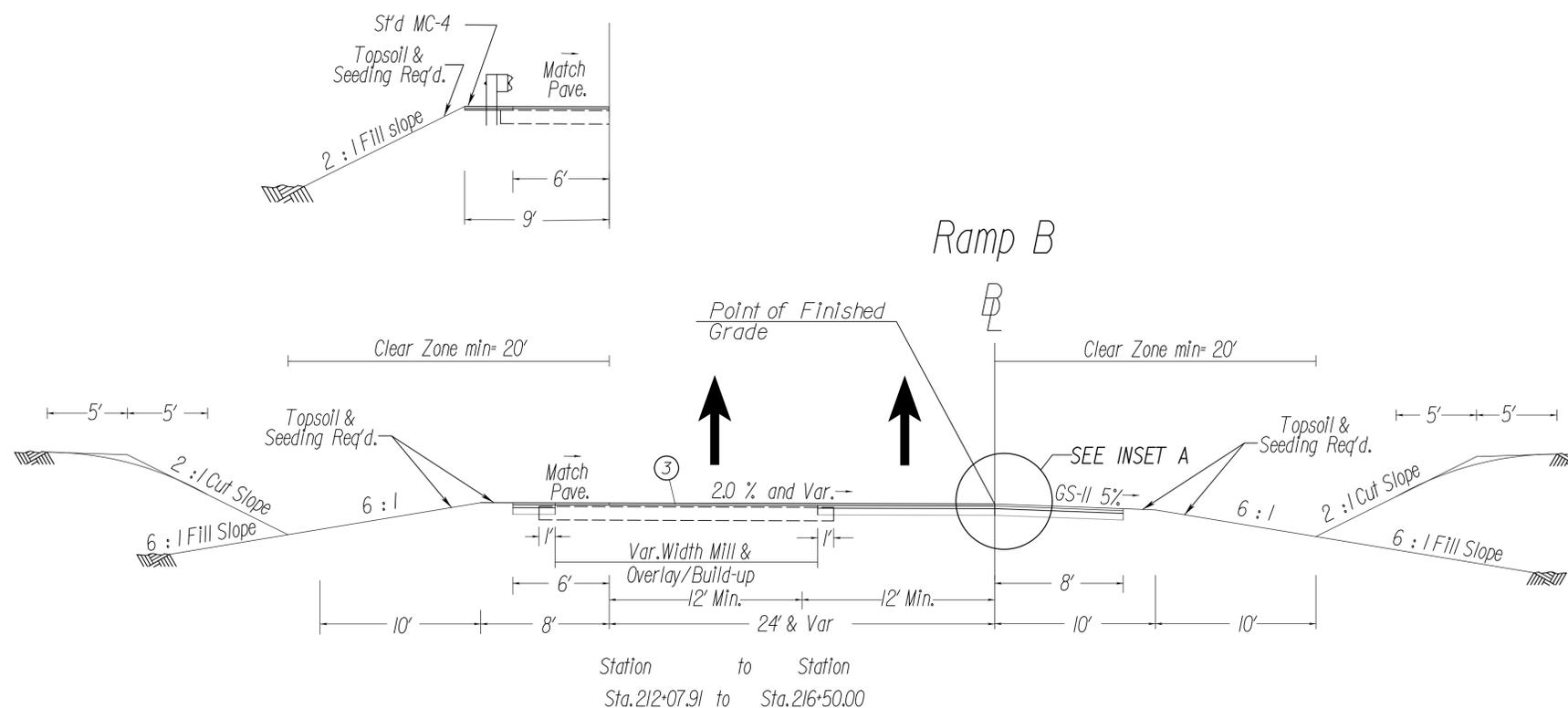
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2D

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

RFP PLANS

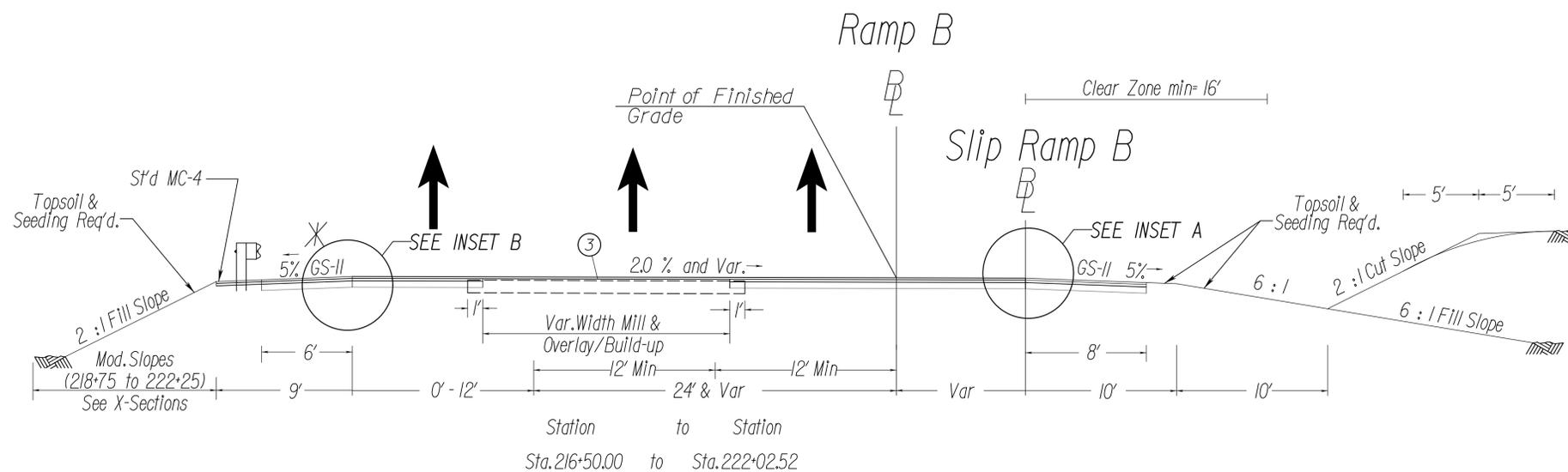
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* Transition shoulder slope from match proposed pavement to -5% (S'd GS-II) from sta. 218+25 to sta. 218+50.83

PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
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SUBSURFACE UTILITY BY, DATE

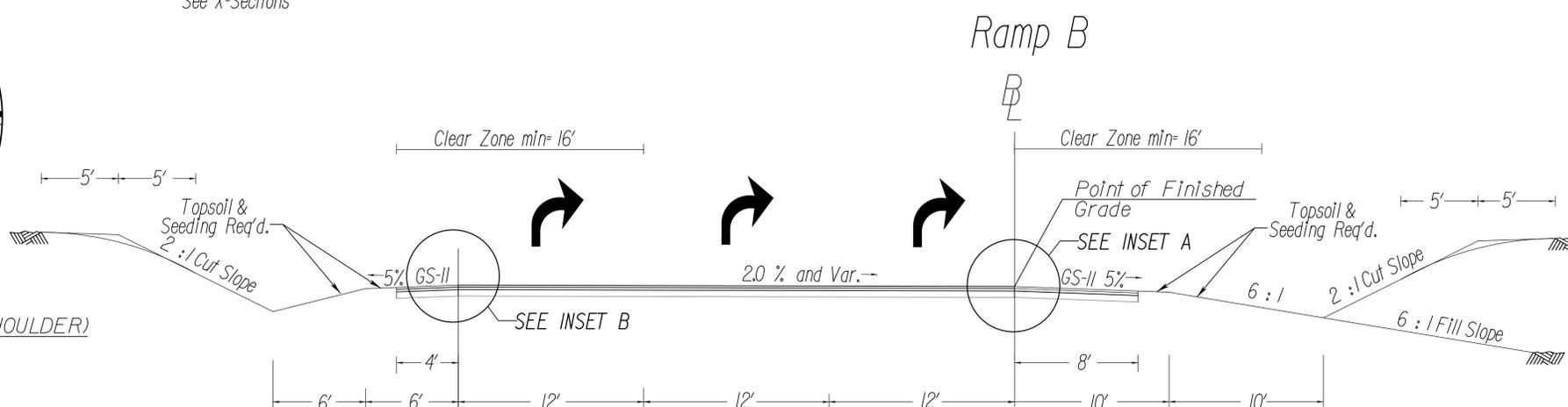
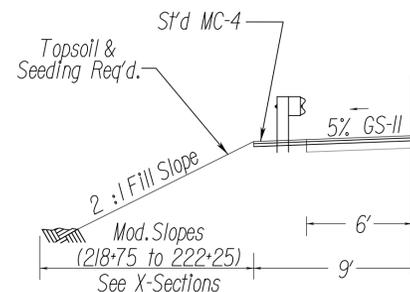
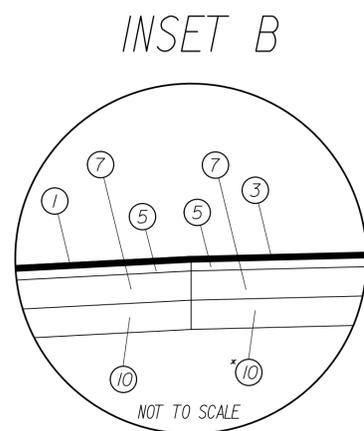
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2E

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

RFP PLANS

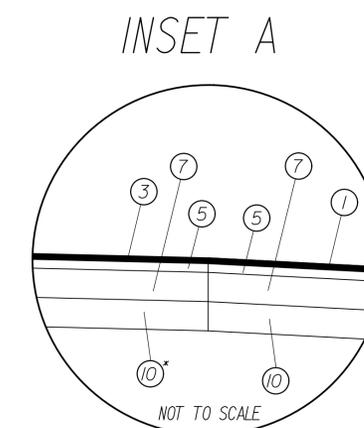
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PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE _____

TYPICAL SECTIONS

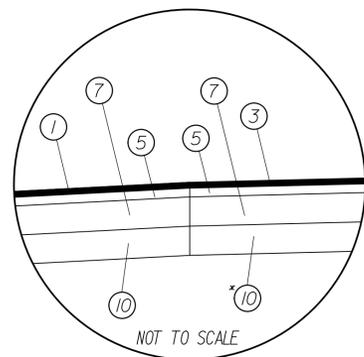
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2F

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

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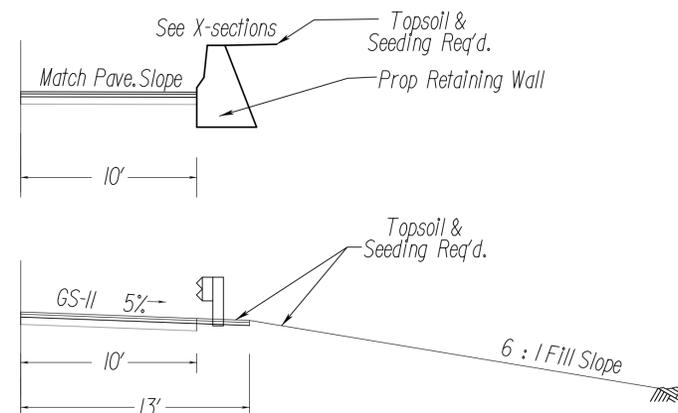
INSET B



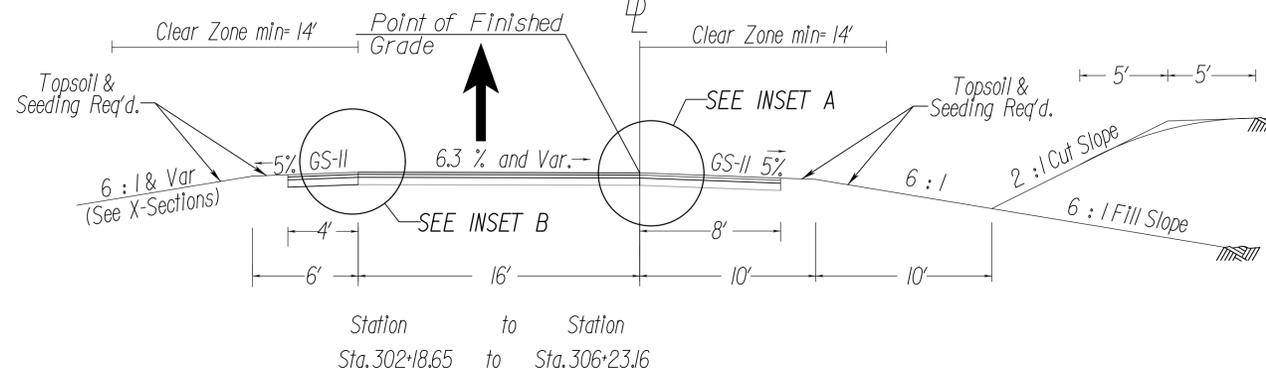
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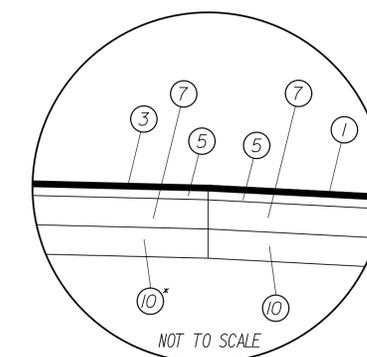
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Slip Ramp B



INSET A

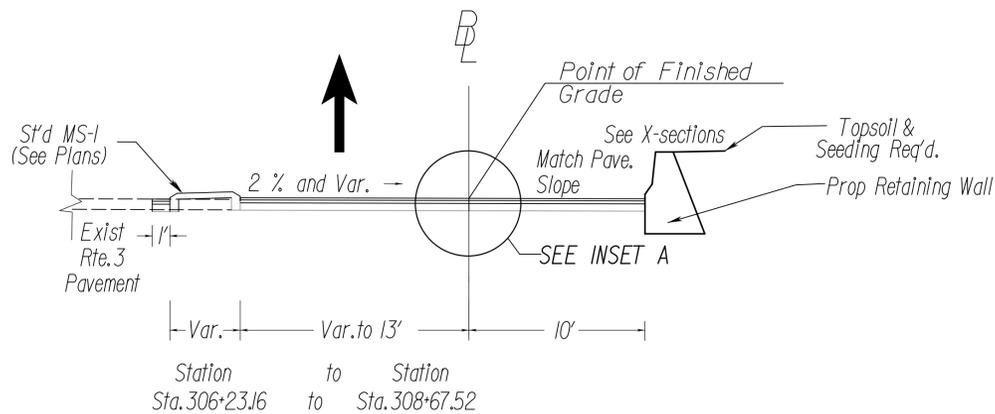


PAVEMENT DESIGN (ROADWAY & SHOULDER)

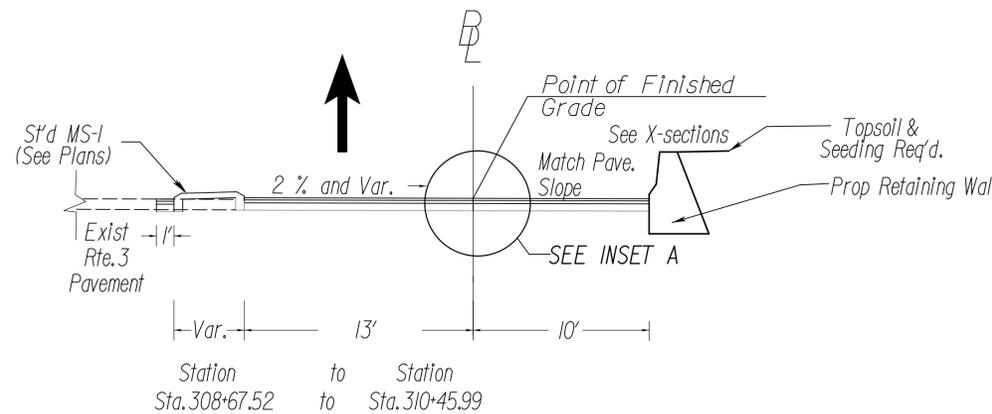
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Slip Ramp B



Slip Ramp B



PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE

TYPICAL SECTIONS

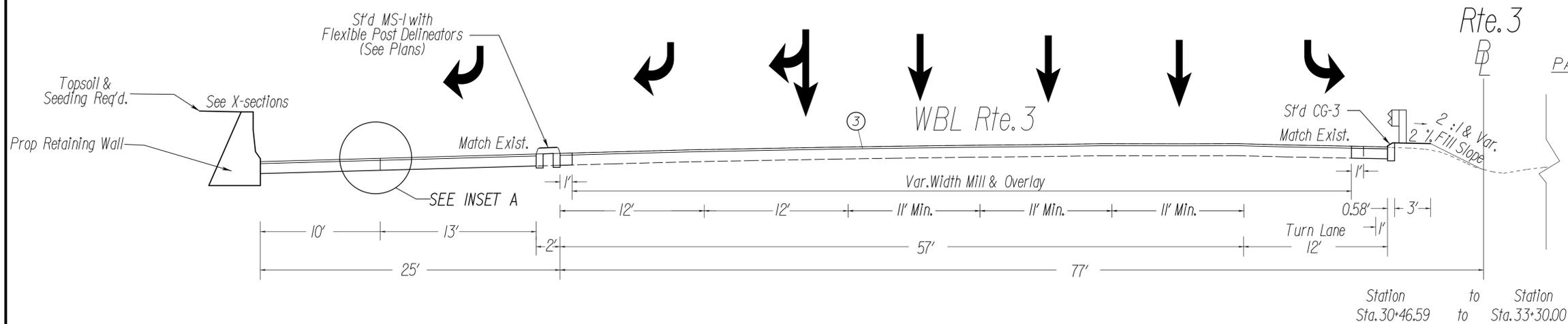
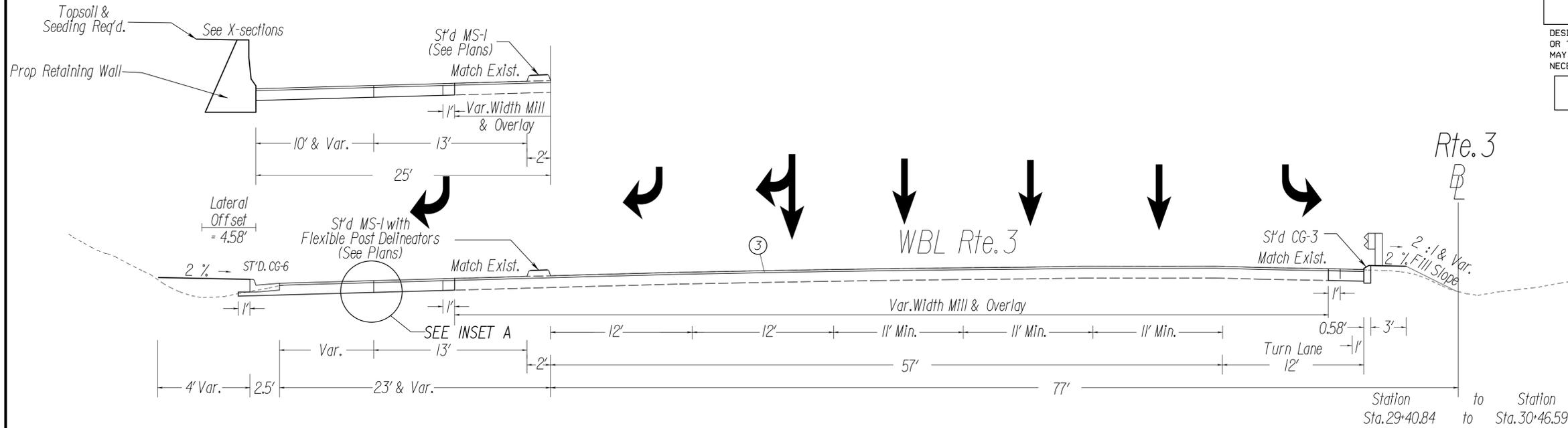
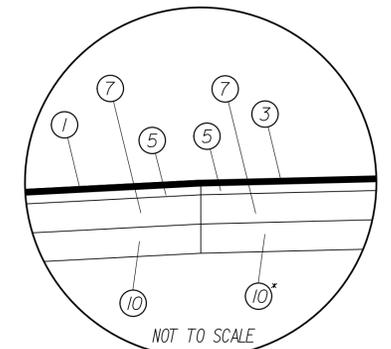
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	26

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

RFP PLANS

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

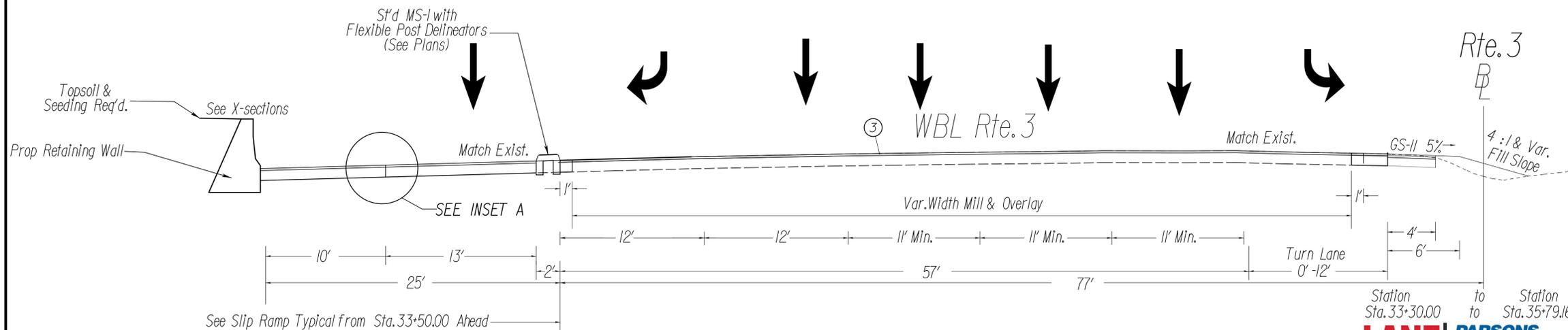
INSET A



PAVEMENT DESIGN (ROADWAY & SHOULDER)

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

*To be extended and daylighted in locations where curb and gutter is available, install VDOT Standard UD-4 edge drains and tie to drop inlets for positive drainage.



See Slip Ramp Typical from Sta. 33+50.00 Ahead

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 SUBSURFACE UTILITY BY, DATE

TYPICAL SECTIONS

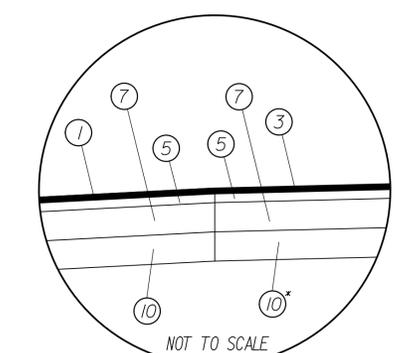
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2H

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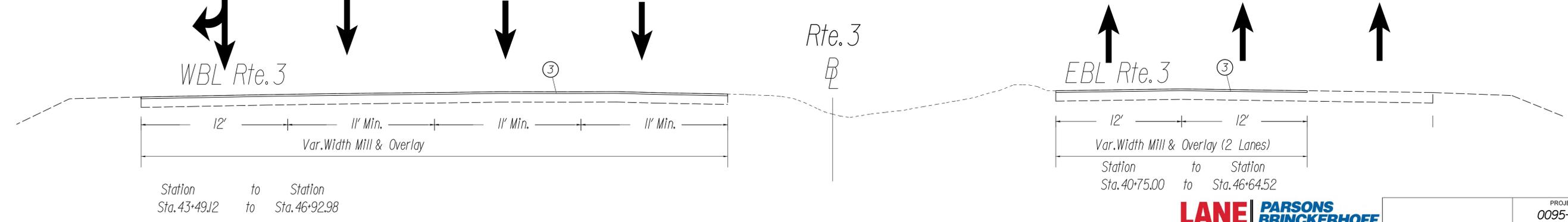
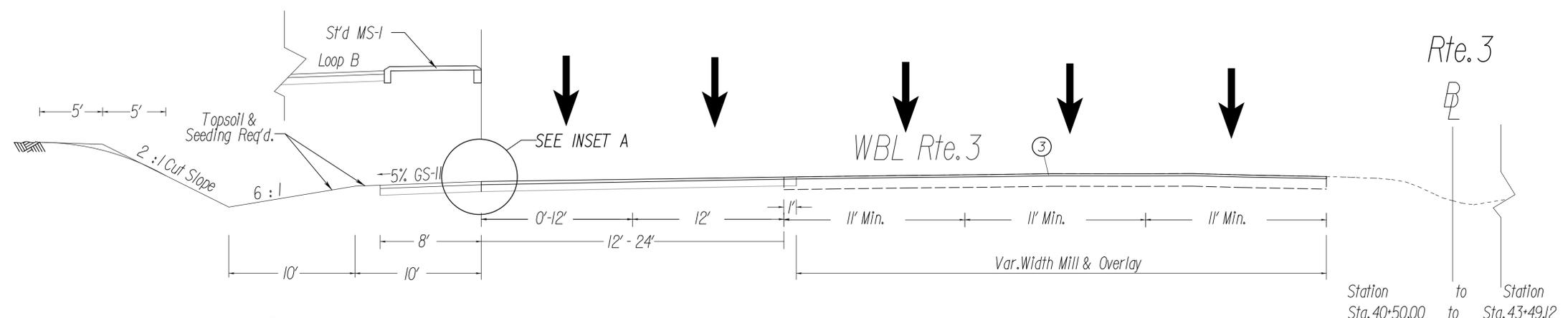
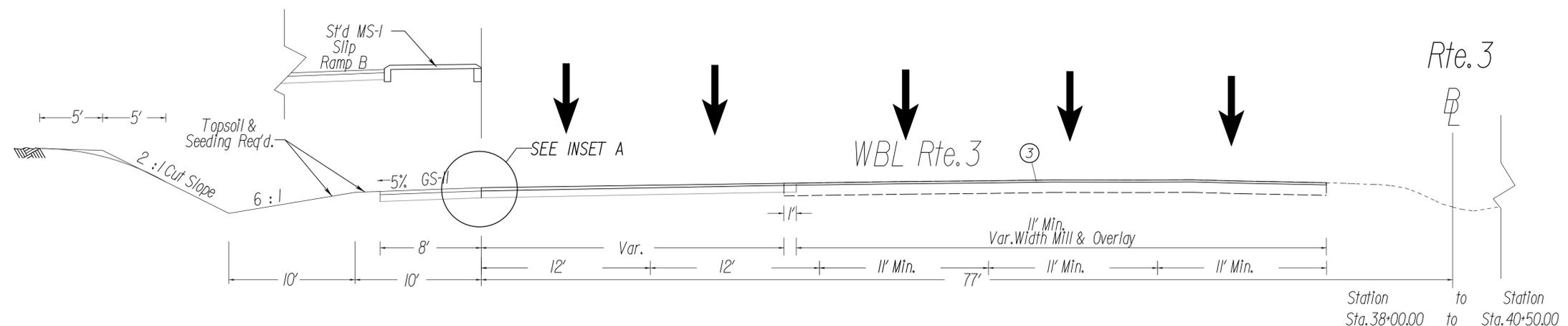
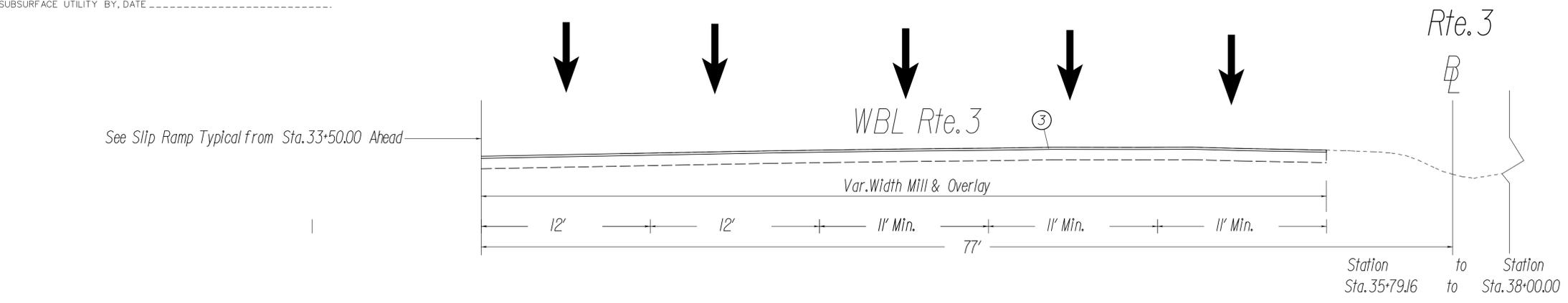
INSET A



PAVEMENT DESIGN (ROADWAY & SHOULDER)

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TYPICAL SECTIONS

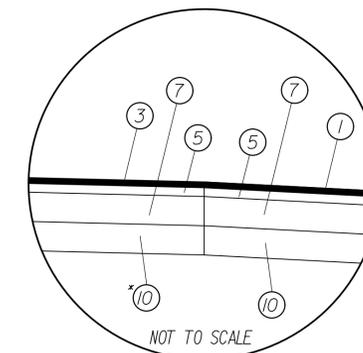
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	21

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

RFP PLANS

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INSET B



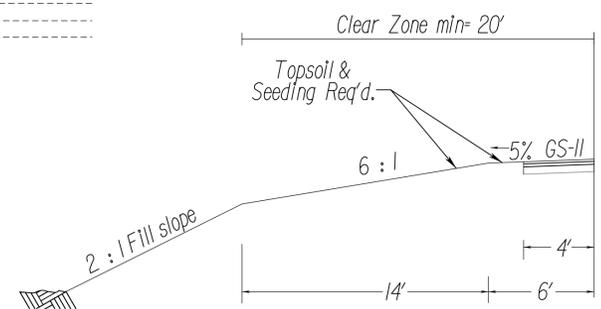
PAVEMENT DESIGN (ROADWAY & SHOULDER)

- ① Asphalt Concrete Surface Course, Type, SM 12.5 A (220 lbs/SY)
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- ⑩ 8.0" Aggregate Base Material, Type 1, 21B

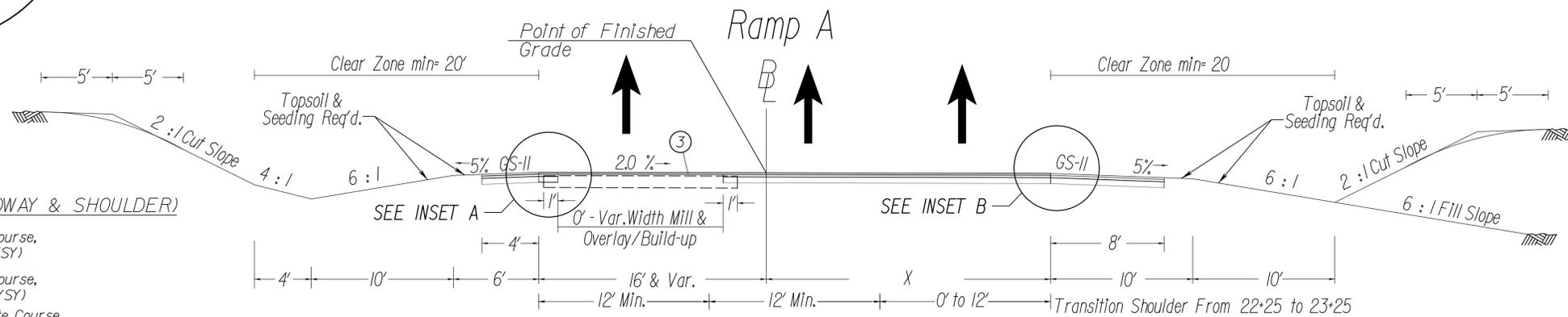
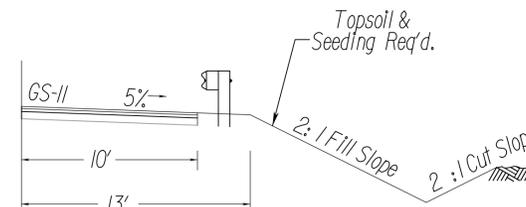
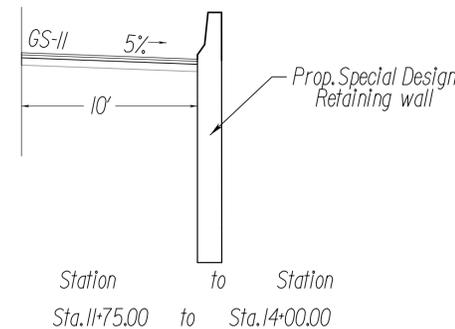
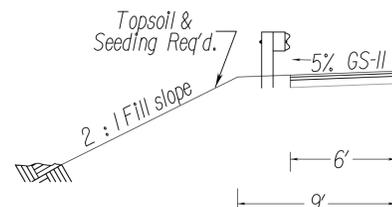
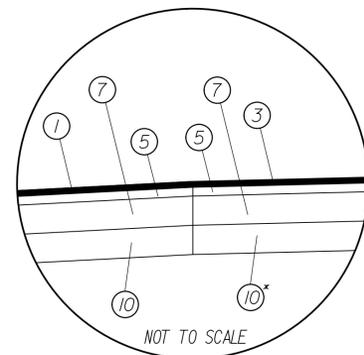
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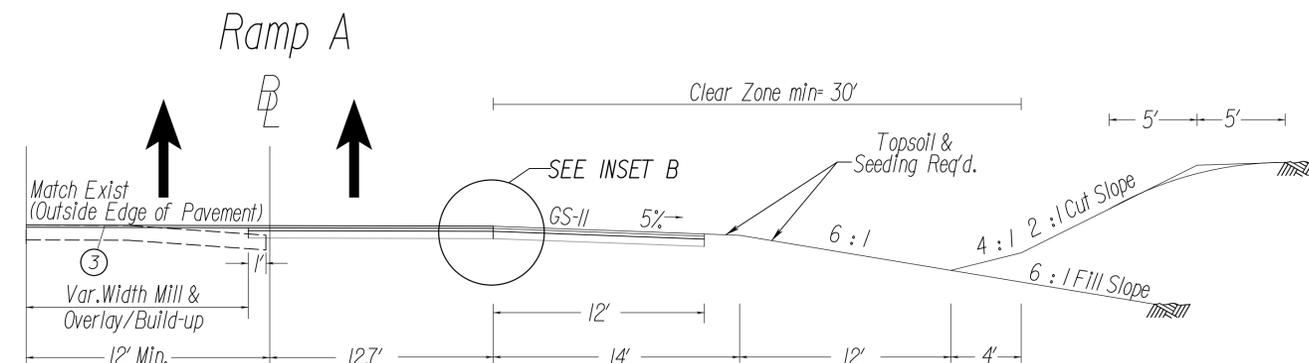


INSET A

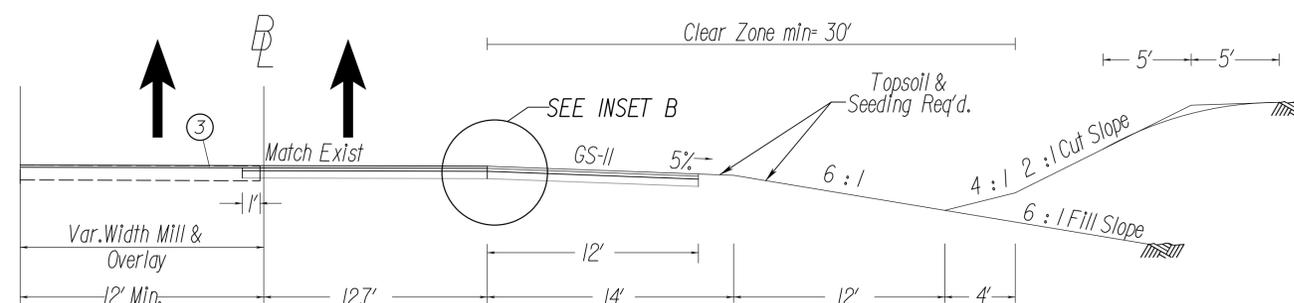


Station	to	Station	X
Sta. 10+57.73	to	Sta. 15+20.00	20'
Sta. 15+20.00	to	Sta. 21+20.00	20' - 12.7'
Sta. 21+20.00	to	Sta. 23+25.00	12.7'

Ramp A



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

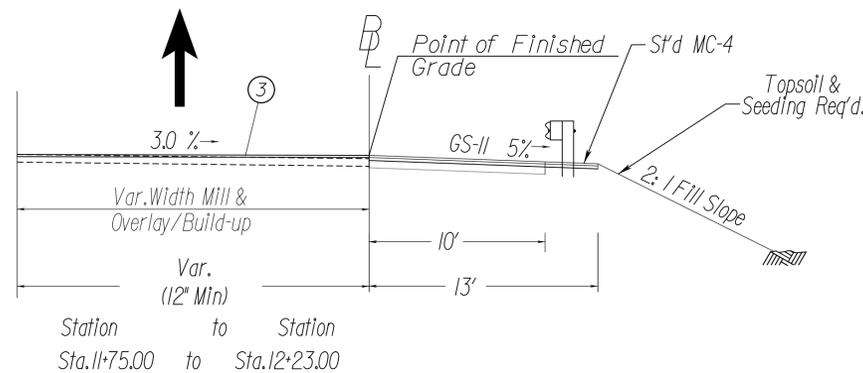


Station to Station
 Sta. 25+50.00 to Sta. 26+10.13

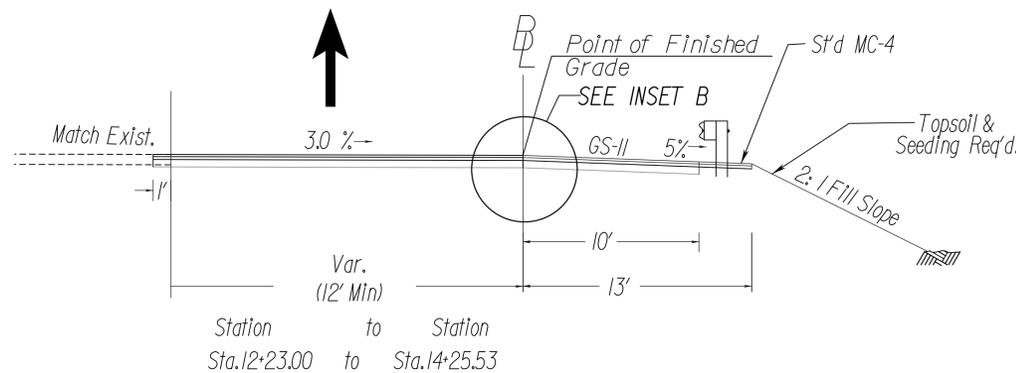
PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE

TYPICAL SECTIONS

Ramp A Connector



Ramp A Connector



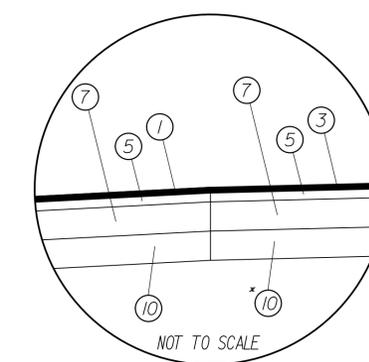
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2J

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

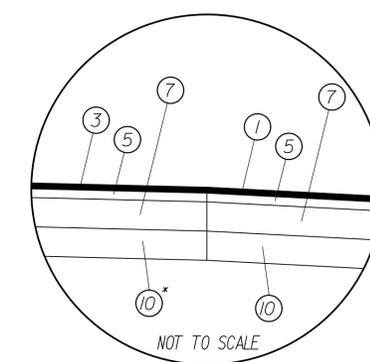
RFP PLANS

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INSET C



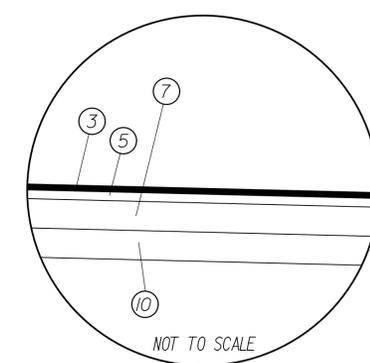
INSET B



PAVEMENT DESIGN (ROADWAY & SHOULDER)

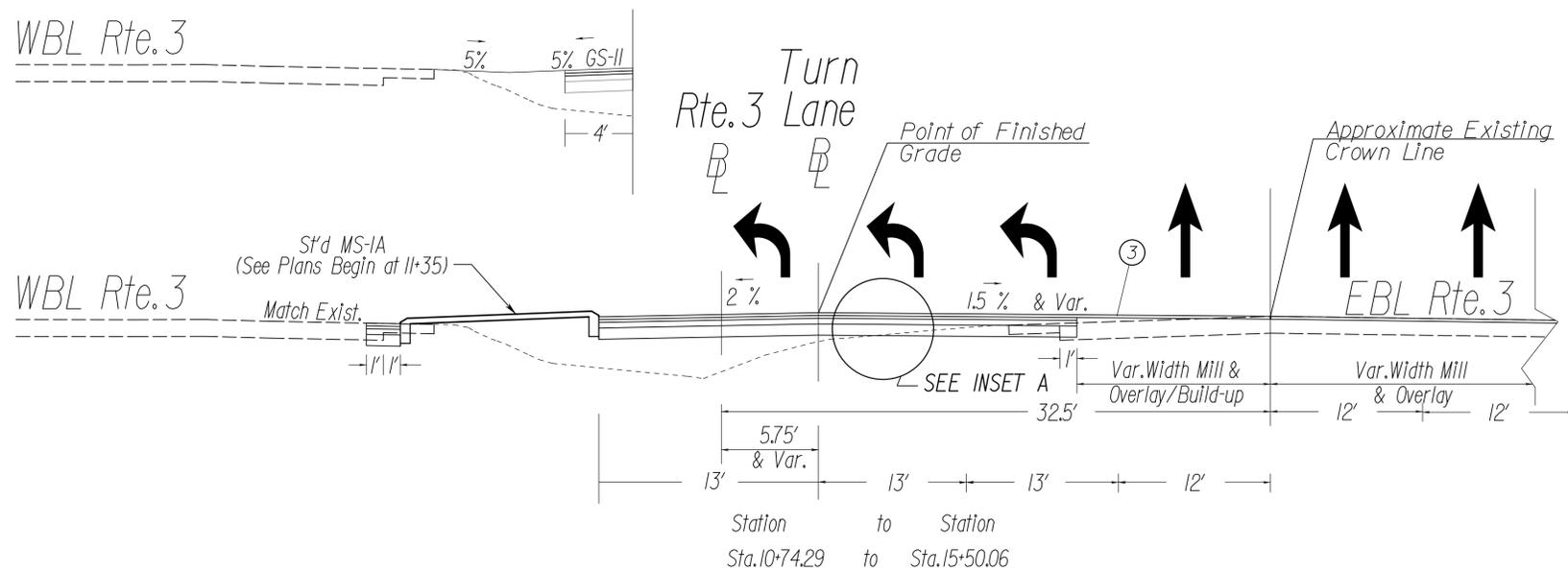
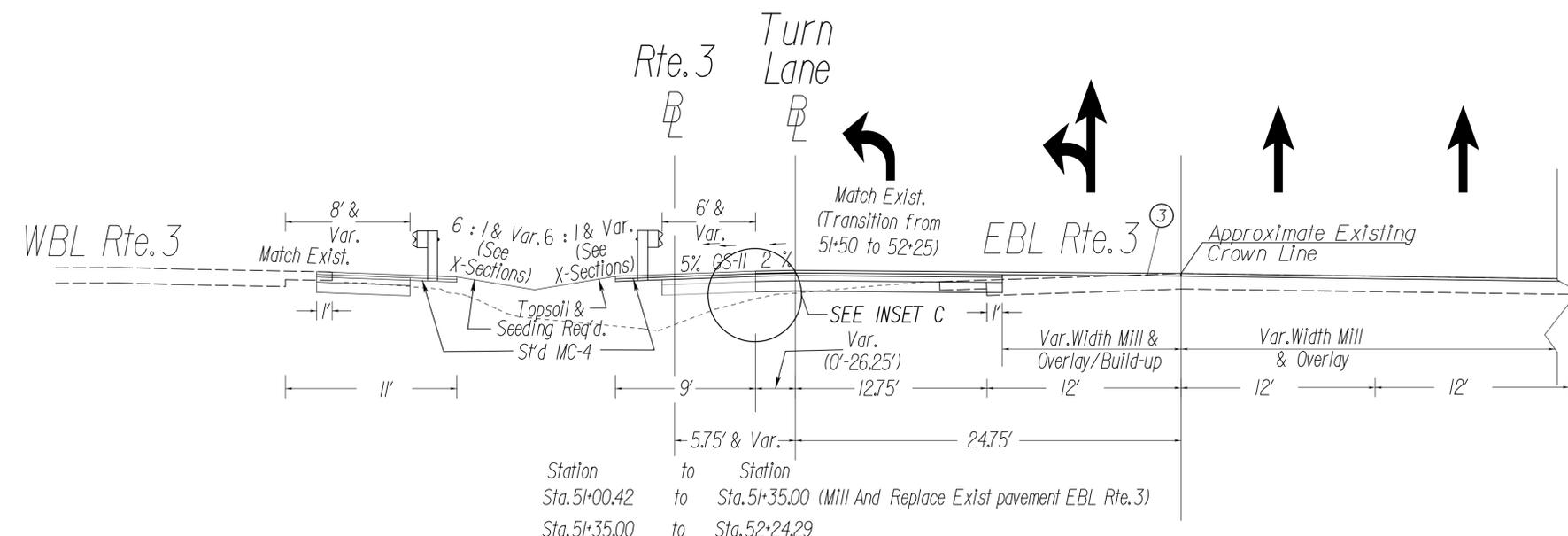
- ① Asphalt Concrete Surface Course, Type, SM 12.5 A (220 lbs/SY)
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- ⑤ Asphalt Concrete Intermediate Course, Type, IM-19.0D (220 lbs/SY)
- ⑦ 6.0" Asphalt Concrete Base Course, Type, BM 25.0A
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INSET A



PAVEMENT DESIGN (ROADWAY & SHOULDER)

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



PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE _____

TYPICAL SECTIONS

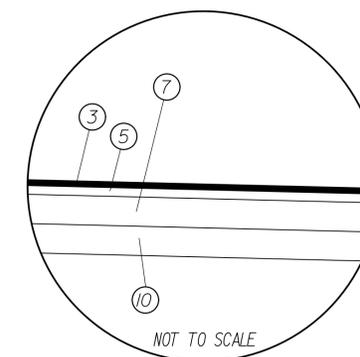
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2K

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RFP PLANS

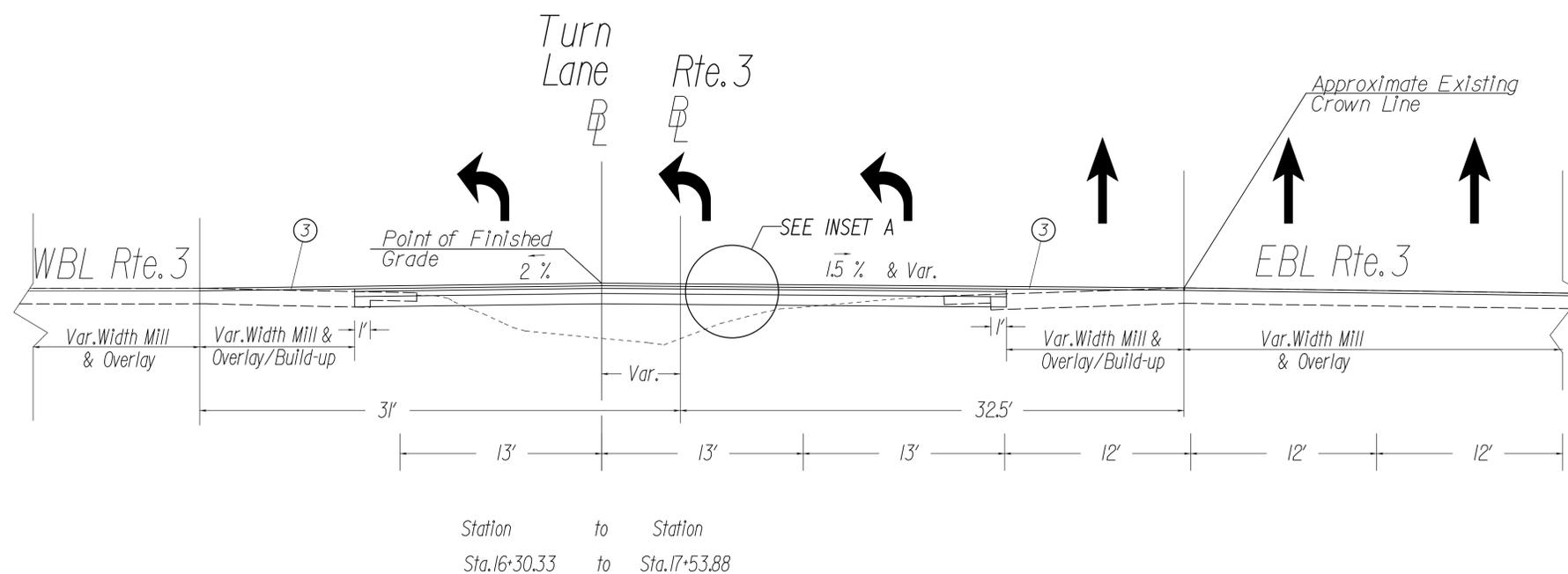
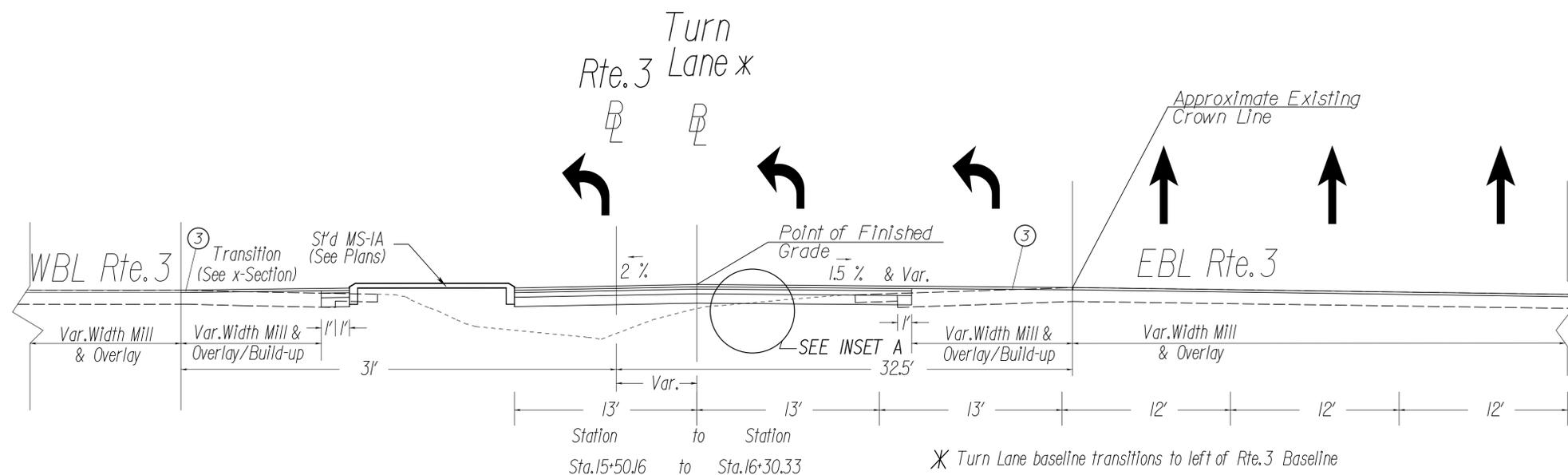
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INSET A



PAVEMENT DESIGN (ROADWAY & SHOULDER)

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 SUBSURFACE UTILITY BY, DATE _____

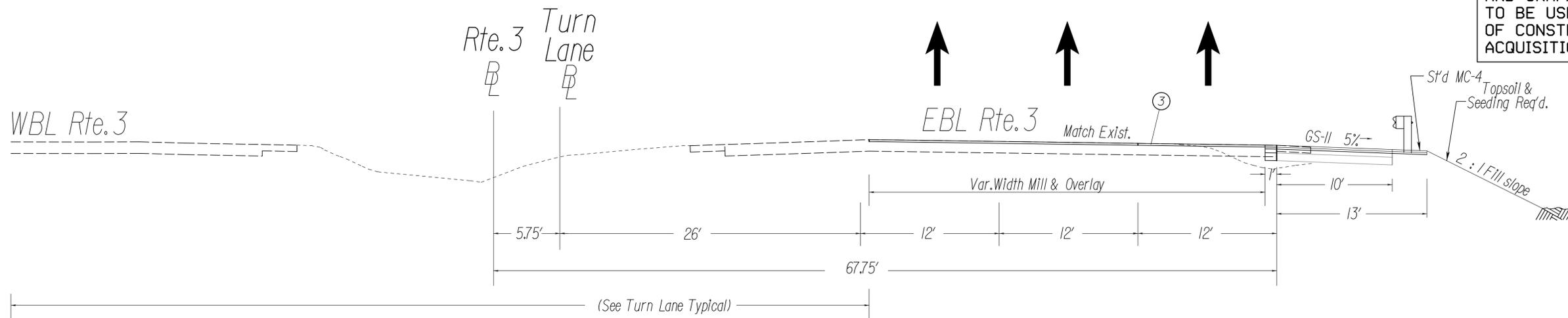
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2L

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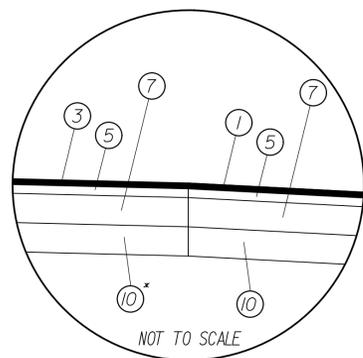
RFP PLANS

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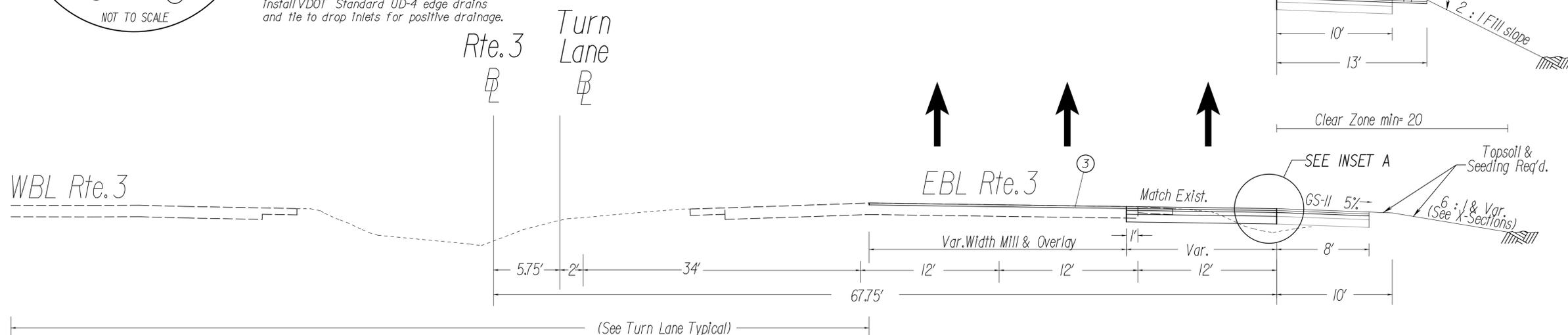
INSET A

PAVEMENT DESIGN (ROADWAY & SHOULDER)



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Station to Station
 Sta. 53+50.00 to Sta. 54+55.00

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 SUBSURFACE UTILITY BY, DATE

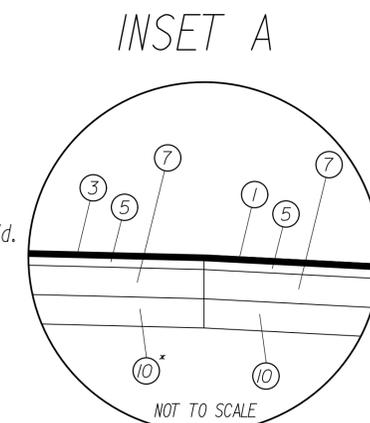
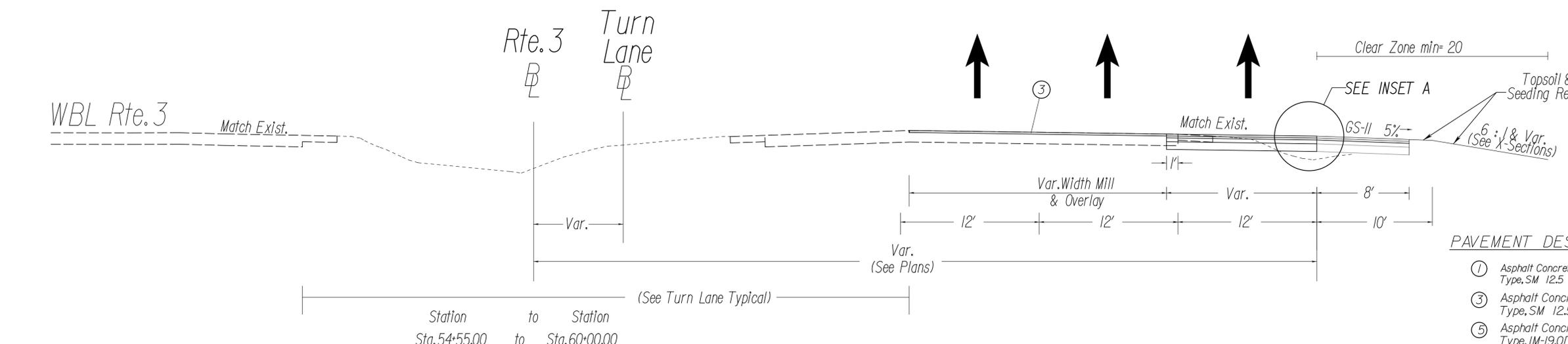
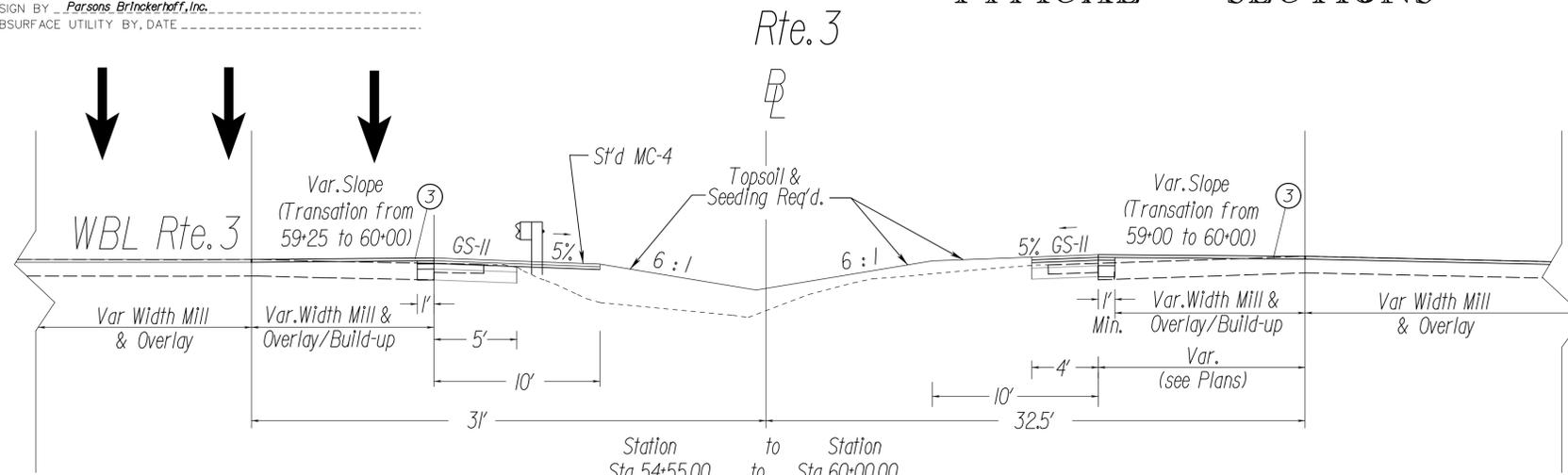
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2M

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RFP PLANS

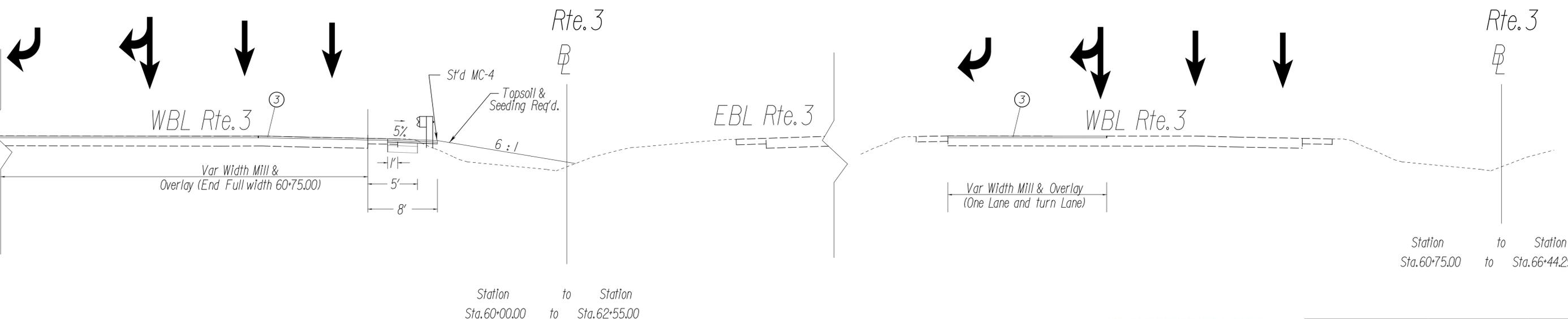
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Station to Station
 Sta. 60+75.00 to Sta. 66+44.29

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 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE _____

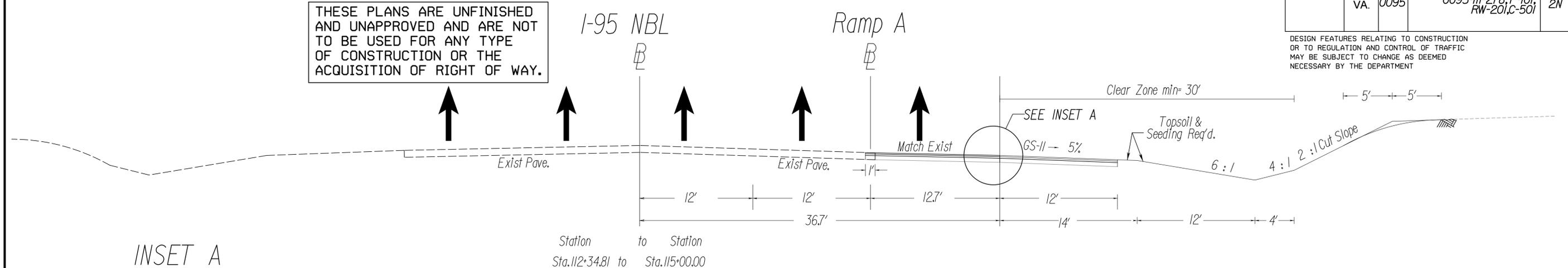
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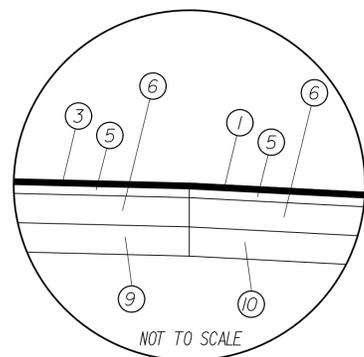
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-111-278, P-101, RW-201, C-501	2N

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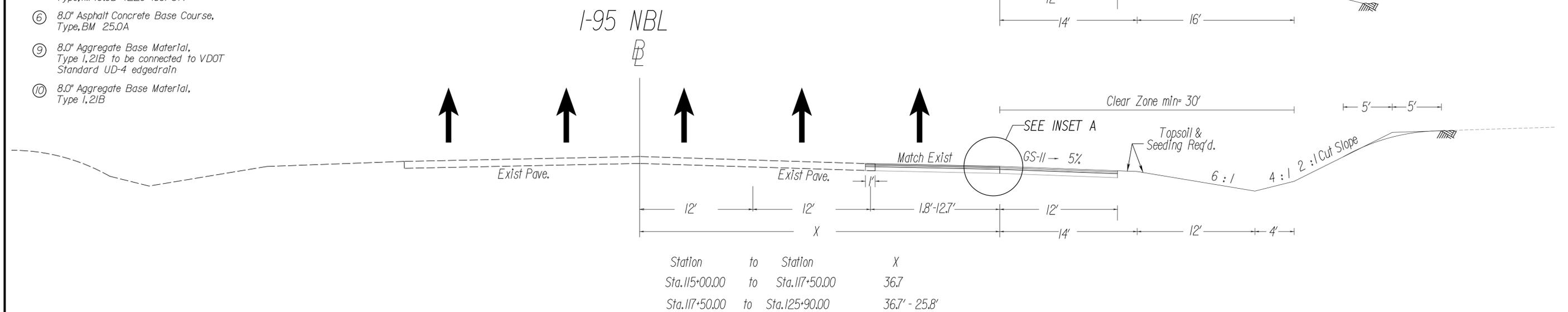


INSET A



PAVEMENT DESIGN (ROADWAY & SHOULDER)

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- ⑨ 8.0" Aggregate Base Material, Type 1, 21B to be connected to VDOT Standard UD-4 edgedrain
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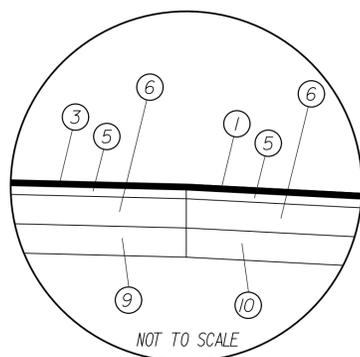
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REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-111-278, P-101, RW-201, C-501	2-0

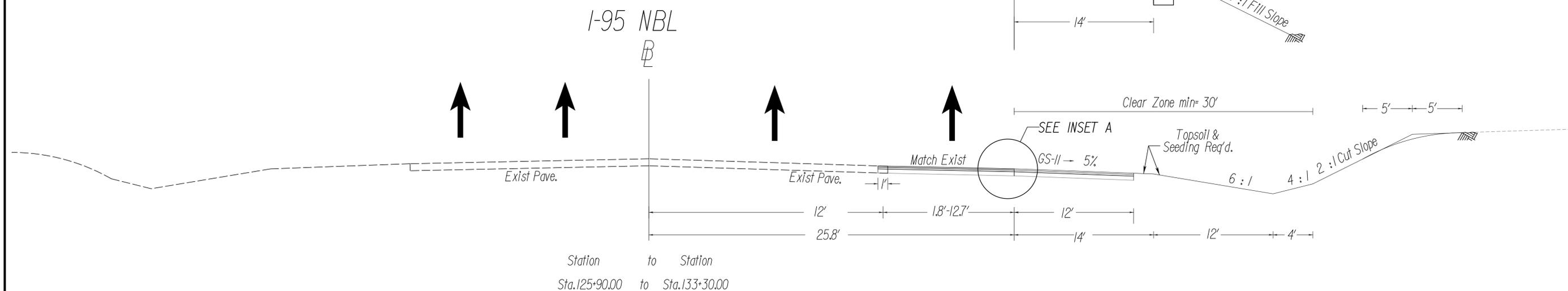
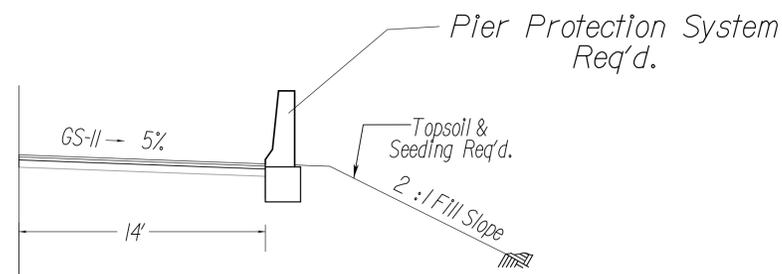
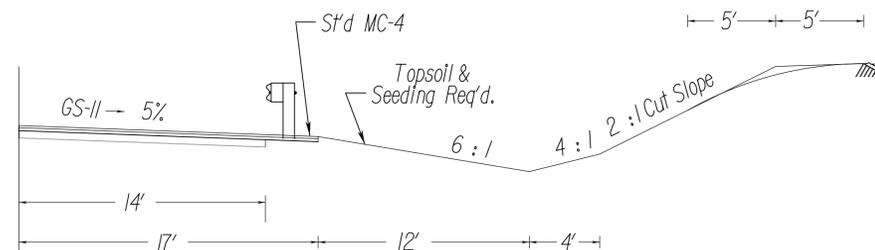
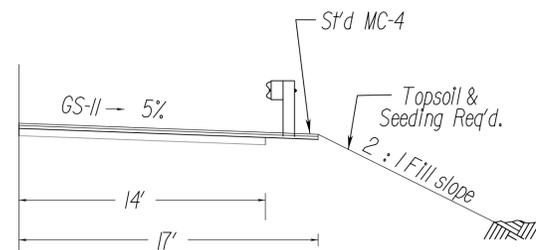
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RFP PLANS

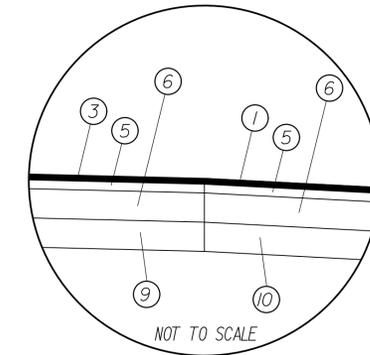
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TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	2P

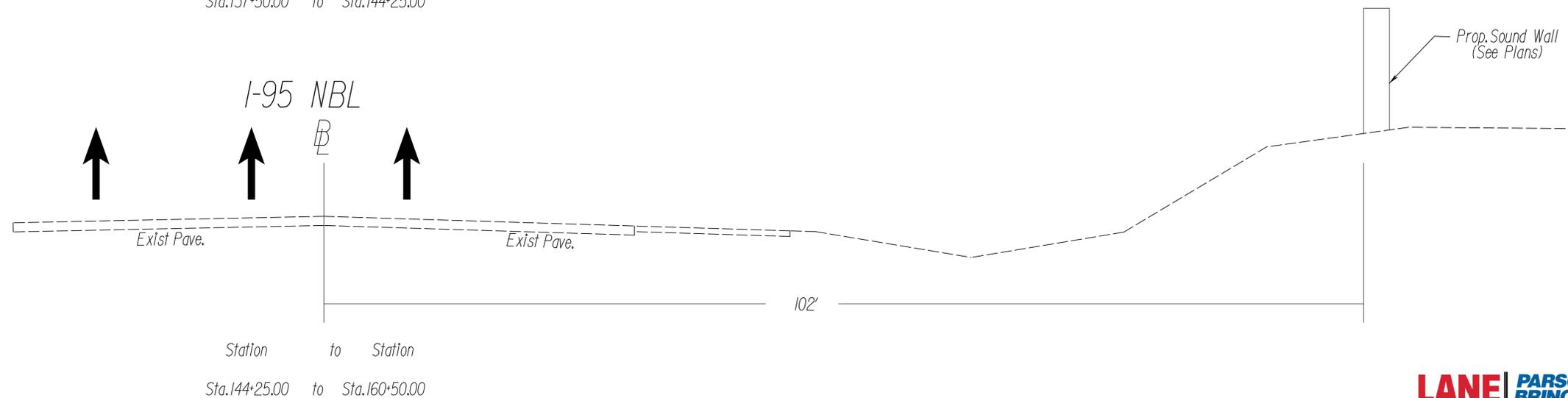
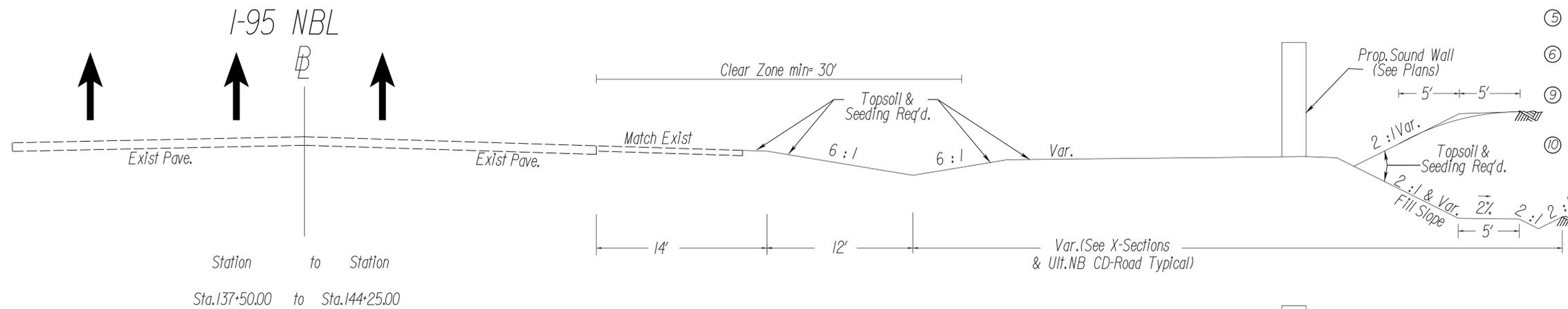
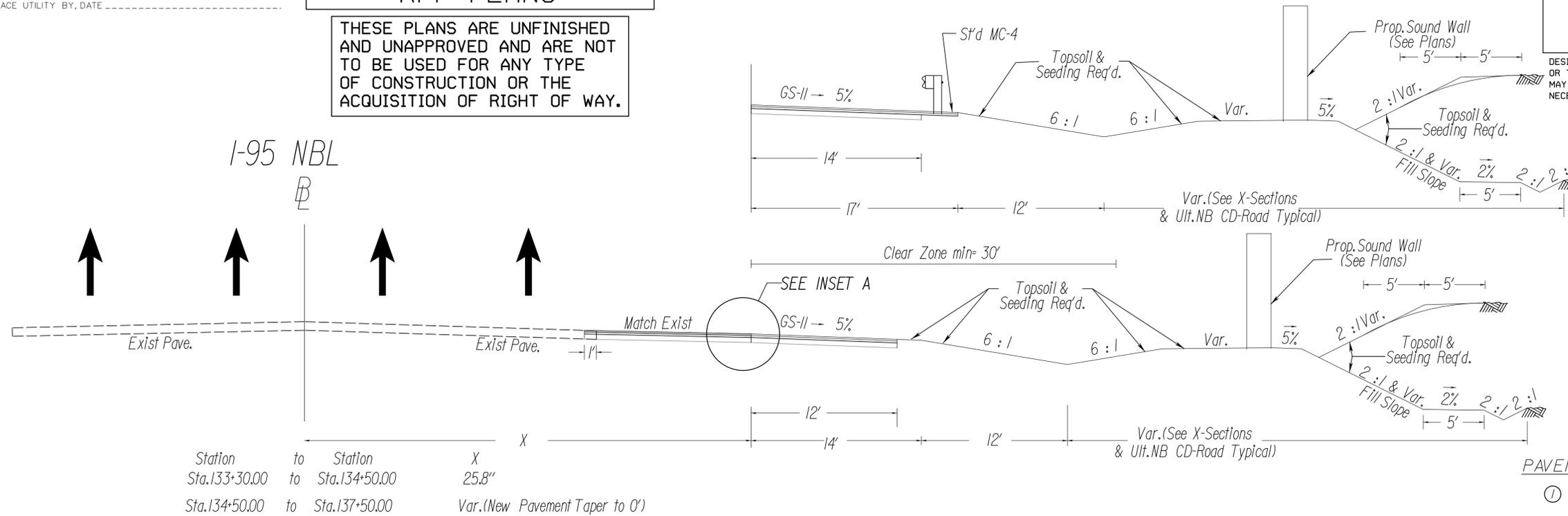
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INSET A



PAVEMENT DESIGN (ROADWAY & SHOULDER)

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



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 Rlce & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE

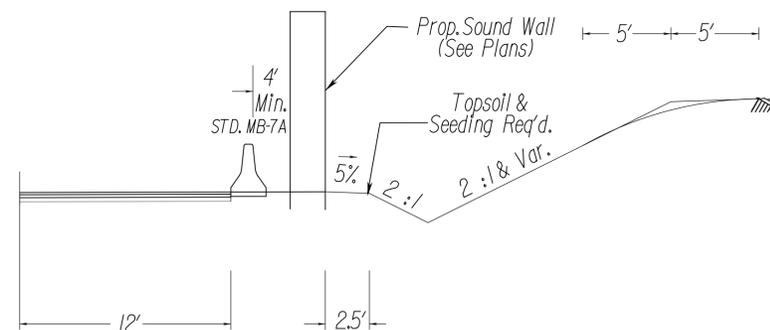
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-III-278, P-101, RW-201, C-501	20

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

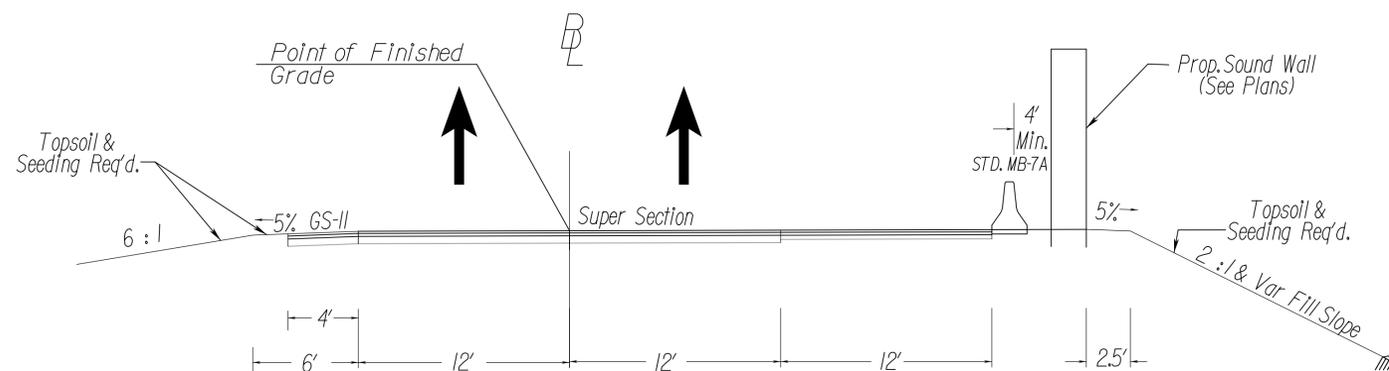
RFP PLANS

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



FUTURE PROJECT FOR WHICH PAVEMENT DESIGN HAS NOT BEEN DEVELOPED

Ultimate NB CD-Road



Station to Station
 Sta. 47+000 to Sta. 58+00.00

PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE _____

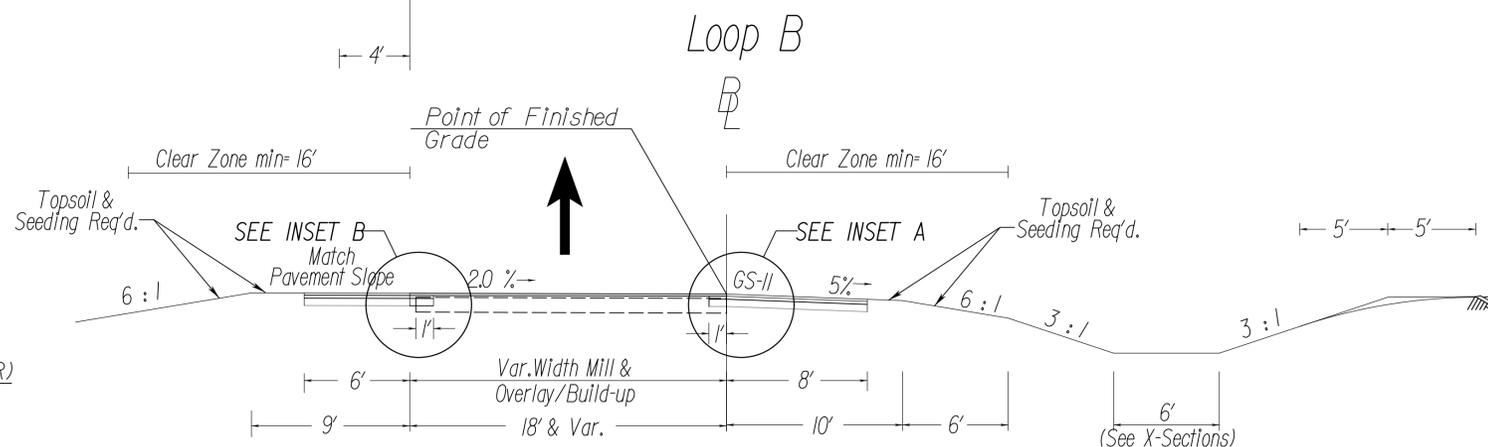
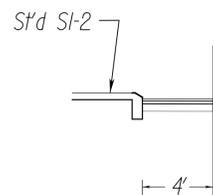
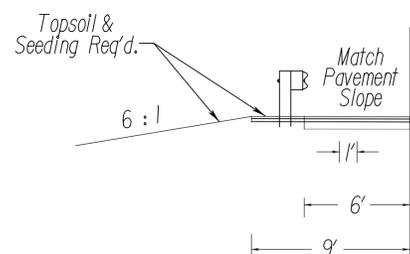
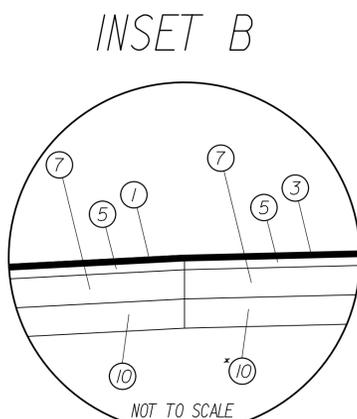
TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, 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

RFP PLANS

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

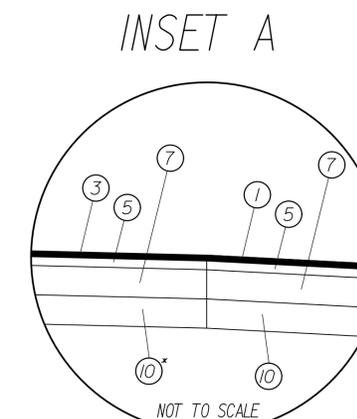


Station to Station
 Sta.10+000 to Sta.13+00.00

PAVEMENT DESIGN (ROADWAY & SHOULDER)

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

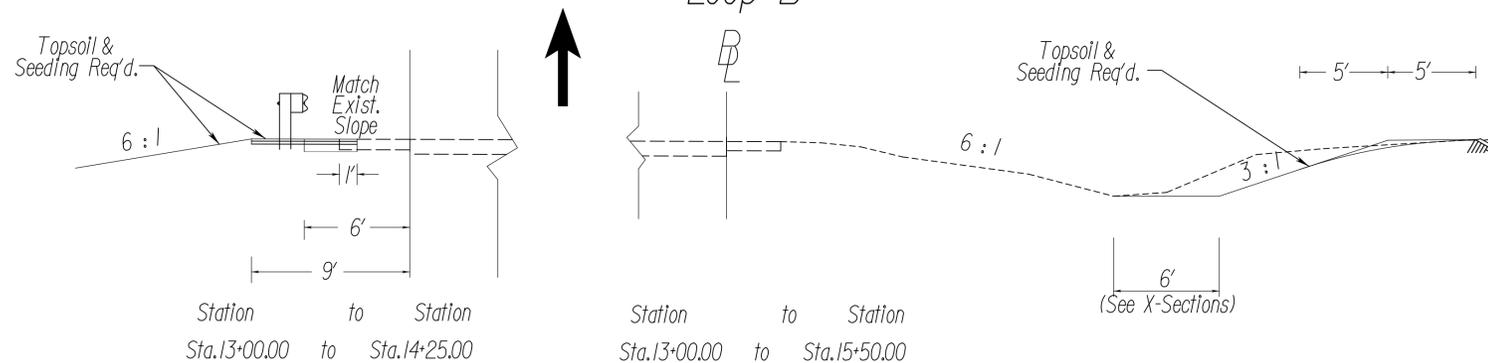
* To be extended and daylighted
 In locations where curb and gutter is available, install VDOT Standard UD-4 edge drains and tie to drop inlets for positive drainage.



PAVEMENT DESIGN (ROADWAY & SHOULDER)

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

* To be extended and daylighted
 In locations where curb and gutter is available, install VDOT Standard UD-4 edge drains and tie to drop inlets for positive drainage.



PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE _____

TYPICAL SECTIONS

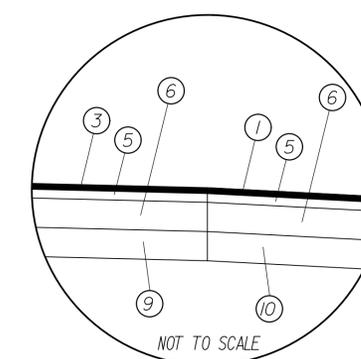
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-III-278, P-101, RW-201, C-501	2S

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

RFP PLANS

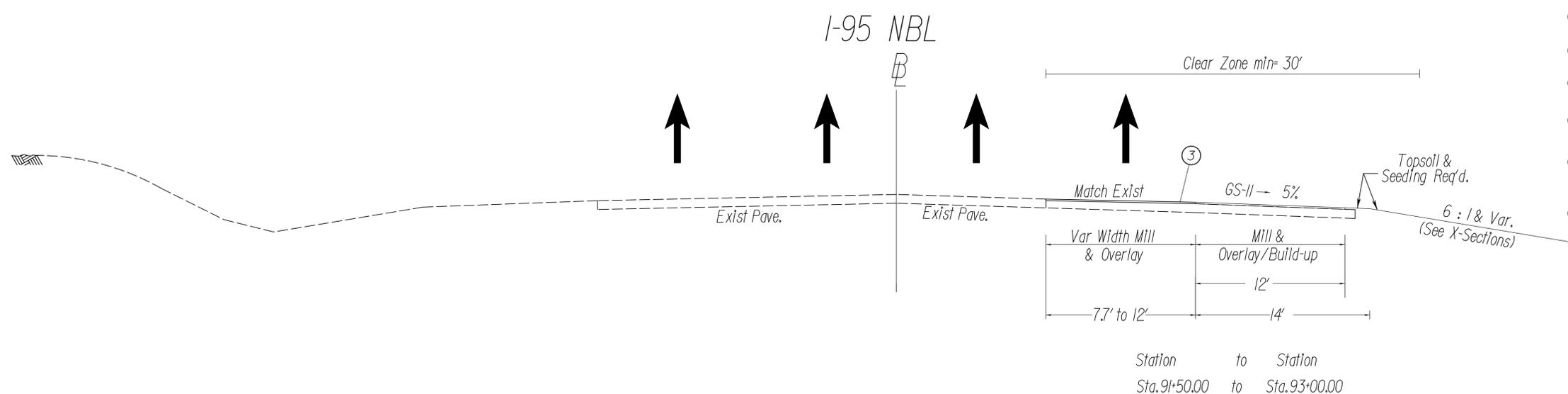
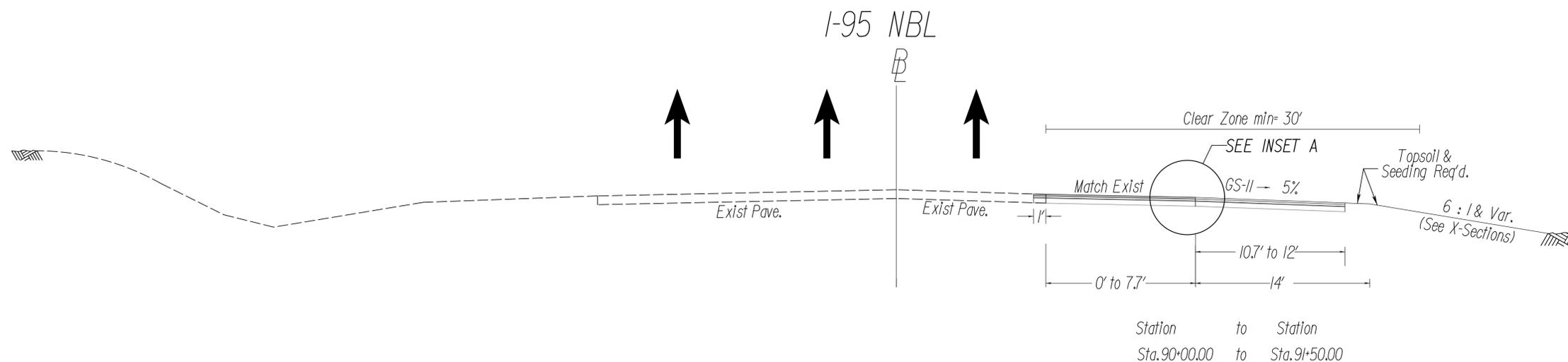
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

INSET A



PAVEMENT DESIGN (ROADWAY & SHOULDER)

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



PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE

RFP PLANS

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

STA = 221+98.59
 EL = 245.33
 ex = 0.14'
 K = 105
 L = 110.00
 V = 50 MPH

STA = 223+65.00
 EL = 247.58
 SSD = 2914'
 ex = -0.05'
 K = 265
 L = 100.00
 V = 55 MPH

STA = 218+20.20
 EL = 244.15
 SSD = 1041'
 ex = -0.16'
 K = 109
 L = 120.00
 V = 50 MPH

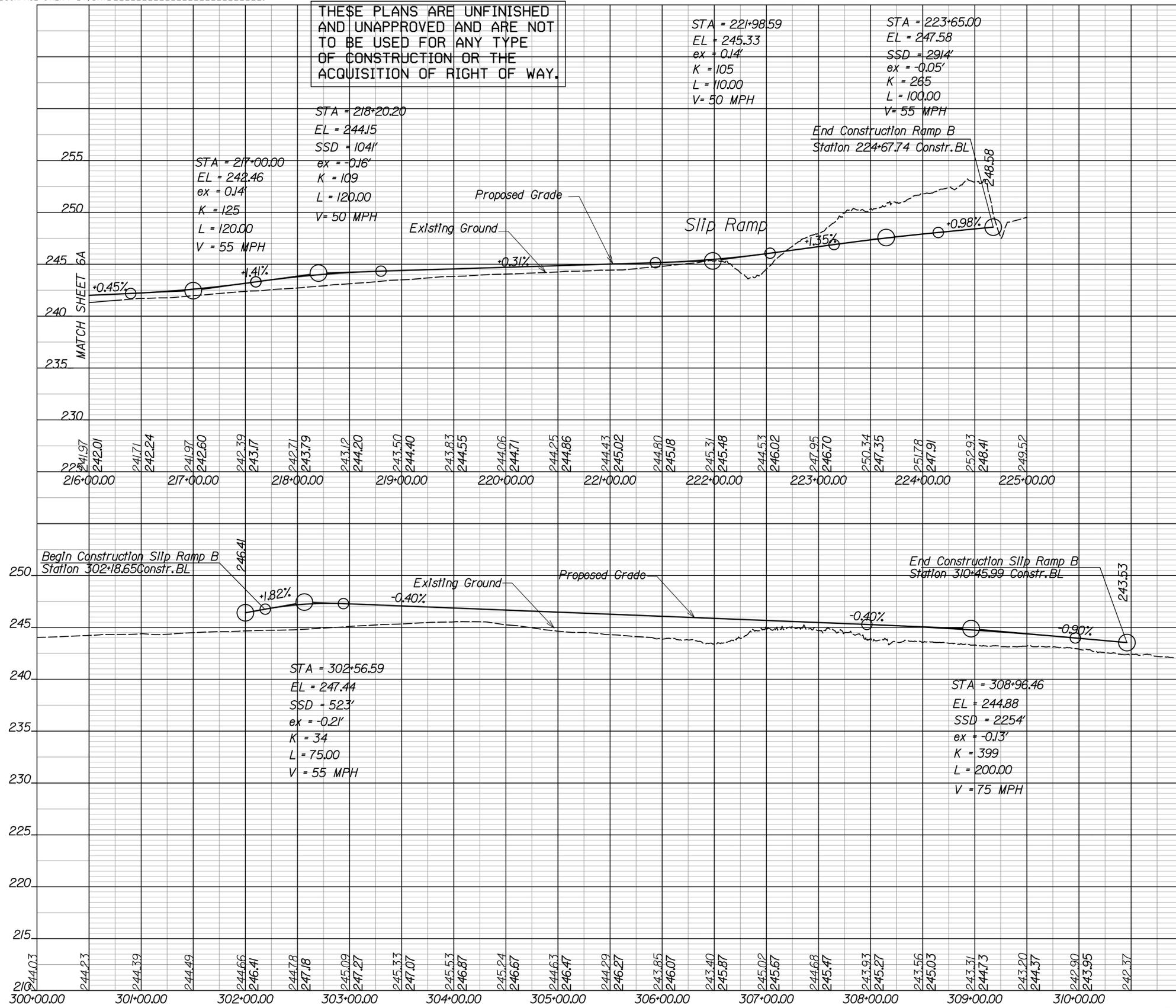
STA = 217+00.00
 EL = 242.46
 ex = 0.14'
 K = 125
 L = 120.00
 V = 55 MPH

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

Scale: 1" = 50' HORZ.
 1" = 5' VERT.
 Vertical Datum Based on NAVD 88

RAMP B

SLIP RAMP B



09/12

PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE

For Utility Owners, refer to Sheet 3.

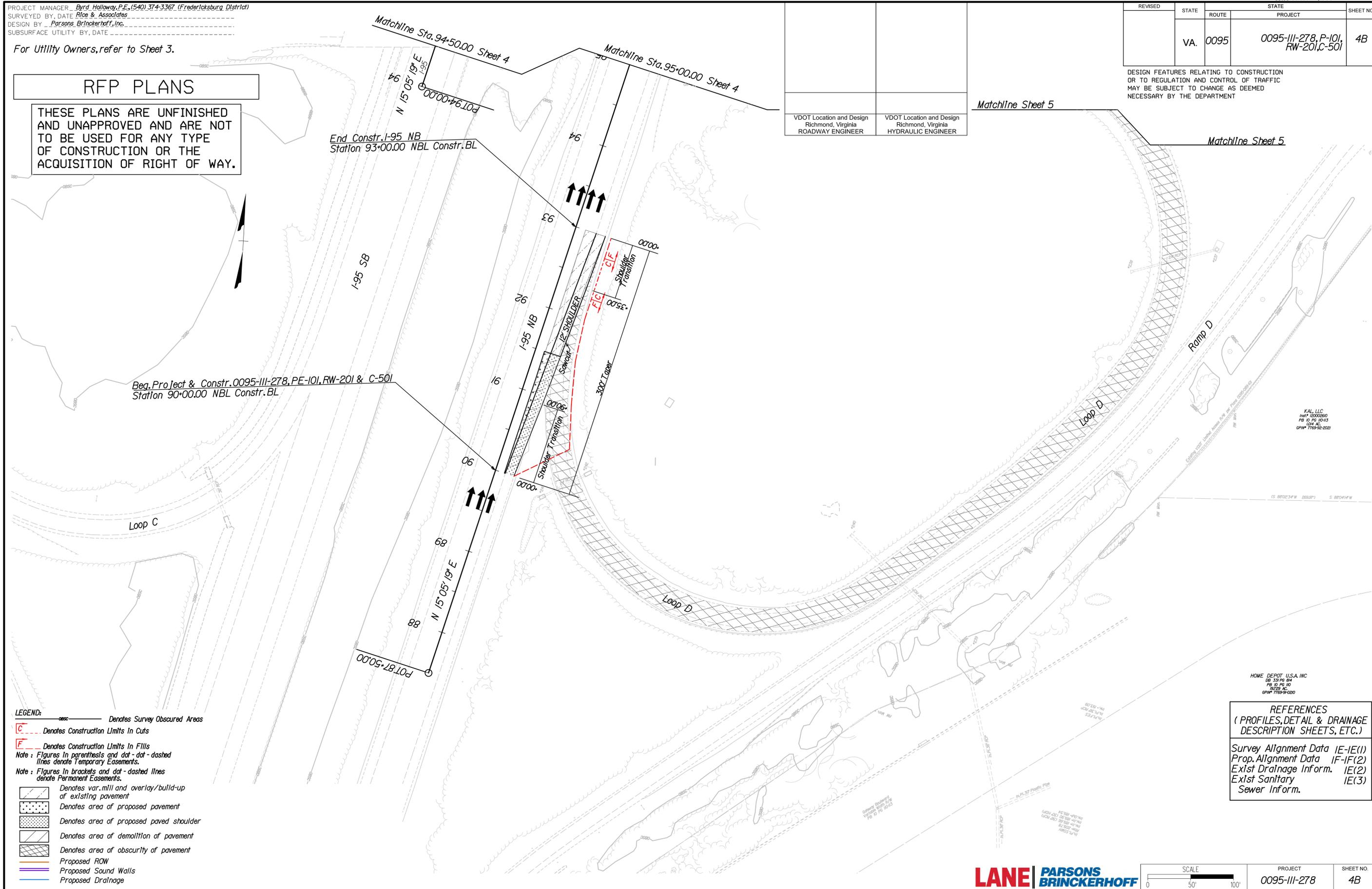
RFP PLANS

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

VDOT Location and Design Richmond, Virginia ROADWAY ENGINEER	VDOT Location and Design Richmond, Virginia HYDRAULIC ENGINEER
--------------------------------------------------------------------	----------------------------------------------------------------------

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

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



- LEGEND:**
- Denotes Survey Obscured Areas
 - [C] --- Denotes Construction Limits In Cuts
 - [F] --- 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.
 - [Pattern] Denotes var. mill and overlay/build-up of existing pavement
 - [Pattern] Denotes area of proposed pavement
 - [Pattern] Denotes area of proposed paved shoulder
 - [Pattern] Denotes area of demolition of pavement
 - [Pattern] Denotes area of obscurity of pavement
 - Proposed ROW
 - Proposed Sound Walls
 - Proposed Drainage

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

- Survey Alignment Data IE-IE(1)
- Prop. Alignment Data IF-IF(2)
- Exist Drainage Inform. IE(2)
- Exist Sanitary IE(3)
- Sewer Inform.

HOME DEPOT U.S.A. INC
02 131 PG 314
PG 10 PG 30
1325 IC
01/11/2020

KAL, LLC
Inst# 150002640
PB 10 PG 10113
12/4 AC
01/11/2020

PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE _____

RFP PLANS

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

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

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

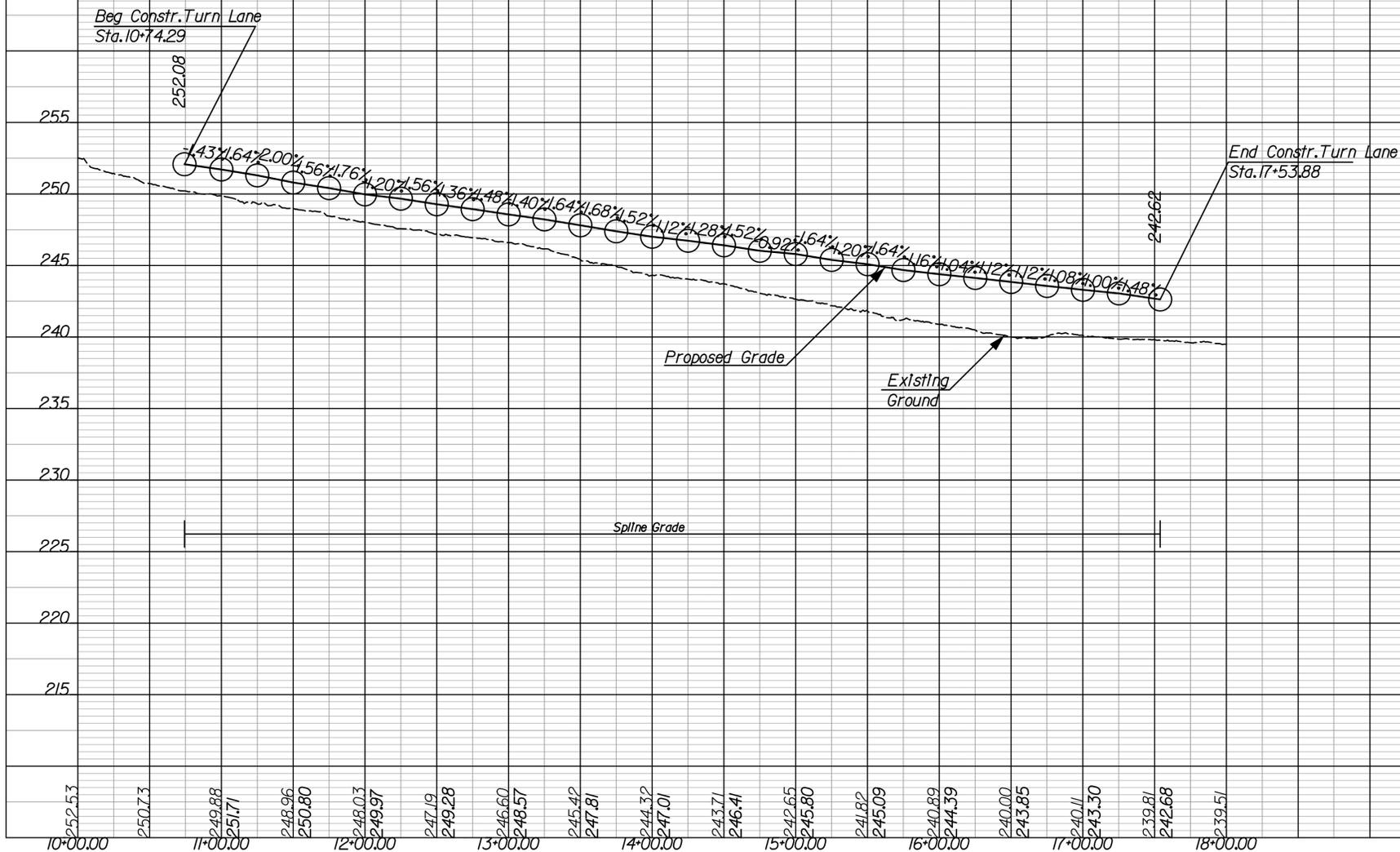
VDOT (Division) or Co. Name
 (Location), Virginia
 (TECHNICAL DISCIPLINE)

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

Vertical Datum Based on NAVD 88

TURN LANE RTE.3 EXTENDED

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



PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE _____

RFP PLANS

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

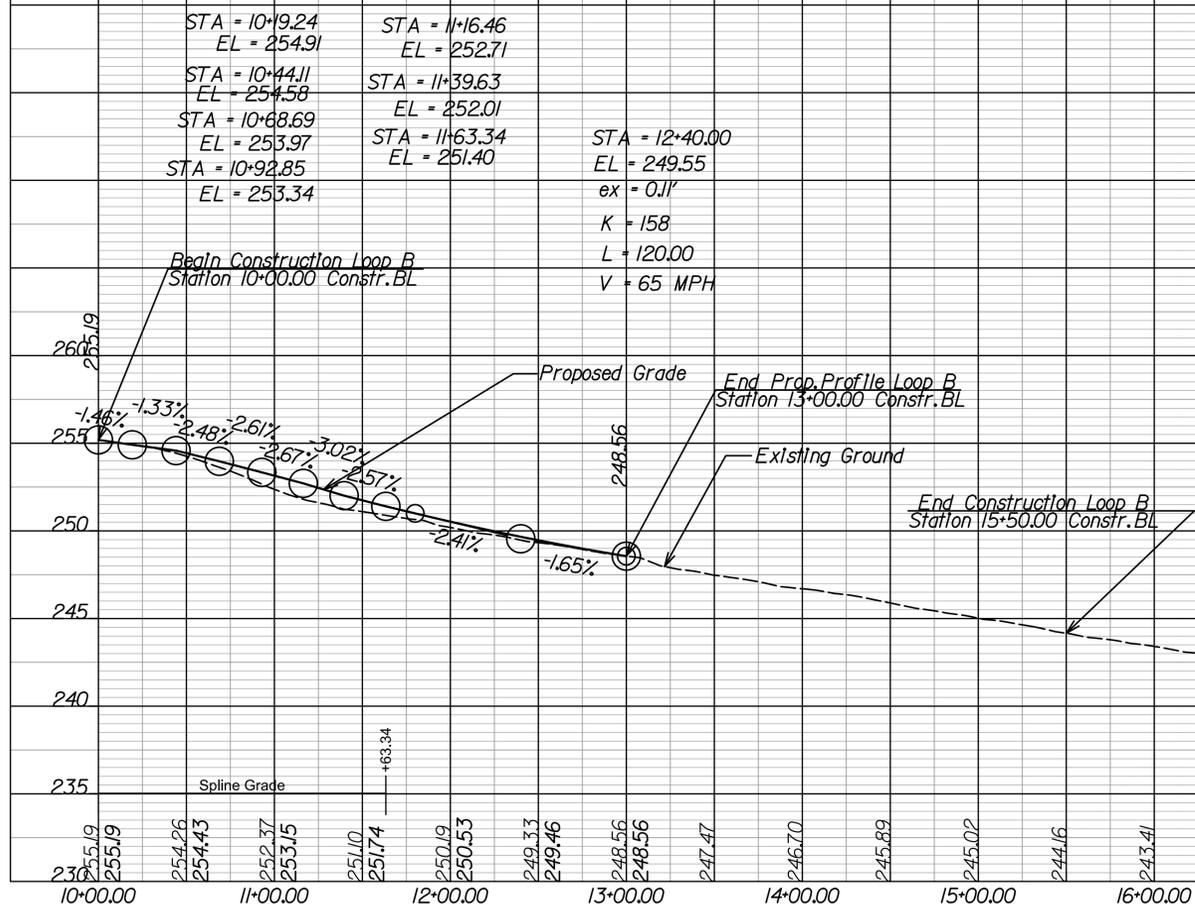
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	4D

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

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

Scale: 1" = 50' HORIZ.
 1" = 5' VERT.
 Vertical Datum Based on NAVD 88

LOOP B



PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rlce & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE

For Utility Owners, refer to Sheet 3.

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Turn Lane Profile 4C
Ramp A Profile 5A
Ramp A Connector Profile 5B
Survey Alignment Data IE-IE(1)
Prop. Alignment Data IF-IF(2)
Exist Drainage Inform. IE(2)
Exist Sanitary IE(3)
Sewer Inform.

REVISED	STATE		PROJECT	SHEET NO.
	VA.	ROUTE		
		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

RFP PLANS

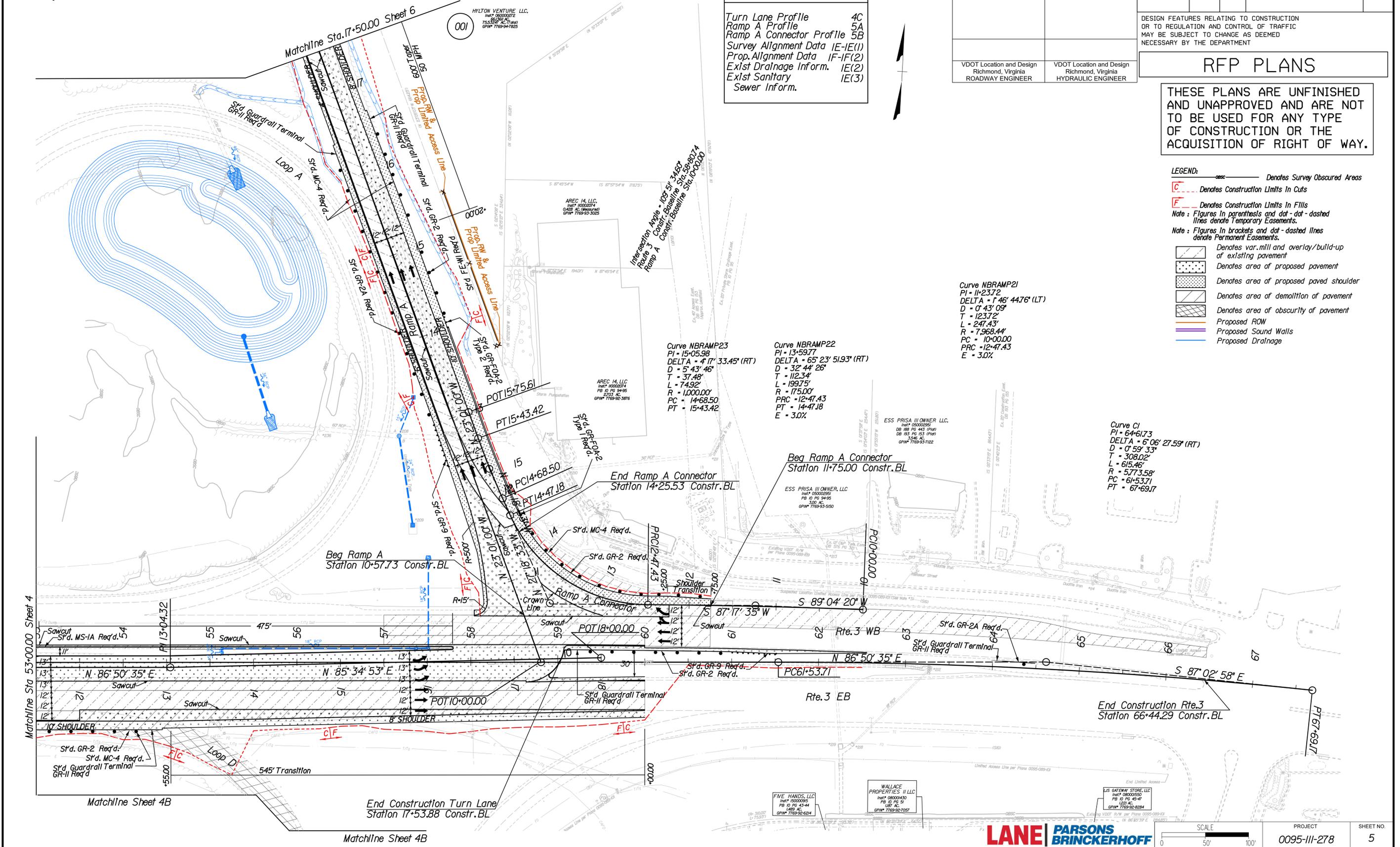
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

LEGEND:

- Denotes Survey Obscured Areas
- Denotes Construction Limits In Cuts
- 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.
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- Denotes area of proposed pavement
- Denotes area of proposed paved shoulder
- Denotes area of demolition of pavement
- Denotes area of obscurity of pavement
- Proposed ROW
- Proposed Sound Walls
- Proposed Drainage

VDOT Location and Design Richmond, Virginia ROADWAY ENGINEER

VDOT Location and Design Richmond, Virginia HYDRAULIC ENGINEER



094.3

PROJECT MANAGER: Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE: Rlce & Associates
 DESIGN BY: Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE: _____

RFP PLANS

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

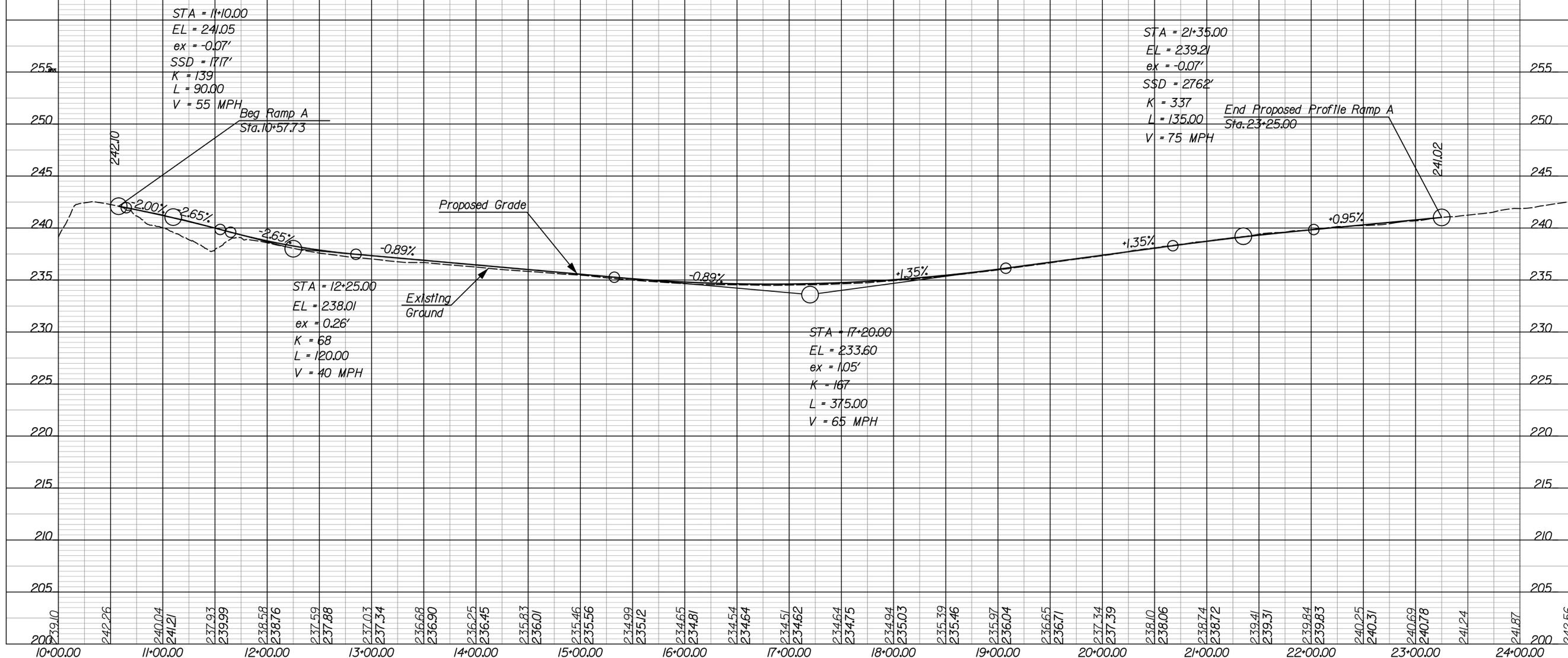
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	5A

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

VDOT Location and Design
 Richmond, Virginia
 ROADWAY ENGINEER

Scale: 1" = 50' HORIZ.
 1" = 5' VERT.
 Vertical Datum Based on NAVD 88

RAMP A



PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE

RFP PLANS

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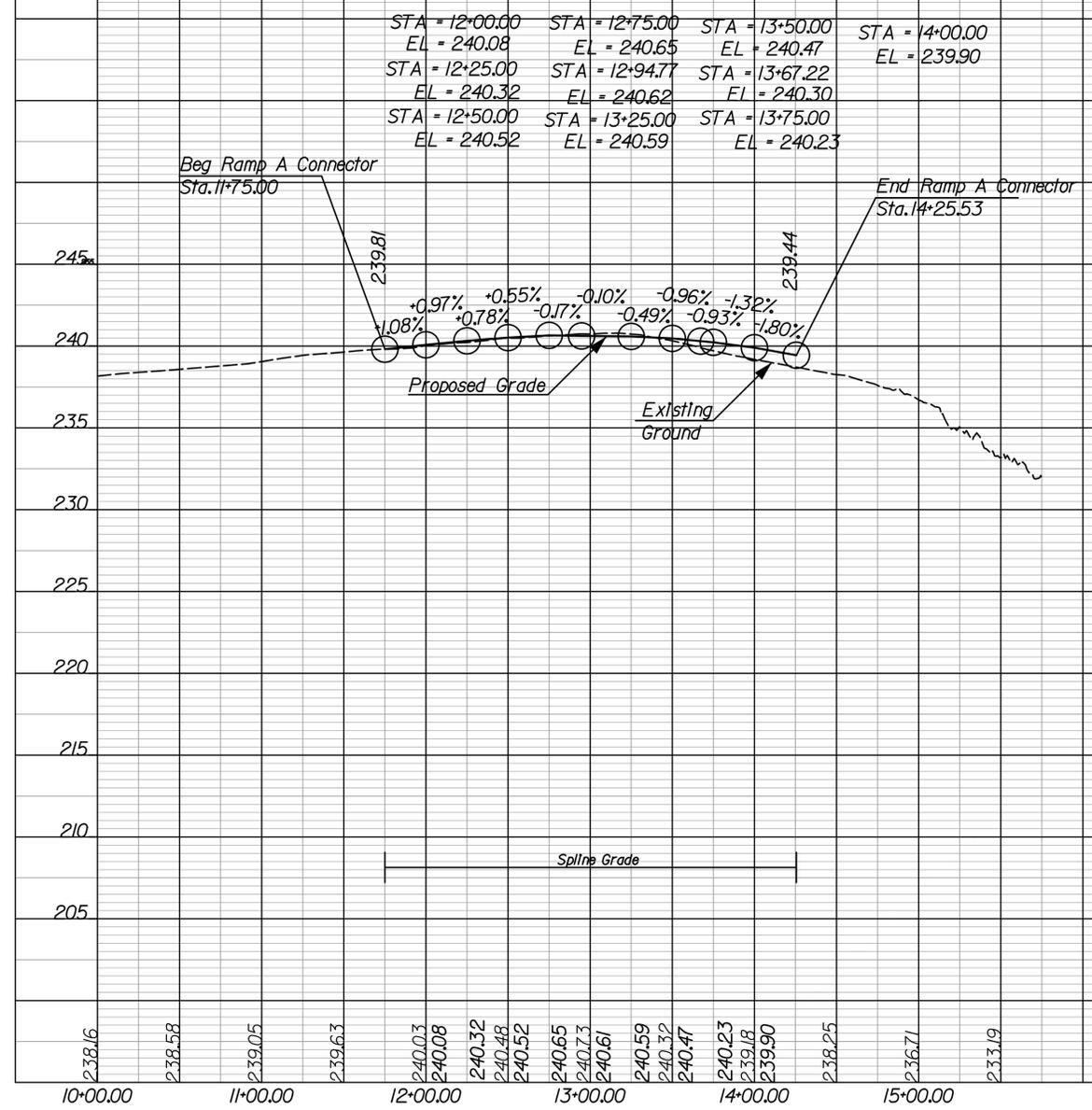
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	5B

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

VDOT Location and Design
 Richmond, Virginia
 ROADWAY ENGINEER

Scale: 1" = 50' HORZ.
 1" = 5' VERT.
 Vertical Datum Based on NAVD 88

RAMP A CONNECTOR



PROJECT MANAGER: Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE: Rlce & Associates
 DESIGN BY: Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE:

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	6

RFP PLANS

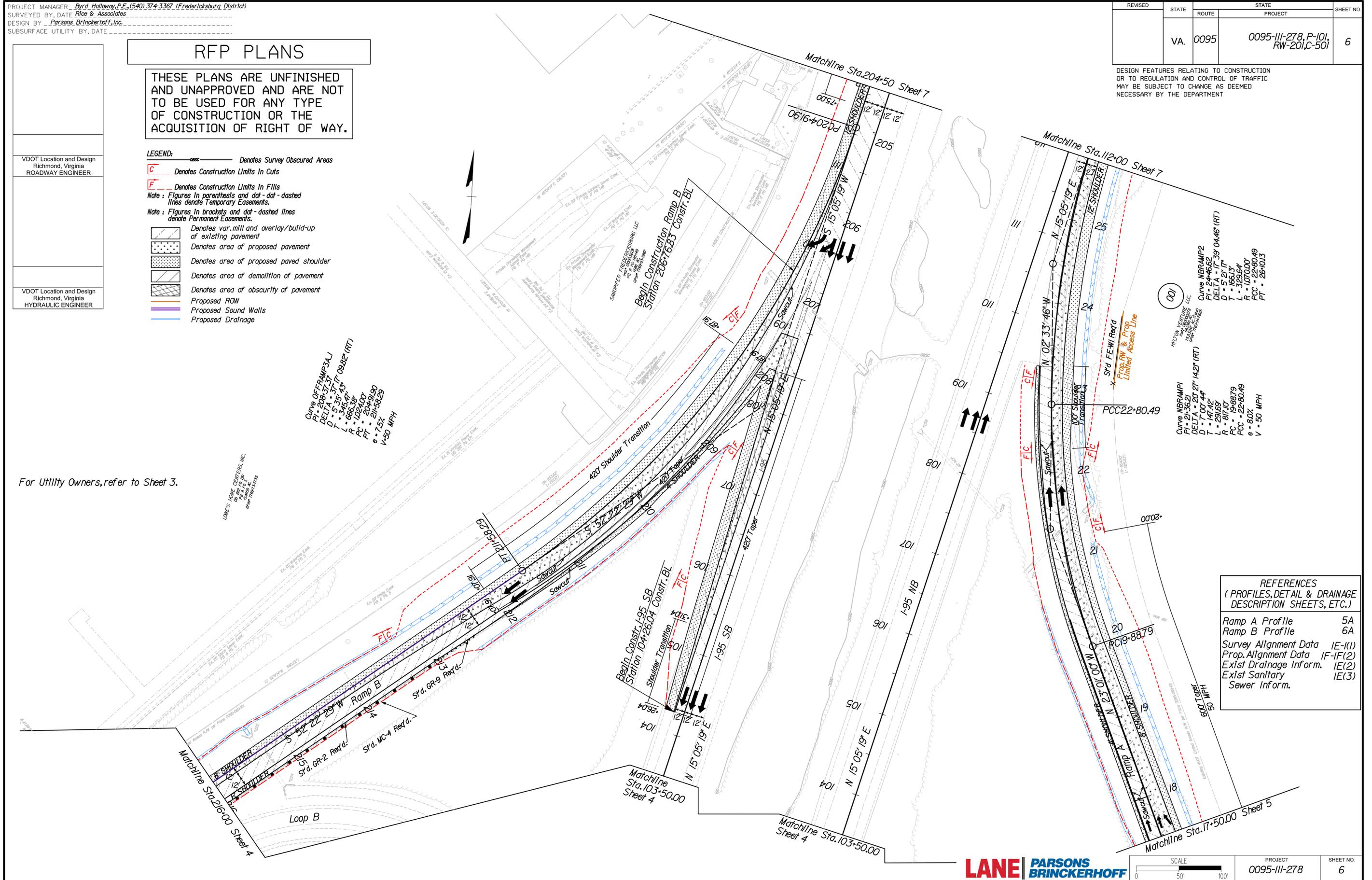
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- LEGEND:**
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 - Denotes Construction Limits In Cuts
 - Denotes Construction Limits In Fills
 - Note: Figures in parentheses and dot-dot-dashed lines denote Temporary Easements.
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 - Proposed ROW
 - Proposed Sound Walls
 - Proposed Drainage

VDOT Location and Design
 Richmond, Virginia
 ROADWAY ENGINEER

VDOT Location and Design
 Richmond, Virginia
 HYDRAULIC ENGINEER

For Utility Owners, refer to Sheet 3.



Curve OFFRAMP-3A-L
 PI = 208+37.37
 DELTA = 5° 35' 43" (RT)
 T = 345.57'
 L = 666.38'
 R = 102+00'
 PC = 204+91.90
 PT = 211+58.29
 e = 7.5%
 V = 50 MPH

Curve NBRAMP1
 PI = 21+36.21
 DELTA = 20° 27' 14.21" (RT)
 T = 7° 00' 44"
 L = 147.42'
 R = 87.10'
 PC = 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 = 22+80.49
 PCC = 26+101.3
 e = 8.0%
 V = 50 MPH

REFERENCES
 (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Ramp A Profile	5A
Ramp B Profile	6A
Survey Alignment Data	1E-1(1)
Prop. Alignment Data	1F-1F(2)
Exist Drainage Inform.	1E(2)
Exist Sanitary Sewer Inform.	1E(3)

PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE

RFP PLANS

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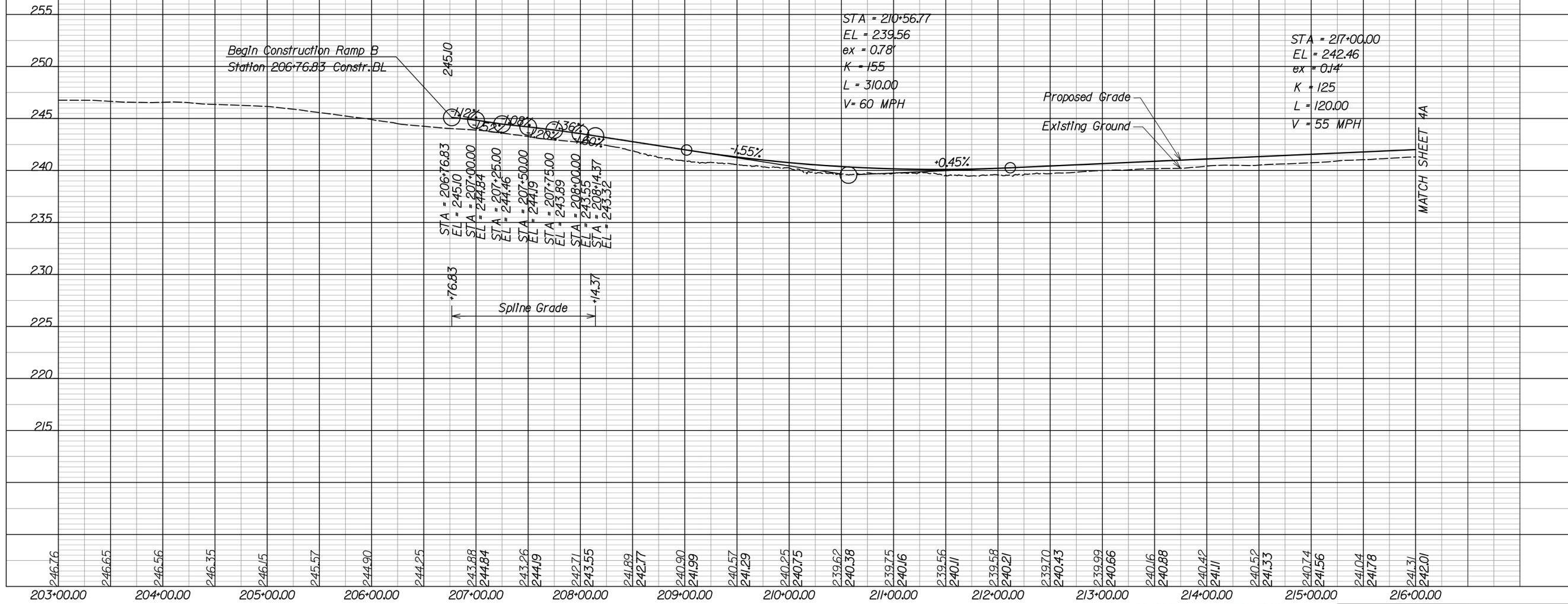
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	6A

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

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

Scale: 1" = 50' HORZ.
1" = 5' VERT.
Vertical Datum Based on NAVD 88

RAMP B

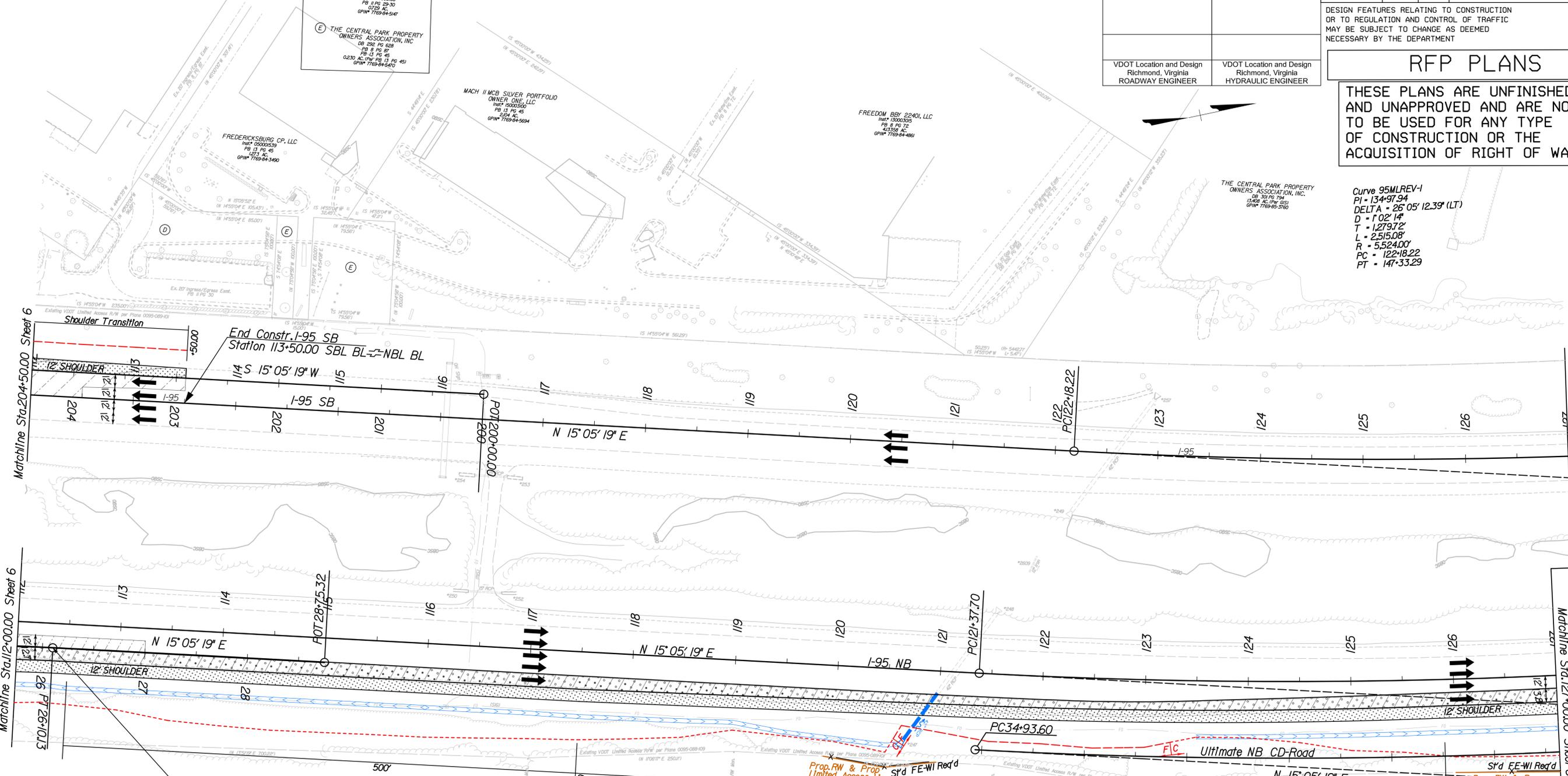


PROJECT MANAGER: Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE: Rice & Associates
 DESIGN BY: Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE:

For Utility Owners, refer to Sheet 3.

(D) MACH II SILVER PORTFOLIO OWNER ONE, LLC
 Inst# 5000300
 PB 11 PG 29-30
 0.253 AC
 GPM# 7769-94-547

(E) THE CENTRAL PARK PROPERTY OWNERS ASSOCIATION, INC
 DB 292 PG 629
 PB 8 PG 67
 PB 13 PG 45
 0.230 AC
 GPM# 7769-94-547



End Construction Ramp A Station 26+10.13 Constr. BL
 Begin Construction NBL Rte. 95 Station 112+34.81 Constr. BL

- LEGEND:
- Denotes Survey Obscured Areas
 - Denotes Construction Limits in Cuts
 - Denotes Construction Limits in Fills
 - Note: Figures in parentheses and dot-dot-dashed lines denote Temporary Easements.
 - Note: Figures in brackets and dot-dashed lines denote Permanent Easements.
 - Denotes var. mill and overlay/build-up of existing pavement
 - Denotes area of proposed pavement
 - Denotes area of proposed paved shoulder
 - Denotes area of demolition of pavement
 - Denotes area of obscurity of pavement
 - Proposed ROW
 - Proposed Sound Walls
 - Proposed Drainage

HYLTON VENTURE LLC
 Inst# 30302072
 66,291 AC
 75,532 AC (Total)
 GPM# 7769-94-7825

001

Ultimate CD-Road
 Curve CDWALL22
 PI = 4+22.02
 DELTA = 12° 39' 35.70" (LT)
 D = 1' 00' 4"

REFERENCES
 (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Survey Alignment Data IE(11)
 Prop. Alignment Data IF-IF(2)
 Exst Drainage Inform. IE(2)
 Exst Sanitary IE(3)
 Sewer Inform.

Curve 95NB2
 PI = 134+27.46
 DELTA = 25° 59' 04.76" (LT)
 D = 1' 01' 30"

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

RFP PLANS

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Curve 95MLREV-1
 PI = 134+97.94
 DELTA = 26° 05' 12.39" (LT)
 D = 1' 02' 14"

VDOT Location and Design
 Richmond, Virginia
 ROADWAY ENGINEER

VDOT Location and Design
 Richmond, Virginia
 HYDRAULIC ENGINEER



PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE

VDOT Location and Design Richmond, Virginia ROADWAY ENGINEER
VDOT Location and Design Richmond, Virginia HYDRAULIC ENGINEER

LEGEND:

- Denotes Survey Obscured Areas
- C --- Denotes Construction Limits In Cuts
- F --- Denotes Construction Limits In Fills
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- Note: Figures in brackets and dot-dashed lines denote Permanent Easements.
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- Denotes area of proposed paved shoulder
- Denotes area of demolition of pavement
- Denotes area of obscurity of pavement
- Proposed ROW
- Proposed Sound Walls
- Proposed Drainage

Curve 95NB2
PI = 134+27.46
DELTA = 25° 59' 04.76" (LT)
D = 101' 30"
T = 1289.76'
L = 2,535.16'
R = 5,590.00'
PC = 121+37.70
PT = 146+72.86

Curve 95MLREV-1
PI = 134+97.94
DELTA = 26° 05' 12.39" (LT)
D = 102' 14"
T = 1279.72'
L = 2,515.08'
R = 5,524.00'
PC = 122+18.22
PT = 147+33.29

THE CENTRAL PARK PROPERTY OWNERS ASSOCIATION, INC.
1548 AC (Per 95)
GPM# 7769-85-3760

THE CONTRARY CREEK COMPANY CONAN, LLC
1467 AC (Per 95)
GPM# 7769-85-3944

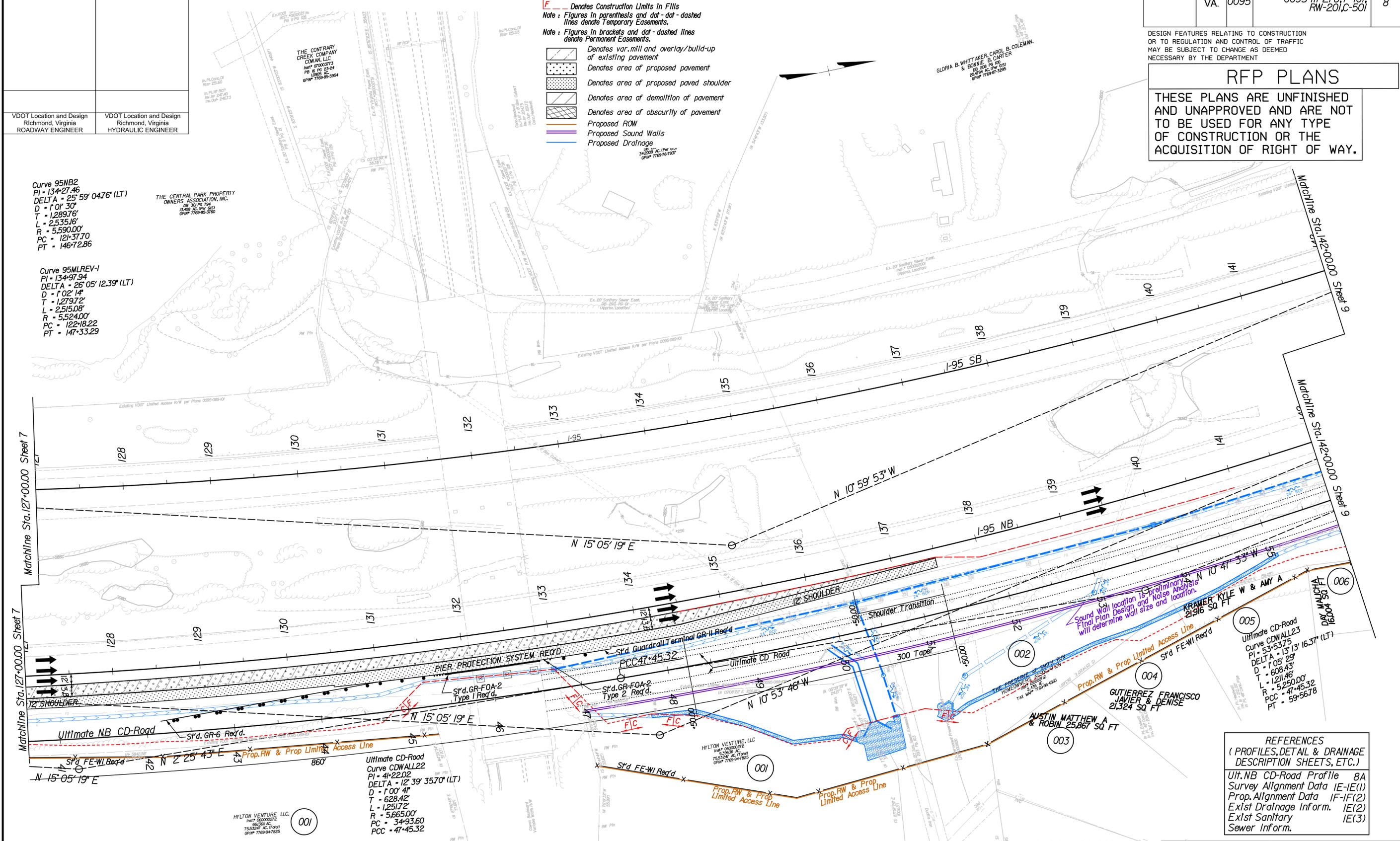
GLORIA B. WHITTAKER, CAROL B. COLEMAN & SONNIE B. CARTER
108 AC (Per 95)
GPM# 7769-85-3295

RFP PLANS

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

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



Ultimate CD-Road Curve CDWALL22
PI = 41+22.02
DELTA = 12° 39' 35.70" (LT)
D = 100' 41"
T = 628.42'
L = 1,251.72'
R = 5,665.00'
PC = 34+93.60
PT = 47+43.32

Ultimate CD-Road Curve CDWALL23
PI = 53+53.75
DELTA = 13° 13' 16.37" (LT)
D = 105' 29"
T = 608.43'
L = 1,211.46'
R = 5,250.00'
PC = 47+43.32
PT = 59+56.18

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

- Ult. NB CD-Road Profile 8A
- Survey Alignment Data IE-IE(1)
- Prop. Alignment Data IF-IF(2)
- Exist Drainage Inform. IE(2)
- Exist Sanitary Sewer Inform. IE(3)

For Utility Owners, refer to Sheet 3.



PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE _____

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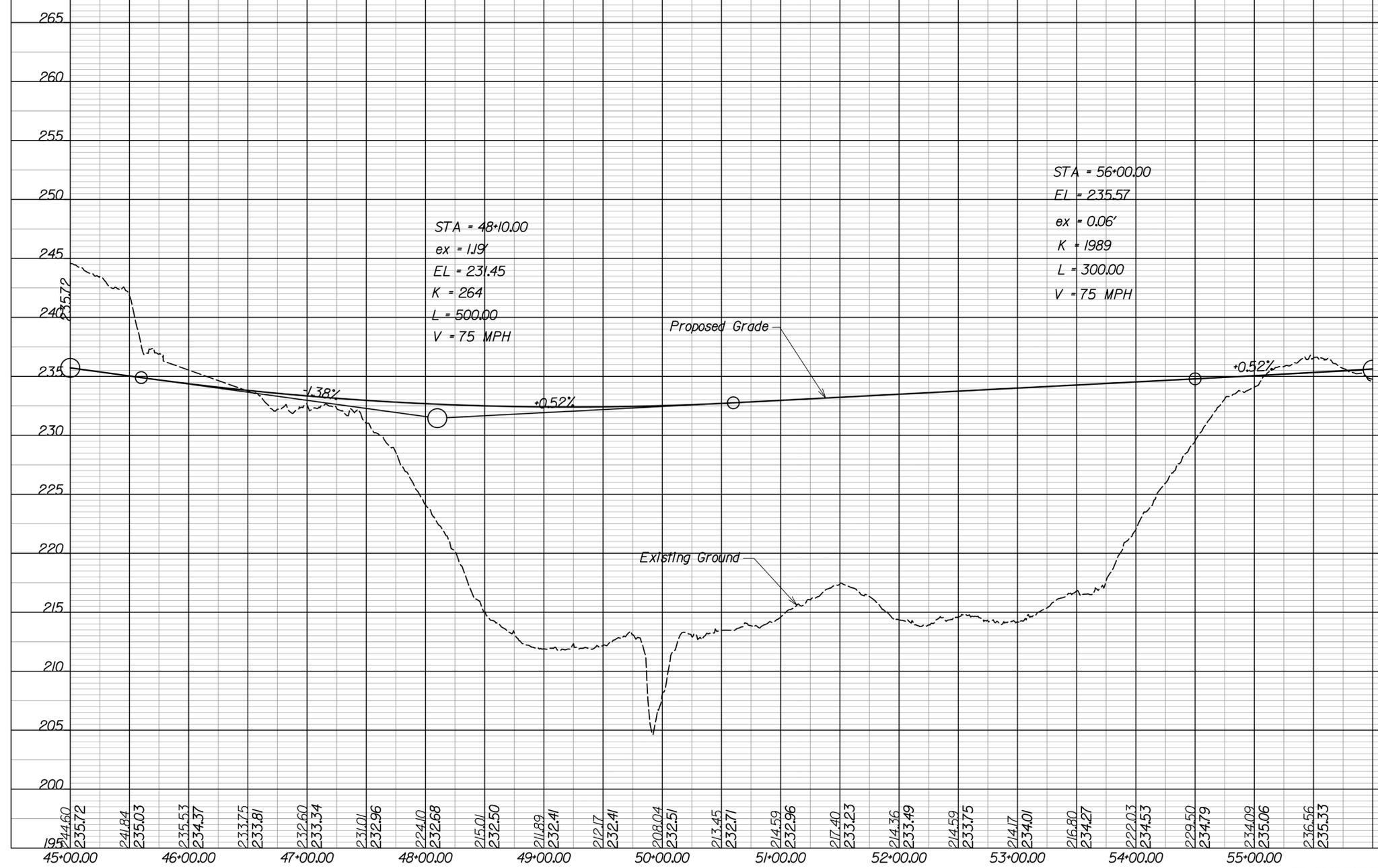
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	8A

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

Scale: 1" = 50' HORIZ.
1" = 5' VERT.
Vertical Datum Based on NAVD 88

Ultimate NB CD-Road



05/17

PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rlce & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE _____

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	9

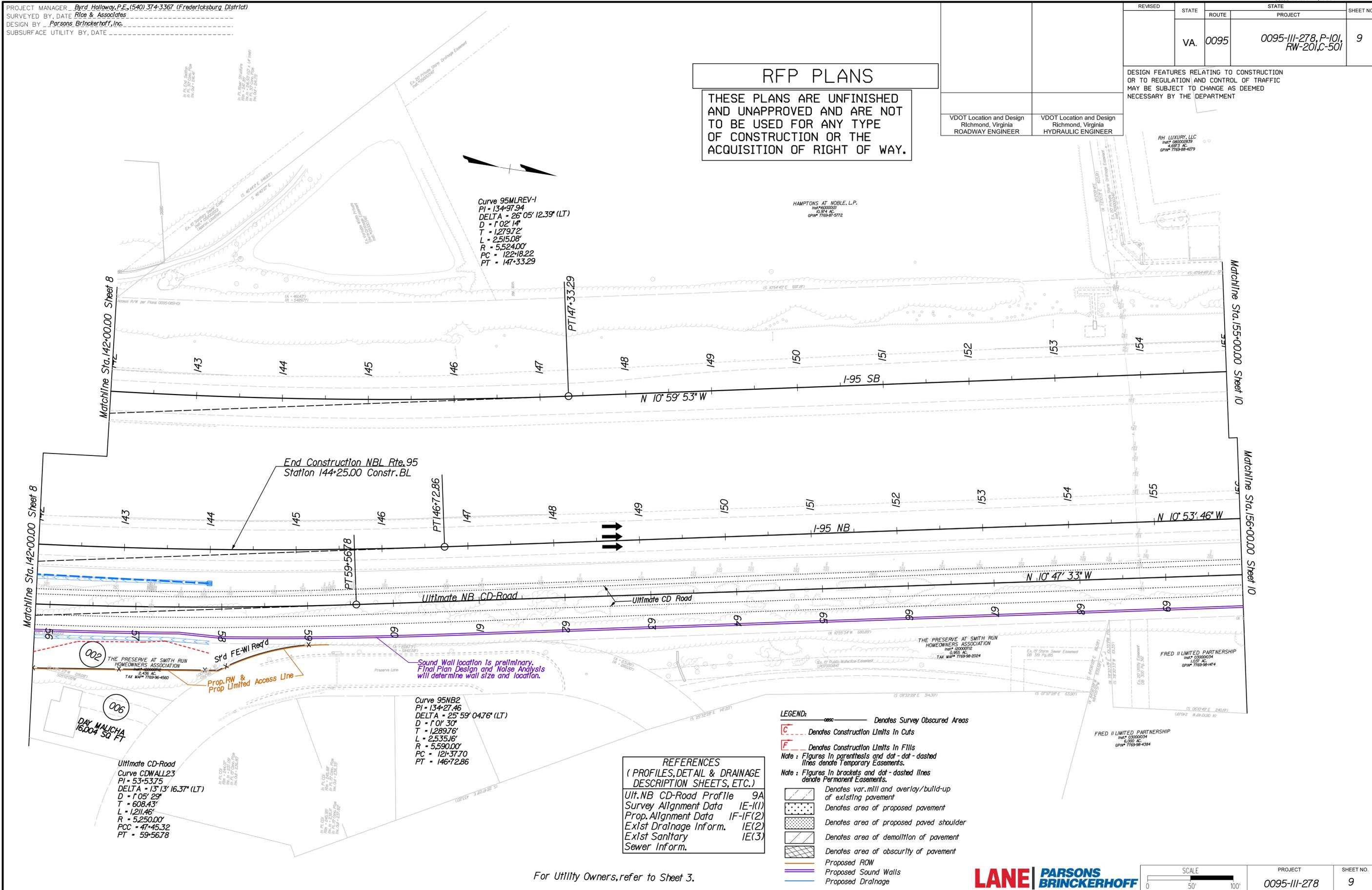
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

VDOT Location and Design
Richmond, Virginia
ROADWAY ENGINEER

VDOT Location and Design
Richmond, Virginia
HYDRAULIC ENGINEER

RFP PLANS

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- [Pattern] Denotes area of demolition of pavement
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- [Line] Proposed ROW
- [Line] Proposed Sound Walls
- [Line] Proposed Drainage

REFERENCES
 (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

- Ult. NB CD-Road Profile 9A
- Survey Alignment Data IE-(1)
- Prop. Alignment Data IF-IF(2)
- Exist Drainage Inform. IE(2)
- Exist Sanitary Sewer Inform. IE(3)

For Utility Owners, refer to Sheet 3.

PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE _____

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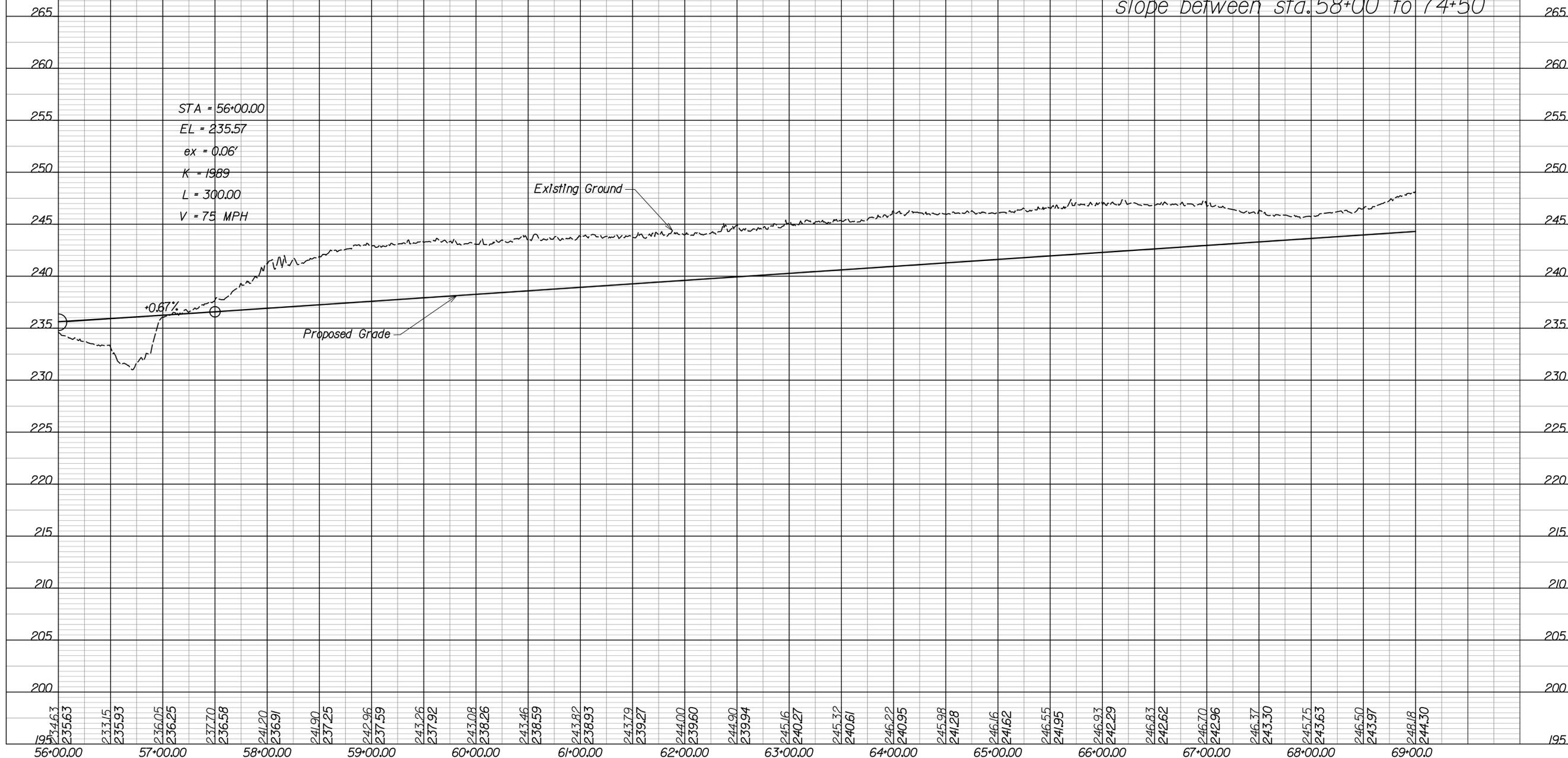
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	9A

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

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

Scale: 1" = 50' HORIZ.
1" = 5' VERT.
Vertical Datum Based on NAVD 88

*Ultimate NB CD-Road
For Information Purposes Only.
Sound Wall to be placed on existing
slope between sta. 58+00 to 74+50*



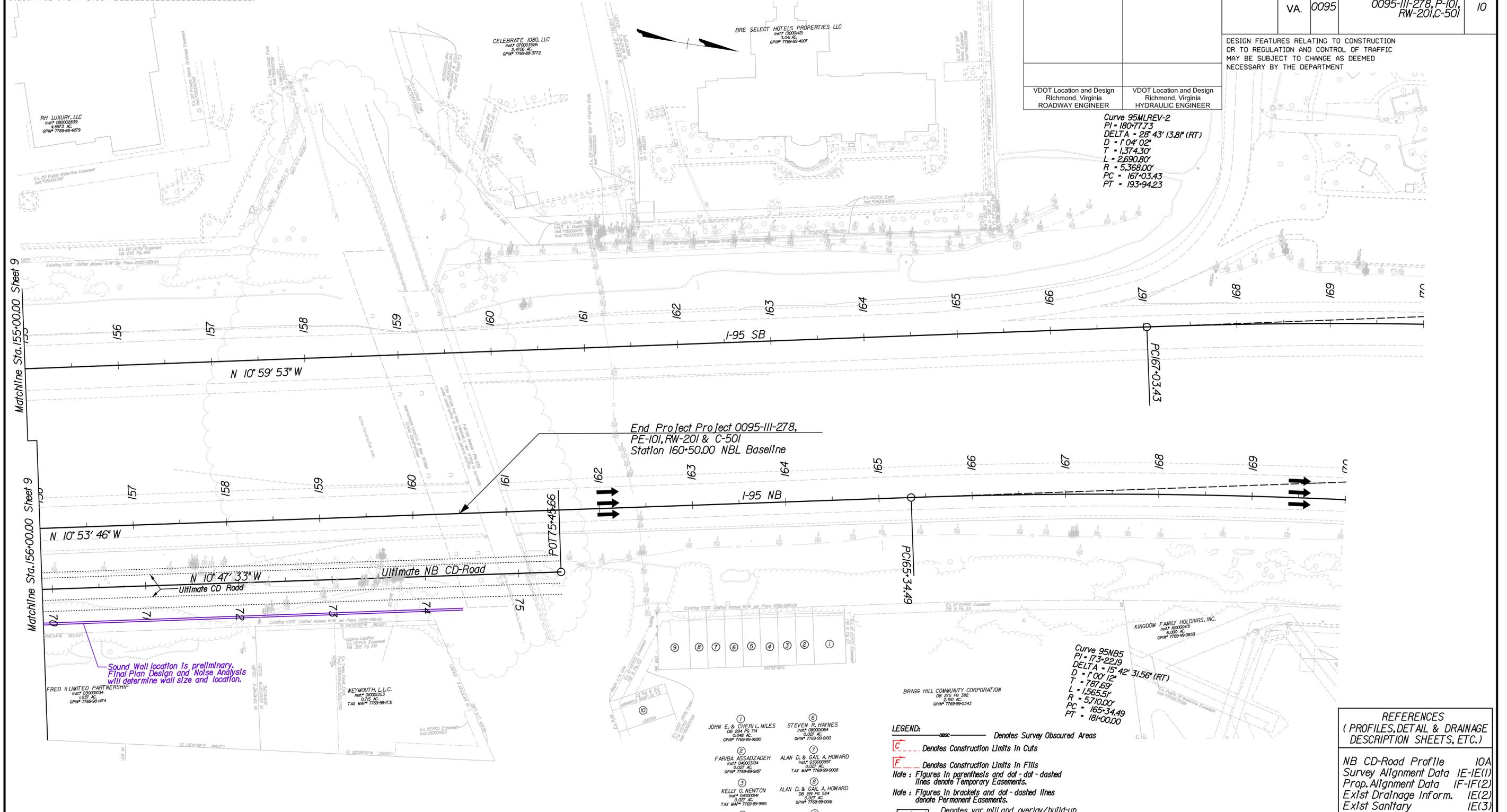
PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE

REVISION	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, 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

VDOT Location and Design
Richmond, Virginia
ROADWAY 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+22.19
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

- 1 JOHN E. & CHERIL MILES
DB 254 PG 114
0.045 AC
GPN# 7769-89-9280
- 2 FARIBA ASSADZADEH
Inst# 04000164
0.027 AC
GPN# 7769-89-9187
- 3 KELLY O. NEWTON
Inst# 04000164
0.027 AC
TAX MAP# 7769-99-995
- 4 ADOLFO HERRANDEZ
Inst# 08000246
0.037 AC
GPN# 7769-89-9894
- 5 EYONNE E. THOMAS
Inst# 04000438
0.022 AC
GPN# 7769-89-9192
- 6 STEVEN R. HAYNES
Inst# 08000084
0.022 AC
GPN# 7769-99-0000
- 7 ALAN D. & GAIL A. HOWARD
Inst# 03000067
TAX MAP# 7769-99-0008
- 8 ALAN D. & GAIL A. HOWARD
DB 259 PG 524
0.027 AC
GPN# 7769-99-0006
- 9 ALAN D. & GAIL A. HOWARD
Inst# 00000939
0.049 AC
TAX MAP# 7769-99-0003
- 10 MANSOUR REAL ESTATE, LLC
Inst# 13000263
0.063 AC
GPN# 7769-99-0000

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REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

NB CD-Road Profile 10A
Survey Alignment Data IE-IE(1)
Prop. Alignment Data IF-IF(2)
Exist Drainage Inform. IE(2)
Exist Sanitary Sewer Inform. IE(3)

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For Utility Owners, refer to Sheet 3.



SCALE	PROJECT	SHEET NO.
0 50' 100'	0095-III-278	10

PROJECT MANAGER Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
 SURVEYED BY, DATE Rice & Associates
 DESIGN BY Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE

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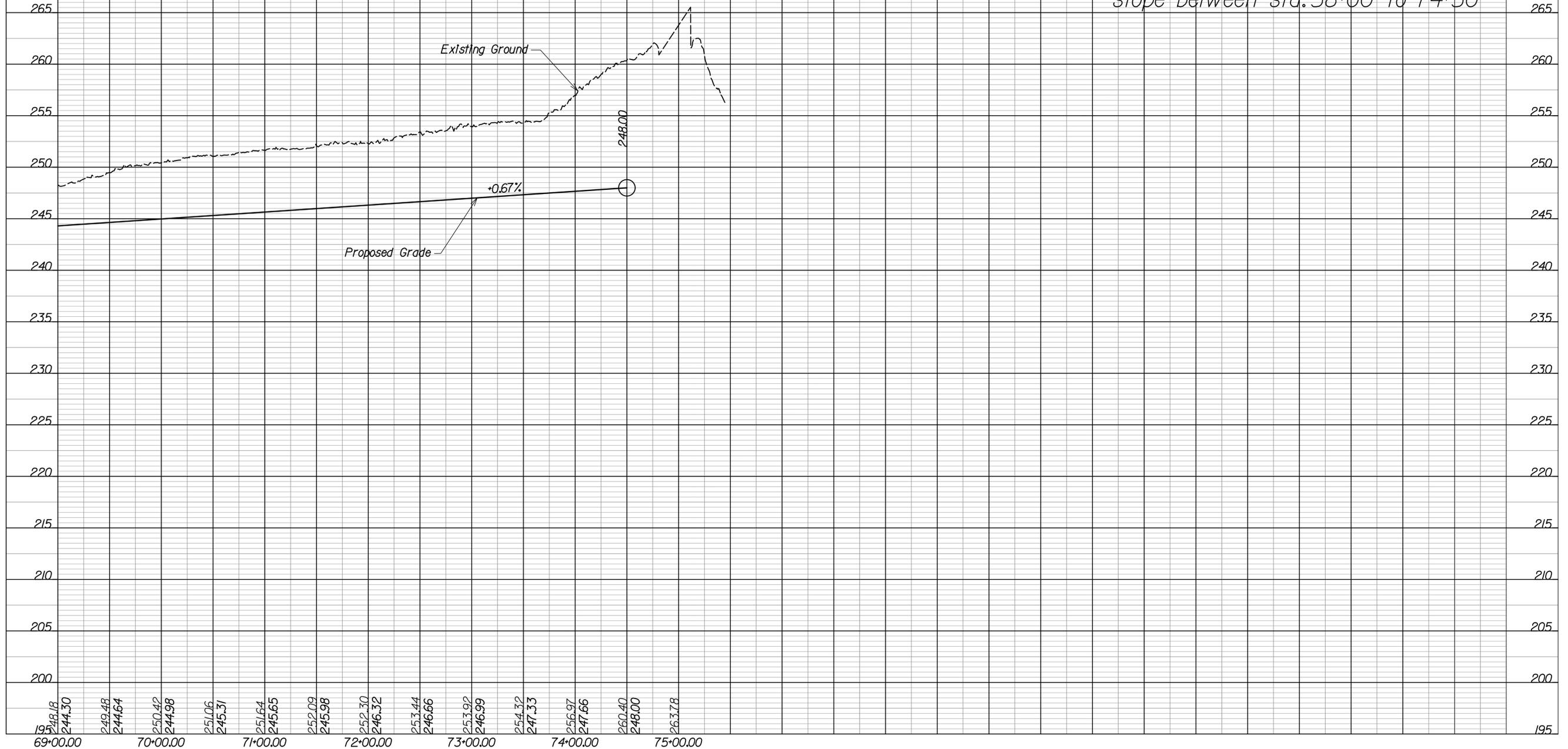
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	0095		0095-III-278, P-101, RW-201, C-501	10A

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

VDOT (Division) or Co. Name
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 (TECHNICAL DISCIPLINE)

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 1" = 5' VERT.
 Vertical Datum Based on NAVD 88

*Ultimate NB CD-Road
 For Information Purposes Only.
 Sound Wall to be placed on existing
 slope between sta. 58+00 to 74+50*





LANE

14500 Avion Parkway, Suite 200
Chantilly, VA 20151
(703) 222-5670
www.laneconstruct.com





Price Proposal for

I-95 SAFETY IMPROVEMENTS AT ROUTE 3

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

Submitted by:

The Lane Construction Corporation **LANE**

in association with:

WSP | Parsons Brinckerhoff **WSP** | **PARSONS BRINCKERHOFF**

LANE

January 4, 2017

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

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

Mr. Kindy:

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

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

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

Respectfully,



David M. Horton
Assistant District Manager
The Lane Construction Corporation

The Lane Construction Corporation

14500 Avion Parkway, Suite 200, Chantilly, VA 20151 USA T 703.222.5670 F 703.222.5960

LaneConstruct.com

An Equal Opportunity Employer M/F/D/V

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 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

January 4, 2017

 DATE

David M. Horton

 PRINTED NAME

Assistant District Manager

 TITLE



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

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

Price Proposal Cost Breakdown Summary;

A. Base Scope

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

B. Option 1

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

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

Lump Sum (LS): Twenty million eight hundred seventy seven thousand seven
hundred twenty five dollars (\$ 20,877,725)

Signature:  Date: January 4, 2017

Design-Builder: The Lane Construction Company

Vendor No.: L002



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

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. Rutfilling	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:

DISTRICT:

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

Price quotes signed by each supplier from which the Design-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 4, 2017

SIGNATURE: _____

The Lane Construction Corporation

(Firm or Corporation)

L002

(Vendor No.)

**EXHIBIT 6.3 (c)
ADJUSTMENT FOR FUEL**

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

June 30, 2011

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

The Design-Builder will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in fuel used on specific items of work identified in this provision. A master listing of standard items eligible for fuel adjustment is provided by the Department on its website at the following link <http://www.virginiadot.org/business/resources/masteroptionalfuelitems.pdf>. The listing on the 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: December 8, 2016

Signature: 

Design-Builder: The Lane Construction Corporation

Vendor No.: L002



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE The Lane Construction Corporation As principal, and Zurich American Insurance Company and Fidelity and Deposit Company of Maryland Surety, are held and firmly bound unto the Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly by these presents.

SIGNED, sealed and dated this 14th Day of November, 20 16

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

NOW, THEREFORE, the condition of the above obligee is such, that if the aforesaid principal shall be awarded the contract upon said proposal and shall within the time specified in the Specifications after the notice of such award enter into a contract and give bond for the faithful performance of the contract, then this obligation shall be null and void; otherwise to remain in full force and effect and the principal and surety will pay unto the obligee the difference in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the said work if the latter amount be in excess of the former; but in no event shall the liability exceed the penal sum hereof.

The Lane Construction Corporation
(Principal*)
By: Vincent J. Casaly
(Officer, Partner or Owner) (Seal)
V.P. & Asst. Secretary & Treasurer
(Principal*)

Zurich American Insurance Company
(Surety Company)
By: Theresan E. Rowedder
(Attorney-in-Fact**) (Seal)
Theresan E. Rowedder, Attorney-in-Fact
1400 American Lane, Schaumburg, IL 60196-1056
(Address)

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

(Principal*)

By: Fidelity and Deposit Company of Maryland
(Surety Company)
Theresan E. Rowedder
(Attorney-in-Fact**) (Seal)
Theresan E. Rowedder, Attorney-in-Fact

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

By: 1400 American Lane, Schaumburg, IL 60196-1056
(Address)

*Note: If the principal is a joint venture, each party thereof must be named and execution made by same hereon. If there is more than one surety to the bid bond, each surety must be named and execution shall be made by same hereon.
Electronic Bid Only: In lieu of completing the above section of the Contract Performance Bond, the Principal shall file an Electronic Bid Bond when bidding electronically. By signing below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the Commonwealth of Virginia under the same conditions of the bid bond as shown above.

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

**Attach copy of Power of Attorney

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

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

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

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

ATTEST:

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



By: *Eric D. Barnes*

Gerald F. Haley

Secretary
Eric D. Barnes
State of Maryland
County of Baltimore

Vice President
Gerald F. Haley

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

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

Maria D. Adamski



Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2019

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

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



A handwritten signature in black ink, appearing to read "Michael Bond".

Michael Bond, Vice President



90 Fieldstone Court
 Cheshire, CT 06410-1212
 203-235-3351
 203-237-4280 Fax
www.laneconstruct.com

Resolution unanimously approved by the Board of Directors of The Lane Construction Corporation effective July 1, 2016:

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

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

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

November 14, 2016
 Date


 Secretary, THE LANE CONSTRUCTION CORPORATION

State of Connecticut
 County of New Haven

November 14, 2016
 Date

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

An Equal Opportunity Employer M/F/D/V


 Patricia A. Deleka, Notary Public
 My Commission Expires July 31, 2019



I-95 SAFETY IMPROVEMENTS AT ROUTE 3

LANE

**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 Fairfax, VA, this 8th day of December, 20 16

County (City), STATE

The Lane Construction Corporation
(Name of Firm)

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

STATE of Virginia

COUNTY (CITY) of Fairfax

To-wit:

I Mary Shoemaker, a Notary Public in and for the State and

County(City) aforesaid, hereby certify that this day David Horton

personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 8th day of December, 20 16

[Signature] My Commission expires 4/30/20
Notary Public

OR

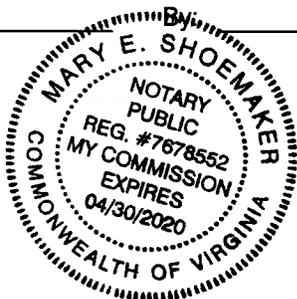
UNSWORN DECLARATION

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

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

County (City), STATE

(Name of Firm) (Signature) Title (print)



**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>Richmond, VA</u>
<u>ARTBA</u>	<u>Washington, DC</u>
<u>AGC of America</u>	<u>Washington, DC</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 Fairfax, VA, this 8th day of December, 20 16
County (City), STATE
The Lane Construction Corporation
(Name of Firm) By: [Signature] Assistant District Manager
(Signature) Title (print)
STATE of Virginia COUNTY (CITY) of Fairfax
To-wit:
I Mary Shoemaker, a Notary Public in and for the State and
County(City) aforesaid, hereby certify that this day David Horton
personally appeared before me and made oath that he is duly authorized to make the above statements
and that such statements are true and correct.
Subscribed and sworn to before me this 8th day of December, 20 16
Mary Shoemaker My Commission expires 4/30/20
Notary Public





LANE

14500 Avion Parkway, Suite 200
Chantilly, VA 20151
(703) 222-5670
www.laneconstruct.com

