

Letter of Submittal and Attachments – Volume I
Electronic Copy

A Design-Build Project

US Route 15/29 Improvements at Vint Hill

From: 0.96 Miles South of Route 215 to: Intersection of US 29 and Route 215

Fauquier County, Virginia

State Project No.: 0029-030-843, P101, R201, C501 | Federal Project No.: HSIP-5B01(020) | Contract
ID Number: C00114713DB105



March 19, 2019

Submitted to



Submitted by



**CHEMUNG
CONTRACTING
CORPORATION**
A Dalrymple Company

In association with



ATTACHMENT 4.0.1.1

US Route 15/29 Improvements at Vint Hill, C0114713DB1050

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	01-02
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.4 (Form C-78-RFP)	Sections 3.4; 4.0.1.1	03
Letter of Submittal	NA	Sections 4.1	04-05
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	04-05
Offeror's full legal name and address	NA	Section 4.1.1	04
Authorized representative's original signature	NA	Section 4.1.1	05
Declaration of intent	NA	Section 4.1.2	04
120 day declaration	NA	Section 4.1.3	04
Point of Contact information	NA	Section 4.1.4	04
Principal Officer information	NA	Section 4.1.5	05
Offeror's Corporate Structure	NA	Section 4.1.6	05
Full Legal Name of Lead Contractor, Lead Designer, and QA Firm	NA	Section 4.1.7	05
Offeror's VDOT prequalification information	NA	Section 4.1.8	05
DBE statement confirming Offeror is committed to achieving the required DBE goal	NA	Section 4.1.9	05
Interim Milestone and Final Completion Date(s)	NA	Section 4.1.10	05

ATTACHMENT 4.0.1.1

US Route 15/29 Improvements at Vint Hill, C0114713DB1050

LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Attachments to the Letter of Submittal	NA	Section 4.2	06-32
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	06
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	07 08-13
Offeror's VDOT prequalification certificate	NA	Section 4.2.3	14
Evidence of obtaining bonding	NA	Section 4.2.4	15-18
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	20-26
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	19
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	19
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	27-29
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	30-32
Conceptual Roadway Plans	NA	Section 4.2.7	separate volume

ATTACHMENT 3.4

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

PROJECT: US Route 15/29 Improvements at Vint Hill
RFP NO. : C00114713DB105
PROJECT NO.: 0029-030-843

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

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

- 1. Cover letter of RFP – February 4, 2019
(Date)
- 2. Cover letter of RFP Addendum No.1 – February 19, 2019
(Date)
- 3. Cover letter of RFP Addendum No. 2 – February 28, 2019
(Date)
- 4. Cover letter of RFP Addendum No. 3 – March 8, 2019
(Date)



SIGNATURE

3/12/19

DATE

Edward C. Dalrymple, Jr.

PRINTED NAME

President

TITLE



March 18, 2019

Joseph A. Clarke, P.E., DBIA
Alternate Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal Section 4.1
US Route 15/29 Improvements at Vint Hill
Fauquier County, Virginia
State Project No. 0029-030-843
Contract ID Number: C00114713DB105

Dear Mr. Clarke,

Chemung Contracting Corporation (CCC), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) this Letter of Submittal for the US Route 15/29 Improvements at Vint Hill. The CCC team offers committed highly qualified professionals with the necessary expertise to successfully meet the goals and objectives of this project. The CCC team has thoroughly reviewed the RFP documents along with attending the Pre-Proposal and Utility Meetings, and visiting the project site multiple times. We acknowledge receipt of the Request for Proposal dated February 4, 2019 and revised by Addendum No.1 dated February 19, 2019, Addendum No.2 dated February 28, 2019, and Addendum No.3 dated March 8, 2019 for the above-referenced project.

Submittal Requirements

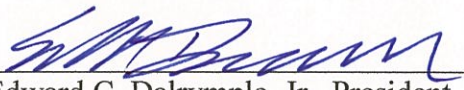
The CCC Team submits the information below as detailed in Section 4.1 of the Request for Qualifications:

- 4.1.1** The full legal name and address of Chemung Contracting is as follows:
Chemung Contracting Corporation, P.O. Box 12, 10496 Quarry Drive, Mitchells, VA 22729
- 4.1.2** Chemung Contracting Corporation, if selected, will enter into a contract with VDOT for the Project in accordance with the terms of this RFP.
- 4.1.3** Pursuant to Part 1, Section 8.2, CCC, declares that the offer represented by the Price Proposal will remain in full force and effect for one hundred twenty (120) days after the date the Proposal is submitted to VDOT (“Letter of Submittal & Price Proposal Due Date”).
- 4.1.4** The contact information for Billy Myers (DBPM) who is responsible for the oversight of the entire CCC Team and will be the primary point of contact with VDOT is as follows:
Billy Myers, Design-Build Project Manager 540.829.7203 (Office)
10496 Quarry Drive 540.829.5593 (Fax)
Mitchells, VA 22729 bmyers@dalholding.com

- 4.1.5** The principal officer of CCC with whom a D/B contract with VDOT would be written is:
Edward C. Dalrymple, Jr., President 540.829.7203 (Office)
10496 Quarry Drive 540.829.5593 (Fax)
Mitchells, VA 22729 edalrymple@dalholding.com
- 4.1.6** CCC is a registered Corporation in the Commonwealth of Virginia and will take financial responsibility for the Project. A single 100% performance bond and payment bond will be provided.
- 4.1.7** Chemung Contracting Corporation will be the Lead Contractor and as the Offeror will serve as the prime/general contractor responsible for overall construction of the Project and will serve as the legal entity who will execute the Contract with VDOT. Volkert, Inc. is the prime design consulting firm responsible for the overall design of the Project. Volkert, Inc. is defined as the firm proposed by the Offeror to provide the Quality Assurance Manager for the Project.
- 4.1.8** CCC is active, in good standing and prequalified to bid on the Project. CCC's prequalification number is C224 and evidence of prequalification is included in Appendix 4.2.3.
- 4.1.9** CCC is committed to achieving the 10% DBE participation goal for the Project. CCC consistently meets DBE goals and has met the goal on all previous projects completed in Virginia.
- 4.1.10** CCC proposes an Interim Milestone of August 2, 2019 and Final Completion Date of September 30, 2019 in accordance with Part 1, Section 2.3.1.

The CCC Team appreciates the opportunity to submit the Letter of Submittal. We are confident that the CCC Team will deliver this project for VDOT and stakeholders that meet safety, quality, and schedule demands of this project.

Respectfully,


Edward C. Dalrymple, Jr., President
Chemung Contracting Corporation

4.2.1 Affiliated and/or Subsidiary Companies

ATTACHMENT 4.2.1

State Project No. 0029-030-843

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
Subsidiary	Dalrymple Holding Corporation	2105 S. Broadway, Pine City, NY 14871
Subsidiary	Cedar Mountain Stone Corporation	P.O. Box 12, 10496 Quarry Dr., Mitchells, VA 222729
Subsidiary	Seneca Stone Corporation	2747 Co. Rd. 121, Seneca Falls, NY 13148
Subsidiary	Dalrymple Realty Corporation	2105 S. Broadway, Pine City, NY 14871

4.2.2 Certification Regarding Debarment

ATTACHMENT 4.2.2(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0029-030-843

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

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


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

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

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

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

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

 _____ Signature	3/05/2019 _____ Date	President _____ Title
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Chemung Contracting Corporation

Name of Firm

ATTACHMENT 4.2.2(b)

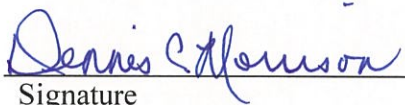
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-843

- 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

March 14, 2019

Date

Vice President, Mid-Atlantic Region

Title

Volkert, Inc.

Name of Firm

Volkert, Inc. will be serving as both the **Lead Designer and **Quality Assurance** firm on the Chemung team.*


ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-843

- 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.

	2/19/2019	Director, ROW and Utility Coordination Services
Signature	Date	Title

Bowman Consulting Group, Ltd.
Name of Firm


ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-843

- 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

February 25, 2019
Date

Principal and Executive Vice-President
Title

CES Consulting LLC
Name of Firm


ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-843

- 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.

 _____	February 19, 2019 _____	President _____
Signature	Date	Title

Dovetail Cultural Resource Group

Name of Firm

ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-843

- 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

02/19/2019
Date

Senior Principal
Title

GeoConcepts Engineering, Inc., A Terracon Company
Name of Firm


ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-843

- 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.

	02/20/2019	President
Signature	Date	Title

Precision Measurements, Inc.

Name of Firm

4.2.3 Offeror's VDOT Prequalification Certification Evidence



Virginia Department of Transportation

Date Printed: 02/15/2019

Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 2/15/2019

12:00 AM
Page 91

- C -

Vendor ID: C224
Vendor Name: CHEMUNG CONTRACTING CORPORATION
Prequal Level: Prequalified
Prequal Exp: 03/31/2020

-- PREQ Address --

P.O. BOX 12 10496 QUARRY DR.
MITCHELLS, VA 22729
Phone: (540)829-7203
Fax: (540)829-5593

Work Classes (Listed But Not Limited To)

- 002 - GRADING
- 003 - MAJOR STRUCTURES
- 004 - ASPHALT CONCRETE PAVING
- 007 - MINOR STRUCTURES
- 045 - UNDERGROUND UTILITIES
- 054 - MARINE CONSTRUCTION

Bus. Contact: DALRYMPLE, JR., EDWARD CARTER
Email: EDALRYMPLE@DALHOLDING.COM

-- DBE Information --

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

4.2.4 Evidence of Obtaining Bonding



Travelers
Bond & Financial Products
(267) 675-3123
(267) 675-3113 (fax)

1500 Market Street
Suite 2900; West Tower
Philadelphia, PA 19102

March 5, 2019

Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Annex Building, 8th Floor
Richmond, Virginia 23219
Attn; Joseph A. Clarke, P.E. DBIA

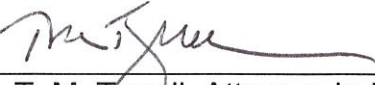
Re: Request for Proposal for Chemung Contracting Corporation
Project: Design-Build Project, US Route 15/29 Improvement at Vint Hill
Fauquier County, Virginia
State Project No. 0029-030-843
Contract ID Number: C00114713DB105
Submission Date: March 15, 2019

Dear Mr. Clarke,

As surety for the above captioned contractor, the Travelers Casualty and Surety Company of America, has an A.M. Best Financial Strength Rating of A++ and Financial Size Category of XV. The Travelers Casualty and Surety Company of America acknowledges that the Chemung Contracting Corporation is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction as defined in Section 2.2 (\$3,500,000) of the RFP. The said bonds will cover the Project and any warranty periods as provided in the contract documents on behalf of Chemung Contracting Corporation in the event that they are the successful bidder and enter into a contract for this project.

Chemung Contracting Corporation is a highly valued contract surety bond client of Travelers Casualty and Surety Company of America. We have the utmost confidence in their ability to administer and perform a construction contract of this size and magnitude. We would highly recommend them for your consideration.

Very truly yours,
Travelers Casualty and Surety Company of America

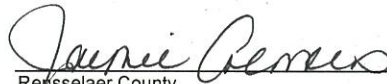
By: 
T. M. Tyrrell, Attorney-in-Fact

**TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA
HARTFORD, CT. 06183**

SURETY COMPANY'S ACKNOWLEDGMENT

State of New York,
County of Albany} ⁵⁵.

On this 5th day of March, 2019, before me personally appeared T. M. Tyrrell; to me known, who, being by me duly sworn, did depose and say: That he/she resides in Albany, New York; that he/she is Attorney-in-Fact of Travelers Casualty and Surety Company of America, Hartford, Connecticut, a corporation, created, organized and existing under and by virtue of the laws of the State of Connecticut, upon oath did say that the corporate seal affixed to the attached instrument is the seal of the said Company; that the seal was affixed and the said instrument was executed by the authority of its Board of Directors; and he did also acknowledge that he executed the said instrument as the free act and deed of said Company.


Rensselaer County
Comm. Exp. 12/18/2022

JAYMIE COLUMBUS
Notary Public, State of New York
Qualified in Rensselaer County
No. 01CO6158181
Commission Expires Dec. 18, 2022

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

HARTFORD, CONNECTICUT 06183

FINANCIAL STATEMENT AS OF DECEMBER 31, 2017

CAPITAL STOCK \$ 6,480,000

ASSETS		LIABILITIES & SURPLUS	
CASH AND INVESTED CASH	\$ 137,626,348	UNEARNED PREMIUMS	\$ 920,416,346
BONDS	3,372,829,386	LOSSES	820,933,807
STOCKS	326,080,613	LOSS ADJUSTMENT EXPENSES	181,114,286
INVESTMENT INCOME DUE AND ACCRUED	39,230,403	COMMISSIONS	42,188,100
OTHER INVESTED ASSETS	2,641,903	TAXES, LICENSES AND FEES	13,242,950
PREMIUM BALANCES	235,706,836	OTHER EXPENSES	42,689,178
NET DEFERRED TAX ASSET	46,322,453	CURRENT FEDERAL AND FOREIGN INCOME TAXES	1,313,124
REINSURANCE RECOVERABLE	23,906,019	REMITTANCES AND ITEMS NOT ALLOCATED	82,545,307
SECURITIES LENDING REINVESTED COLLATERAL ASSETS	20,555,872	AMOUNTS WITHHELD / RETAINED BY COMPANY FOR OTHERS	35,924,038
RECEIVABLES FROM PARENT, SUBSIDIARIES AND AFFILIATES	21,488,218	RETROACTIVE REINSURANCE RESERVE ASSUMED	793,038
ASSUMED REINSURANCE RECEIVABLE AND PAYABLE	626,835	POLICYHOLDER DIVIDENDS	9,857,423
OTHER ASSETS	5,795,705	PROVISION FOR REINSURANCE	5,066,341
		ADVANCE PREMIUM	1,256,758
		ESCHEAT LIABILITY	637,143
		PAYABLE FOR SECURITIES LENDING	20,555,872
		CEDED REINSURANCE NET PREMIUMS PAYABLE	38,704,062
		OTHER ACCRUED EXPENSES AND LIABILITIES	688,489
		TOTAL LIABILITIES	\$ 2,216,124,273
		CAPITAL STOCK	\$ 6,480,000
		PAID IN SURPLUS	433,803,760
		OTHER SURPLUS	1,576,352,567
		TOTAL SURPLUS TO POLICYHOLDERS	\$ 2,016,636,327
TOTAL ASSETS	\$ 4,232,760,599	TOTAL LIABILITIES & SURPLUS	\$ 4,232,760,599

STATE OF CONNECTICUT)
 COUNTY OF HARTFORD) SS.
 CITY OF HARTFORD)

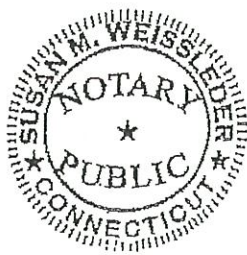
MICHAEL J. DOODY, BEING DULY SWORN, SAYS THAT HE IS SECOND VICE PRESIDENT, OF TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA, AND THAT TO THE BEST OF HIS KNOWLEDGE AND BELIEF, THE FOREGOING IS A TRUE AND CORRECT STATEMENT OF THE FINANCIAL CONDITION OF SAID COMPANY AS OF THE 31ST DAY OF DECEMBER, 2017.

Michael J. Doody
 SECOND VICE PRESIDENT

Susan M. Weissleder
 NOTARY PUBLIC

SUSAN M. WEISSLEDER
 Notary Public
 My Commission Expires November 30, 2022

SUBSCRIBED AND SWORN TO BEFORE ME THIS
 16TH DAY OF MARCH, 2018





**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **T.M. Tyrrell of Albany, New York**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, 2017.



State of Connecticut

City of Hartford ss.

By:
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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

My Commission expires the **30th** day of **June**, 2021



Marie C Tetreault
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 5th day of March, 2019



Kevin E. Hughes
Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.**

4.2.5 DPOR Licenses & SCC Registrations

ATTACHMENT 4.2.5

State Project No. 0029-030-843

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 4.2.5.1 and 4.2.5.2)							
Business Name	SCC Information (4.2.5.1)			DPOR Information (4.2.5.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Lead Contractor							
Chemung Contracting Corporation	F0487456	Foreign Corporation	Active	10496 Quarry Drive, PO Box 12, Mitchells, VA 22729	Corporation – Contractor Class A	2701026859	2019-10-31
Lead Designer & Quality Assurance Firm							
Volkert, Inc.	F1366592	Foreign Corporation	Active	6225 Brandon Avenue, Suite 540, Springfield, VA 22150	Corporation – Business Entity	0407002610	2019-12-31



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

CHEMUNG CONTRACTING CORPORATION

General

SCC ID: F0487456
Entity Type: Foreign Corporation
Jurisdiction of Formation: NY
Date of Formation/Registration: 7/31/1985
Status: Active
Shares Authorized: 1000

Principal Office

2105 S. BROADWAY
PINE CITY NY14871

Registered Agent/Registered Office

SAMUEL R WALKER
FRAY HUDSON CLARK & WALKER LLP
115 S WEST ST
CULPEPER VA 22701
CULPEPER COUNTY 123
Status: Active
Effective Date: 4/8/2015

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That CHEMUNG CONTRACTING CORPORATION, a corporation incorporated under the law of New York, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on July 31, 1985; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

February 5, 2018

Joel H. Peck

Joel H. Peck, Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

10-31-2019

NUMBER

2701026859

BOARD FOR CONTRACTORS

CLASS A CONTRACTOR

CLASSIFICATIONS CBC ELE H/H HVA PLB RBC



CHEMUNG CONTRACTING CORP

10496 QUARRY DR

PO BOX 12

MITCHELLS, VA 22729



Jay W. DeBoer
Jay W. DeBoer Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS CBC ELE H/H HVA PLB RBC
NUMBER: 2701026859 EXPIRES: 10-31-2019

CHEMUNG CONTRACTING CORP
10496 QUARRY DR
PO BOX 12
MITCHELLS, VA 22729



(FOLD)

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

DPOR-PC (02/2017)



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

Volkert, Inc.

General

SCC ID: F1366592
Entity Type: Foreign Corporation
Jurisdiction of Formation: AL
Date of Formation/Registration: 1/21/1999
Status: Active
Shares Authorized: 2250

Principal Office

P.O. BOX 7434
MOBILE AL36670

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
100 Shockoe Slip Fl 2
Richmond VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 1/1/2018

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, December 7, 2009

This is to certify that a certificate of authority to transact business in Virginia was issued and admitted to record in this office for

Volkert, Inc.

(Formerly known as Volkert & Associates, Inc.)

(Formerly known as David Volkert & Associates, Inc.)

(Date of qualification – January 21, 1999)

a corporation organized under the laws of ALABAMA and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

Joel Heck
Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Volkert, Inc., a corporation incorporated under the law of Alabama, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on January 21, 1999; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

January 6, 2017

Joel H. Peck

Joel H. Peck, Clerk of the Commission

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407002610

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

PROFESSIONS: LA, ENG



VOLKERT INC
6225 BRANDON AVE STE 540
SPRINGFIELD, VA 22150



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

Jan W. DeBoer
Jan W. DeBoer Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407002610 EXPIRES: 12-31-2019
PROFESSIONS: LA, ENG
VOLKERT INC
6225 BRANDON AVE STE 540
SPRINGFIELD, VA 22150



(FOLD)

DPOR-LIC (02/2017)

4.2.6 Work History Form – Lead Contractor

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: D260172 Route 17 Location: Chemung County, NY	Name: New York State Department of Transportation	Name of Client/ Owner: New York Department of Transportation Phone: (607) 324-8481 Regional Construction Engineer: Chris Giles Phone: (607) 324-8481 Email: christopher.giles@dot.ny.gov	06/30/2007	09/07/2007 Time extension due to C.O. (see note in F.)	\$18,252	\$19,712 C.O. for addition of GEO grids & 32,500 tons of T&L	\$13,109

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 Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

OVERVIEW

To improve safety and maximum capacity, NYSDOT designed this project to rehabilitate **primary arterial** Route 17, a PCC pavement project constructed in 1970. The scope included upgrading seven miles of Route 17 to interstate highway standards, with rehabilitation of 13 existing bridges, ramps, removal of cattle crossing, all while maintaining traffic for both east and west bound lanes.

RESPONSIBILITIES

Chemung served as the prime contractor for the reconstruction of Rt. 17. Scope included roadway reconstruction, detour of existing Rt. 17, bridge upgrades, ramp improvements, storm drainage, maintenance of traffic with multiple sequence scheduling, aggregate, asphalt rehabilitation and construction management of subcontractors. Scope included 238,483 CY excavation, rubblizing existing Portland cement concrete pavement of 154,345 SY, 32,984 CY subbase material, 152,386 TN of asphalt paving, and reconstruction of eight structures including bridge joints, fascia walls, and barrier.

PROOF OF QUALITY PERFORMANCE

- *This project is representative of a primary arterial roadway project with a construction value in excess of \$3,000,000 that achieved on schedule completion.*
- Participation with stakeholders was paramount to maintain strong relationships.
- During reconstruction of structures and roadways, prepared a detailed schedule of materials and staging to maintain access along the roadway.
- Use of multiple plants allowed for the placement of asphalt pavement with pavers in echelon placing up to 8,000 tons per shift avoiding centerline joint.

Relevant Project Elements

- Primary Arterial Roadway Project
- Transportation Management Plan
- Use of echelon paving to eliminate joints



LESSONS LEARNED

- **Team Partnering** – Chemung and NYSDOT managed the successful Partnering Program through innovative open honest dialogue while discussing project issues and aggressive resolution response times.
- **Phased Construction** – Multiple traffic shifting throughout project while maintaining active east and west bound lanes.
- **Public Safety** – Created and managed strong relationships with all stakeholders, to accommodate activities throughout project duration, informing users in both New York and Pennsylvania (portions of the project were in Pennsylvania but maintained by NYDOT).

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: SR6015 Section 61P Location: Mansfield, PA	Name: Pennsylvania Department of Transportation	Name of Client/ Owner: Pennsylvania Department of Transportation Phone: (570) 368-4229 Project Manager: Tim Sullivan Phone: (570) 368-4271 Email: timsulliva@pa.gov	09/03/2004	09/02/2004 Completed one day ahead of schedule	\$18,196	\$19,364 Met budget set by state but C.O.'s increased final contract value.	\$14,060

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 Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

OVERVIEW

The project consisted of constructing approximately 10.5 miles of Route 15 (Future I-99), a **primary arterial** roadway, and rehabilitating four bridges near and around Mansfield, PA. One of the bridges carried new southbound lanes of S.R. 6015 over the Tioga River. This element was part of the enhancement of the S.R. 6015 to a four-lane limited access highway that would eventually become part of the Interstate 99 corridor. This structure was built adjacent to an existing companion structure.

RESPONSIBILITIES

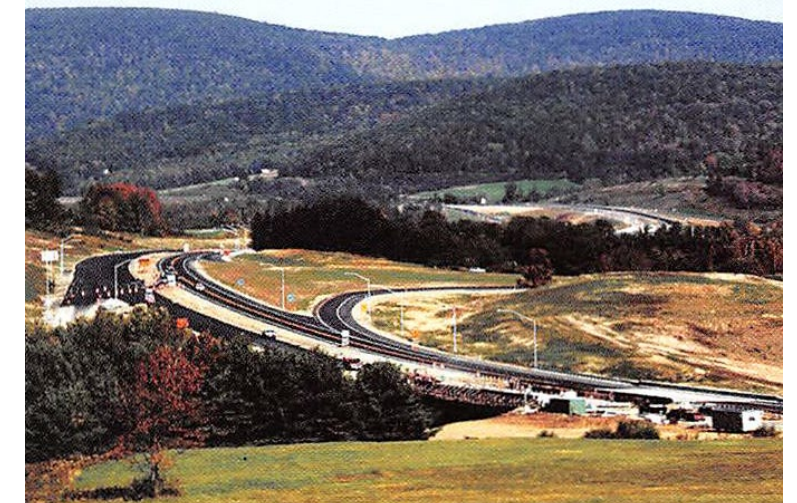
Chemung Contracting/Dalrymple Gravel and Contracting Corp., wholly owned subsidiaries of Dalrymple Holding Corporation, constructed the project and were responsible for all aspects of the work. The major items of work included approximately 221,000 tons of asphalt paving; eight structure rehabilitations, four of which included Design-Build of the bridge decks and parapets; installation of drainage pipe; 80,000ft of base drain; a 94" pipe culvert and a 20'x6' box culvert; electrical; guide rail; installation of concrete barrier and curb and other miscellaneous work. A key team member proposed for the Fauquier County Design-Build Project served on the management team on this project. Likewise, all materials (aggregates, asphalt, and ready mix concrete) for the project were provided by mines and asphalt plants owned by Dalrymple Holding Corporation as will be the case for the Fauquier County project on Route 15/29 at Vint Hill Road.

PROOF OF QUALITY PERFORMANCE

- *This previous PennDOT project is representative of a primary arterial roadway project with a construction value in excess of \$3,000,000 that achieved early contract completion – construction was completed ten months ahead of schedule.*
- Maintained traffic on the companion structure during construction.
- Structural capabilities were performed within limited access work areas under heavy open traffic.
- At Canoe Camp Creek, which had to be constructed prior to the start of the S.R 6015 Section 61P project, mitigated permanent impacts to both wetlands and waterways by stabilizing streams and restoring the riparian corridor.

LESSONS LEARNED

- **Phased Construction** – Gained valuable experience working over and around waterways to establish future understanding of practices and expectations of stakeholders.
- **Public Safety** – Extensively planned for the safe passage of workers and the traveling public through the use of proven tried and true construction methods that reduced risks associated with designs or could result in further delays. For example, auto-grading equipment controlled the line and grade of subbase materials, ensuring that finish grades were at proper height. This incorporated total stations set-up along the entire project to control both graders and 24' wide auto-graders. All subgrade elevations were a shot grade not a string line grade.
- **Public Awareness** – Implemented an environmental team to promote education, assistance, and visual aids to comply with regulations and took proactive measures with stakeholders to pursue their goals while maintaining daily communication with all agencies and committees.



The US Route 15 that crosses Vint Hill Road in Fauquier County is one and the same as this northern location of US Route 15 in Pennsylvania.

Relevant Project Elements

- Transportation Management Plan to accommodate MOT
- Stakeholder Coordination
- Public Involvement
- Eliminated impacts to historical property

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: D258568 Elmira Arterial Location: Chemung County, NY	Name: New York State Department of Transportation	Name of Client/ Owner: New York Department of Transportation Phone: (607) 324-8481 Region Construction Engineer: Chris Giles Phone: (607) 324-8481 Email: christopher.giles@dot.ny.gov	11/30/2001	05/28/2002 Contract Extension for Tree Growing Period	\$8,523	\$8,223 Under Budget	\$6,123

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 Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

OVERVIEW

To improve safety and maximum capacity, NYSDOT designed this project to construct new Route 14 and relocate existing Seeley Creek – moving a primary roadway through the local intersections to a bypass.

RESPONSIBILITIES

Chemung, a wholly owned subsidiary of Dalrymple Holding Corporation, served as the prime contractor for the construction of Rt. 14 and relocation of Seeley Creek responsible for roadway construction, rerouting and bank stabilization of Seeley Creek, lighting, storm drainage, maintenance of traffic, scheduling, aggregate, asphalt paving, box culverts, and construction management of subcontractors. In addition, the scope of work included constructing multiple box culverts, 52,192 CY impermeable embankment in place, 21,109 tons of heavy stone fill (imbricated rip rap), 121,778 CY unclassified excavation dispose, 158,291 CY embankment in place, 53,810 CY borrow material, 2,598 CY select granular fill, 27,900 CY stone, 4,550 SY of sound wall, and 51,335 TN of asphalt paving.

PROOF OF QUALITY PERFORMANCE

- *This project is representative of a primary arterial roadway project with a construction value in excess of \$3,000,000 that achieved on schedule completion.*
- Participation with stakeholders was paramount to maintain strong relationships.
- Recipient of DEQ award for stream relocation and placement of imbricated rip rap systems.
- Development of wetlands for Ducks Unlimited in conjunction with construction of the project.

Relevant Project Elements

- Primary Arterial Roadway Project
- Transportation Management Plan
- Stakeholder Coordination

LESSONS LEARNED

- **Team Partnering** – Chemung and NYSDOT managed a successful Partnering Program through innovative open honest dialogue while discussing project issues on a regular basis and implementation of aggressive resolution response times.
- **Stream & Wetland management** – developed means and methods to deal with state agencies and environmental communities to address site issues and develop an improved and timely finished project.
- **Public Safety** – Created and managed strong relationships with all stakeholders to accommodate activities throughout project duration.



View of Rte.14 & Relocation of Seeley Creek

4.2.6 Work History Form – Lead Designer

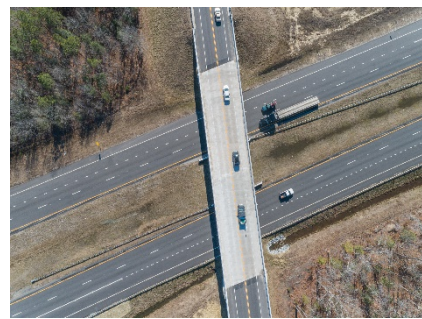
ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Courtland Interchange on Route 58 (Southampton Parkway) Location: Southampton County, VA	Name: Curtis Contracting, Inc.	Name of Client: VDOT Hampton Roads District Phone: (540) 332-9075 Project Manager: Bruce Duvall, PE Phone: (757) 494-5480 Email: bruce.duvall@vdot.virginia.gov	03/2016	12/2018 Completed On-Time	\$15,000	\$15,000	\$2,601

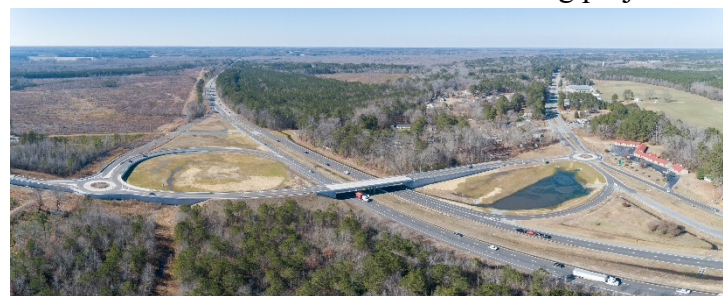
h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project.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



Route 58 is a four-lane, divided, **primary arterial**, an east-west highway and a National Highway Safety designated corridor, serving as a primary evacuation route and an economic thoroughfare connecting I-95 and I-85 with the Hampton Roads region.

Volkert’s approach involved multiple disciplines to achieve a context-sensitive design that preserves the scenic and environmental resources of the area – wetlands and property owned by the Cheroenhaka Indian Tribal Heritage Foundation – and adds lasting value while achieving VDOT’s goal for an operationally efficient and safe interchange.

Providing project management and civil, structural, traffic, and hydraulic engineering services, Volkert developed a design that consolidates three intersections and provides a new gateway to Courtland. The design consists of a new 224-foot-long two-span interchange bridge, and ramps; two roundabouts; a new 525-foot-long five-span bridge over wetlands; roadway widening to add an auxiliary lane; constructed wetlands; retaining walls; signs; and pavement markings.



The design of surface-flow constructed wetlands was a cost-effective and innovative way of dealing with high groundwater elevations. The technology used removes pollutants while expanding the natural ecosystem. Impacts to wetlands were minimized with longer bridge spans, reducing the number of piers supporting the new bridge, and with pile bents to eliminate

excavation. Utility relocations and ROW acquisition were reduced by widening Route 58 in the median. By replacing stop-controlled intersections with roundabouts, Volkert’s design eliminated stops, increased safety, and calmed traffic.

Traffic engineering services included the development of the IJR on an accelerated schedule. The study recommended two ramp terminal roundabouts to provide unimpeded traffic flow along US 58, and enhance mobility and vehicular safety through the corridor. As part of on-going traffic engineering services, Volkert performed barrier analysis for proposed temporary traffic control plans and developed a TMP.

The structural design includes jointless pre-stressed concrete bulb-tee bridges, providing long-term low maintenance solutions for VDOT. Designs for both bridges include MSE walls, which helped reduce impacts to right of way and wetlands.

Evidence of Good Performance

Volkert met VDOT’s design schedule on-time and within budget, providing a cost-effective design that reduced wetlands and ROW impacts, eliminated left turns, improved sight distance, provided safer access, and calmed traffic. Volkert continued to provide construction engineering services through the construction phase.

“I can convey that the District Project Management Office is very pleased with Volkert’s responsiveness, technical and professional guidance, and aggressive design advancement on this project. Another very strong trait that the Volkert team has brought to this project is its thorough knowledge of VDOT’s project development process; which, I believe, is invaluable.”

~ **Bruce Duvall, PE, District Manager**
Project Management Office, VDOT

Proposed Consistent Team Members

Keith Weakley, PE, DBIA
Robert Hester, PE
Ty Lee, PE
Jason Jiménez-Pisani, PE
Bharat Bhargava, PE
Hari Thaker, PE, PTOE
Manuel Richardson, PE, PTOE
Brian Graham, PE

Relevant Project Elements

- New interchange with structures & ramps
- 2.9-miles of roadway designed
- IJR on an accelerated schedule
- Two new roundabouts
- Route 58 roadway widening
- Safety & operations improvements
- Drainage and SWM
- Innovative SWM design included 1.5 acres of surface-flow constructed wetlands
- Transportation Management Plan
- Signing & pavement marking
- MSE retaining walls
- Minimize ROW acquisition
- Minimized utility relocation coordination
- Addressed challenging geotechnical conditions

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: US 15 / 17 / 29 / 29 Business (Warrenton Bypass) Location: Fauquier County, VA	Name: Shirley Contracting Co. of Lorton	Name of Client.: VDOT Charlottesville Project Office Phone: (434) 293-0011 Project Manager: Harold Jones, Jr., PE Phone: (434) 529-6311 Email: harold.jones@vdot.virginia.gov	Winter 2019 [Design Build Contract]	November 2020 [Design Build Contract]	\$19,600	\$19,600	\$749

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



The US 15 / 17 / 29 / 29 Business (Warrenton Bypass) corridor is a busy commuter route – the convergence of multiple **primary arterials** – on the same corridor as the US Route 15/29 Improvements at Vint Hill project – carrying approximately 43,500 motorists each day to employment centers in Northern Virginia. With substantial growth in the area, traffic is expected to increase to more than 74,000 by 2040. When the Warrenton Bypass was constructed in the 1980s, VDOT envisioned an interchange at Lord Fairfax Drive. With significant traffic delays and backups at the signalized intersection with Lord Fairfax Drive (Route 880), VDOT moved forward with the project.

In the course of the preliminary design contract, the project was selected for the Alternative Delivery Program. Volkert supported VDOT with not only finalizing the preliminary design, but also with development of bridging documents and support at the Public Hearing. Volkert is currently providing review of the design-build (D-B) construction documents.

Civil Engineering Services

Volkert studied solutions for improving traffic operations along the corridor with a focus on safety, efficiency, and economy. The study addressed operational efficiency including impacts to three adjacent intersections, safety, geometric feasibility, environmental impacts, and planning. Both at-grade and grade-separated alternatives were screened and studied including the following conventional and innovative interchange and intersection configurations:

- No-build at-grade intersection
- Tight diamond interchange with roundabout terminal intersections
- Displaced left-turn intersection
- Diverging, Tight and Single Point diamond interchange

Volkert's multi-disciplinary preliminary design incorporated a grade-separated interchange with two innovative roundabout solutions for ramp terminals connecting to existing local urban roadways. Volkert completed the project risk analysis matrix and participated in the risk analysis meeting in support of preparation of design-build documents.

Detailed Cost Analysis and Alternative Evaluation – to reduce construction costs as part of the effort to meet the constrained Smart Scale Budget of \$26.3M on the project, Volkert provided a meticulous cost estimate utilizing our in-house estimating tool, CoBRA, and was able to design to budget, and eliminate \$14M from the project while still providing safety and congestion improvements for the traveling public. Ultimately, the estimates were used to evaluate contractor bids as well. The cost estimates (and work order analyses) generated by CoBRA are highly accurate and an exclusive Volkert added-value for VDOT on the US Route 15/29 Improvements at Vint Hill project.

Existing Conditions and Operational Analyses – the existing conditions analysis involved modeling a one-mile segment of the Warrenton Bypass, using Synchro followed by the development of traffic forecasts for opening year 2020 and design year 2040. Synchro, SimTraffic, Sidra, and HCS were used for the operational analyses of the phase-able alternatives for opening year 2020 and design year 2040. The study addressed operational efficiency including impacts to three intersections, safety, geometric feasibility, environmental impacts, cost, and planning.

This type of analysis is part of the added-value that Volkert provides the US Route 15/29 Improvements at Vint Hill project as a full-service transportation engineering firm. At any point during the design and construction of the project our traffic engineers are available to provide support with the design and MOT plans.

Relevant Project Elements

- One mile of roadway designed
- Shared-use path
- Traffic engineering
- Operational analysis
- Project risk analysis
- Detailed cost analysis
- Alternatives evaluation
- Stakeholder engagement
- Public involvement
- Utilized ProjectWise
- Constructability review
- Drainage
- TMP Analysis & Development
- Minimized ROW & Utility Impacts

Proposed Consistent Team Members

- Mark Burris, PE
- Ben Lineberry, PE
- Robert Hester, PE
- Bharat Bhargava, PE
- Hari Thaker, PE, PTOE
- Manuel Richardson, PE, PTOE


ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Martin Luther King Expressway Extension, Elizabeth River Crossing/Midtown Tunnel (D-B) P3 Location: Portsmouth, VA	Name: SKW Constructors (Skanska, Kiewit, Weeks Marine Joint Venture)	Name of Client.: Elizabeth River Crossing, LLC & VDOT Phone: (757) 932-4400 Project Manager: Jeff Sullivan Phone: (757) 673-9483 Email: jeff.sullivan@kiewit.com	10/2012	11/2016 Completed one month ahead of schedule	\$210,000	\$210,000	\$11,922

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



Volkert managed engineering and design of the Martin Luther King extension, a one-mile, four-lane, elevated, limited-access, urban **principal arterial**, a significant component of the Elizabeth River Tunnels P3 project. In addition, this specific \$210M project component included design of two new urban interchanges at I-264 and High Street, modifications to the London Boulevard interchange, an urban plaza, two bridge widenings on I-264, the widening of I-264 to add auxiliary lanes, side road improvements, retaining walls, and new stormwater management facilities. While WSP was the lead designer of the overall P3 project, Volkert led the multidisciplinary design team on this standalone D-B roadway corridor element directly providing project management; roadway design; traffic, structural, and hydraulic engineering design; landscape architecture design; and construction phase services. In addition, Volkert developed the design of two new interchanges at I-264 and High Street; two bridge widenings on I-264; the widening of I-264 to add auxiliary lanes; modifications to the London Boulevard interchange; side road improvements; an urban pedestrian plaza; retaining walls; and new stormwater management (SWM) facilities.

Issues and Solutions
Volkert utilized a context-sensitive design approach in order to minimize impacts to the traveling public and the local historic elements. The design of the BMP SWM facilities complied with the performance criteria of the Chesapeake Bay TMDL, and maximized the available space for SWM facilities while minimizing impacts on an aging and over-taxed storm drain system.

This complex project also required detours to accommodate long-term partial and full lane and ramp closures at two interchanges along the mainline of I-264. Volkert conducted traffic analyses to determine impact of the detours on the surrounding roadway network, including analyses of 21 intersections under pre-construction and detour conditions. As a result of the study, Volkert developed a TMP including a Temporary Traffic Control Plan (TTCP) and Traffic Operations Plan (TOP) designed to maintain traffic for the 70,000 vehicles per day along I-264 while meeting the construction schedule.

Volkert's design met the challenge of tight horizontal and vertical geometric constraints, and also carefully avoided a historic African American cemetery, and disturbance to a hazmat area. Volkert also provided documentation supporting a design exception for a ramp with a 20-mph design radius at the modified interchange at London Boulevard to preserve a historic church; and used retaining walls to preserve properties in a historic neighborhood.

Volkert developed the design with the objective of keeping costs at a minimum as well as advancing the project schedule expeditiously. A segment of the project incorporates 18 EPS and MSE walls as a cost-effective alternative to bridge construction, and which reduced the project footprint and minimized ROW impacts. Significant cost savings were also achieved by using cost-effective materials where appropriate, which reduced the amount and size of equipment required for construction. High-performance steel reduced the overall quantity and cost of steel

Evidence of Good Performance
The context-sensitive design minimized impacts to historic resources; maintains connectivity between neighborhoods; incorporated streetscape enhancements and an urban plaza on High Street to serve as a gateway into the historic district; incorporated aesthetic treatments on and under the bridges; and turned SWM ponds into attractive water features.

With an extremely fast-track design, the project progressed from 30% roadway plans to RFC (100%) drawings within a span of 10 months and within budget.

Proposed Consistent Team Members

Keith Weakley, PE, DBIA
Jason Jiménez-Pisani, PE
Hari Thaker, PE, PTOE
Brian Graham, PE
Oliver Boehm, RLA

Relevant Project Elements

- 4.9-miles of roadway designed
- Interchange modifications
- Interchange ramp modifications
- Side road improvements
- Bridge design
- Landscape architecture design
- Added auxiliary lane to improve merge area on interstate
- H&H, SWM, E&SC & drainage improvements
- Retaining walls
- Type C TMP
- MOT
- Signage & pavement marking
- Minimized ROW acquisition to 70 properties
- Urban pedestrian plaza design
- Context-sensitive solutions
- High traffic volume successfully maintained throughout the four phases of construction
- I-264 widening & two bridge widenings

“I've been very happy with Volkert's production staff. They consistently meet deadlines and have been very responsive to our requests.”
~ Brent Hunt, Design Build Coordination / Project Manager [Skanska]



**CHEMUNG
CONTRACTING
CORPORATION**
A Dalrymple Company

& VOLKERT

A Design-Build Project

Letter of Submittal and Attachments – Volume II
Electronic Copy

US Route 15/29 Improvements at Vint Hill

From: 0.96 Miles South of Route 215 to: Intersection of US 29 and Route 215

Fauquier County, Virginia

State Project No.: 0029-030-843, P101, R201, C501 | Federal Project No.: HSIP-5B01(020) | Contract ID Number: C00114713DB105



March 19, 2019

Submitted to



Submitted by



**CHEMUNG
CONTRACTING
CORPORATION**
A Dalrymple Company


In association with



FOR INDEX OF SHEETS SEE SHEET 1B

FHWA 534 DATA 33104

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (GEOPAK).
GEOPAK Computer Identification No. 114713


COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

U.S. 29 NB AT VINT HILL
FAUQUIER COUNTY
 FROM: 0.96 MI. South of Route 215
 TO: Intersection of US 29 and Route 215

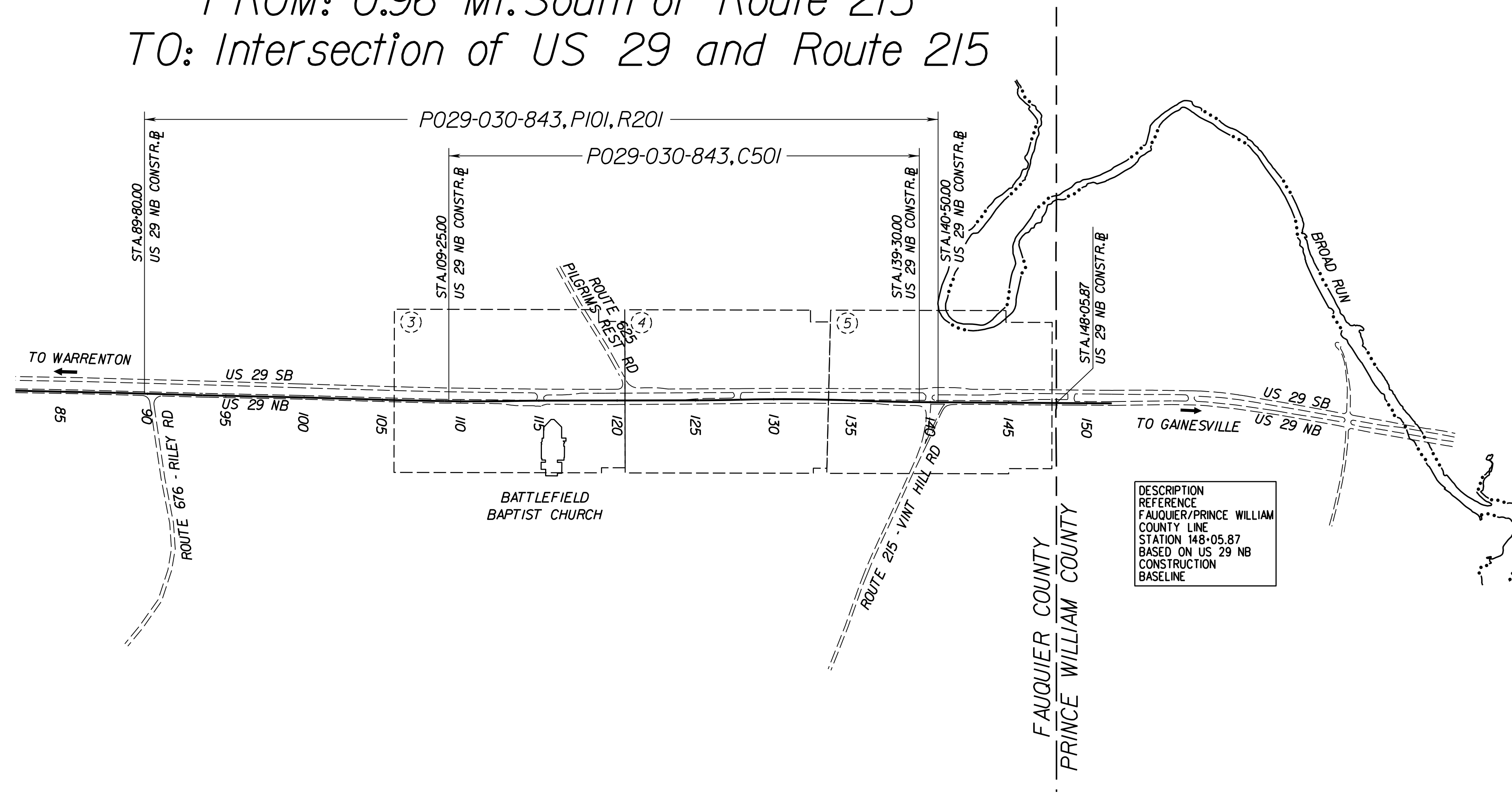
STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
VA.	HSP-5B01(020)	29	P029-030-843, P101, R201, C501	1

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
U.S. 29 NORTHBOUND	
From:	0.96 MI. South of Route 215
To:	Intersection of US 29 and Route 215
FUNCTIONAL CLASSIFICATION	RURAL OTHER PRINCIPAL ARTERIAL
ADT (2019)	27,400
ADT (2040)	34,900
DHV	2,200
D (%) (design hour)	100% (NB only)
T (%) (design hour)	11.50%
V (MPH)	60 MPH (Horizontal) / 50 MPH (Vertical)
TC STD.	TC-5.11R
GEOMETRIC STD.	GS-1

CONCEPTUAL PLANS

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

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



DESCRIPTION REFERENCE FAUQUIER/PRINCE WILLIAM COUNTY LINE STATION 148-05.87 BASED ON US 29 NB CONSTRUCTION BASELINE

CONVENTIONAL SIGNS

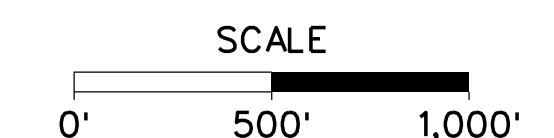
STATE LINE	----
COUNTY LINE	----
CITY, TOWN OR VILLAGE	----
RIGHT OF WAY LINE	----
FENCE LINE	----
UNFENCED PROPERTY LINE	----
FENCED PROPERTY LINE	----
WATER LINE	----
SANITARY SEWER LINE	----
GAS LINE	----
ELECTRIC UNDERGROUND CABLE	----
TRAVELED WAY	----
GUARD RAIL	----
RETAINING WALL	----
RAILROADS	----
BASE OR SURVEY LINE	----

LEVEE OR EMBANKMENT	----
BRIDGES	----
CULVERTS	----
DROP INLET	----
POWER POLES	----
TELEPHONE OR TELEGRAPH POLES	----
TELEPHONE OR TELEGRAPH LINES	----
HEDGE	----
TREES	----
HEAVY WOODS	----
GROUND ELEVATION	----
GRADE ELEVATION	----

FAUQUIER COUNTY POPULATION 65,203 (2010 CENSUS)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES		LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PLAN NO.	TYPE PROJECT	DESCRIPTION
					FEET	FEET	FEET	FEET	MILES	MILES			
P029-030-843	P101	HSP-5B01(020)	PENG	114713			5070.00	0.960	5070.00	0.960		PRELIM. ENG.	FROM: 0.96 MI. South of Route 215
	R201	HSP-5B01(020)	ROWA	114713			5070.00	0.960	5070.00	0.960		RIGHT OF WAY	TO: Intersection of US 29 and Route 215
	C501	HSP-5B01(020)	1000	114713			3005.00	0.569	3005.00	0.569		CONSTRUCTION	FROM: 0.588 MI. South of Route 215 TO: 0.019 MI. South of Route 215

NOTE: PROJECT LENGTHS BASED ON US 29 NB CONSTRUCTION BASELINE



Copyright 2019, Commonwealth of Virginia

PROJECT	SHEET NO.
P029-030-843	1

PROJECT MANAGER: Harold Jones, P.E. (434) 422-9378 (Charlottesville, Residency)
 SURVEYED BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019
 DESIGN BY: RS&H (804) 422-5075
 SUBSURFACE UTILITY BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019

PROJECT MANAGER: Harold Jones, P.E. (434) 422-9378 (Charlottesville Residency)
 SURVEYED BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019
 DESIGN BY: Robert Hester, (703) 642-8100
 SUBSURFACE UTILITY BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019

PROJECT LOCATION MAP

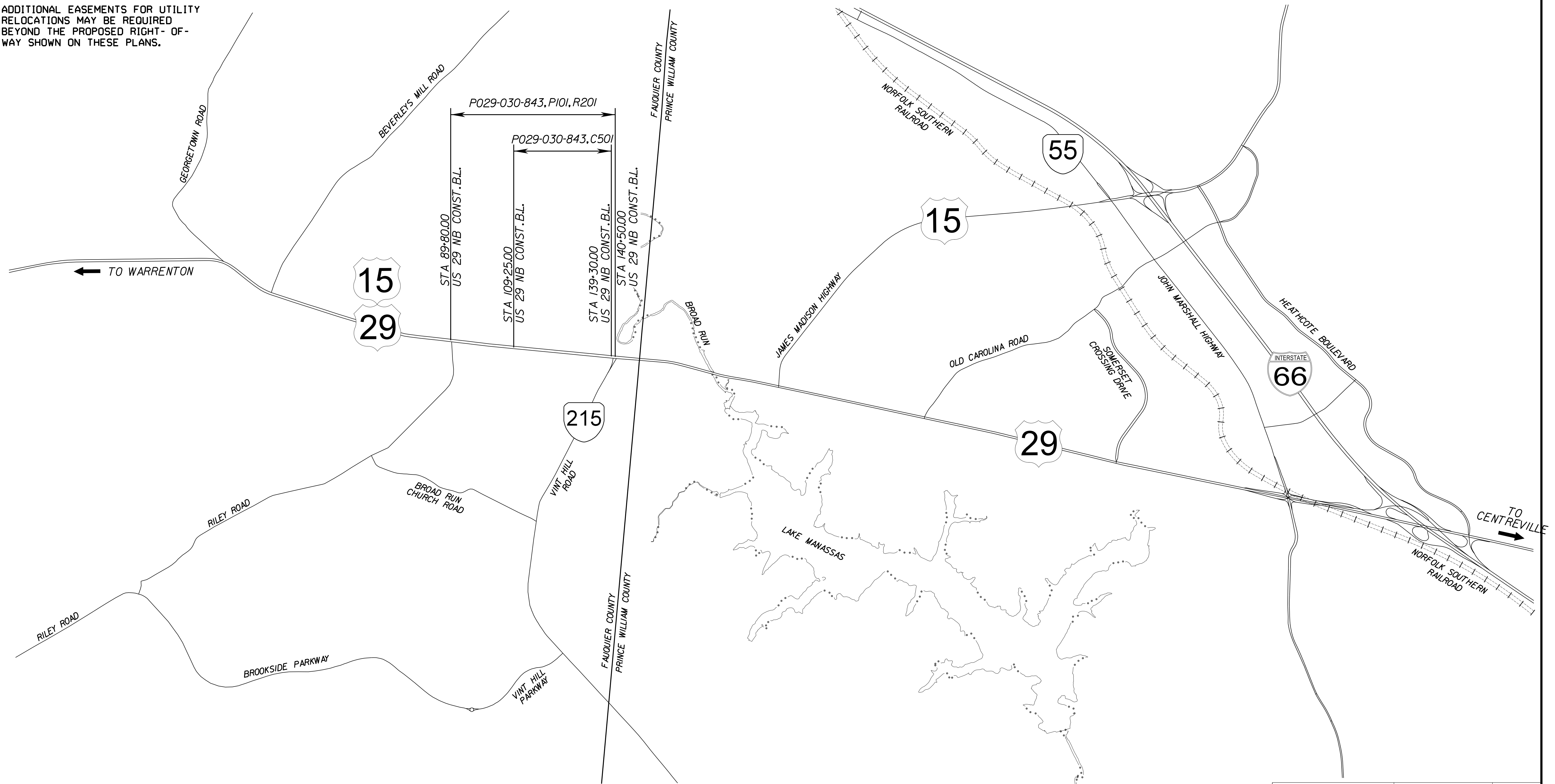
REVISED	STATE		SHEET NO.
	ROUTE	PROJECT	
	VA.	29	P029-030-843, P101, R201, C501

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

CONCEPTUAL PLANS

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



CULPEPER DISTRICT

SCALE 0 1500' 3000'	PROJECT P029-030-843	SHEET NO.
------------------------	-------------------------	-----------

PROJECT MANAGER *Harold J. Jones, P.E. (434) 422-9378 (Charlottesville Residency)*
 SURVEYED BY, DATE *Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019*
 DESIGN BY *BS&H (804) 422-5075*
 SUBSURFACE UTILITY BY, DATE *Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019*

INDEX OF SHEETS

REVISED	STATE	ROUTE	STATE	SHEET NO.
			PROJECT	
	VA.	29	P029-030-843, P101, R201, C501	1B

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

<i>SHEET NO. 1</i>	<i>TITLE SHEET</i>
<i>SHEET NO. 1A</i>	<i>PROJECT LOCATION MAP</i>
<i>SHEET NO. 1B</i>	<i>INDEX OF SHEETS</i>
<i>SHEET NO. 1C</i>	<i>RIGHT OF WAY DATA SHEET</i>
<i>SHEET NO. 1E</i>	<i>UTILITY OWNERS</i>
<i>SHEET NO. 1F(1) - 1F(2)</i>	<i>CONSTRUCTION ALIGNMENT DATA SHEETS</i>
<i>SHEET NO. 2A-2B</i>	<i>TYPICAL SECTIONS</i>
<i>SHEET NO. 3</i>	<i>PLAN - US 29 NB</i>
<i>SHEET NO. 4</i>	<i>PLAN - US 29 NB</i>
<i>SHEET NO. 5</i>	<i>PLAN - US 29 NB</i>

CONCEPTUAL PLANS

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PROJECT MANAGER *Harold Jones, P.E. (434) 422-9378 (Charlottesville Residency)*
 SURVEYED BY, DATE *Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019*
 DESIGN BY *BS&H (804) 422-5075*
 SUBSURFACE UTILITY BY, DATE *Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019*

PRELIMINARY RIGHT OF WAY DATA SHEET

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	<i>P029-030-843, R201, C501</i>	IC

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

PARCEL NO.	LANDOWNER	SHEET NO.	TOTAL	FEE TAKING	PRESCRIPTIVE R/W	FEE REMAINDER	EASEMENTS			PROFFERS	REMARKS
			ACRES	SQ. FEET	SQ. FEET	SQ. FEET	PERMANENT	UTILITY	TEMPORARY		
1	WILLIAM F. SPRINGER	4	1.5			65340			9819.97	NO	

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PROJECT <i>P029-030-843</i>	SHEET NO. <i>IC</i>
--------------------------------	------------------------

PROJECT MANAGER *Harold ...Jones, P.E. (434) 422-9378 (Charlottesville Residency)*
 SURVEYED BY, DATE *Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019*
 DESIGN BY *BS&H (804) 422-5075*
 SUBSURFACE UTILITY BY, DATE *Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019*

UTILITY OWNERS

REVISED	STATE	STATE		SHEET NO.
		ROUTE	PROJECT	
	VA.	29	P029-030-843, C501	1E

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

DOMINION ENERGY - DISTRIBUTION

1719 Hydraulic Road
 Charlottesville, Virginia 22906
 Contact: Mr. Nathaniel Horstlick - Electric T&D Projects Manager
 Mobile Telephone: 571-992-5339
 Email: nathaniel.d.horstlick@dominionenergy.com

NORTHERN VIRGINIA ELECTRIC COOPERATIVE (NOVEC)

5399 Wellington Branch Drive
 Gainesville, Virginia 20155
 Contact: Mr. Kevin Whyte - Manager, Distribution Engineering
 Office Telephone: 703-754-6773
 Email: kwhyte@novec.com

VERIZON VIRGINIA, LLC

901 Prince Edward Street
 Fredericksburg, Virginia 22401
 Contact: Mr. Dave Russell - Supervisor, Network Engineering & Operations
 Office Telephone: 540-368-8176
 Email: david.a.russell@verizon.com

VERIZON BUSINESS (MCI)

12379 Sunrise Valley Drive, Suite A
 Reston, Virginia 20191
 Contact: Adam Rice - Lead Specialist Engineer
 Mobile Telephone: 571-220-8978
 Email: adam.rice@verizon.com

COMCAST CABLE

5304 Kings Court
 Frederick, Maryland 21703
 Contact: Amy Goad - Construction Supervisor
 Office Telephone: 301-625-3407
 Mobile Telephone: 202-815-9919
 E-mail: amy_goad@comcast.com

CONCEPTUAL PLANS

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PROJECT	SHEET NO.
P029-030-843	1E

PROJECT MANAGER Harold Jones, P.E. (A34) 422-9378 (Charlottesville Residency)
SURVEYED BY, DATE Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District) 2/4/2019
DESIGN BY BS&H (804) 422-5075
SUBSURFACE UTILITY BY, DATE Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District) 2/4/2019

REVISED	STATE	STATE		SHEET NO.
		ROUTE	PROJECT	
	VA.	29	P029-030-843, C501	1F(1)

CONSTRUCTION ALIGNMENT DATA

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

US 29 NB CONST.B.L.

Beginning chain 29NBI description

Point 9 N 6,965,783.28 E 11,713,208.51 Sta 100+00.00
Course from 9 to PC M10 N 63° 37' 08.59" E Dist 539.67

Curve M10
P.I. Station 107+18.30 N 6,966,102.44 E 11,713,852.01
Delta : 0° 49' 07.49" (LT)
Degree : 0° 13' 45.06"
Tangent : 178.63
Length : 351.25
Radius : 25,000.00
External : 0.64
Long Chord : 357.24
Mid. Ord. : 0.64
P.C. Station 105+39.67 N 6,966,023.07 E 11,713,691.99
P.T. Station 108+99.92 N 6,966,184.09 E 11,714,010.88
C.C. : N 63° 37' 08.59" E 11,702,583.55
Back : N 63° 37' 08.59" E
Ahead : N 62° 48' 01.10" E
Chord Bear : N 63° 12' 34.84" E

Course from PT M10 to PC M11 N 62° 48' 01.10" E Dist 37.00

Curve M11
P.I. Station 111+39.39 N 6,966,294.92 E 11,714,226.54
Delta : 2° 02' 49.61" (LT)
Degree : 0° 29' 53.61"
Tangent : 205.46
Length : 410.88
Radius : 11,500.00
External : 1.84
Long Chord : 410.86
Mid. Ord. : 1.83
P.C. Station 109+33.92 N 6,966,201.01 E 11,714,043.79
P.T. Station 113+44.80 N 6,966,395.31 E 11,714,405.81
C.C. : N 62° 48' 01.10" E 11,708,787.22
Back : N 62° 48' 01.10" E
Ahead : N 60° 45' 11.49" E
Chord Bear : N 61° 46' 36.30" E

Curve M12
P.I. Station 114+52.07 N 6,966,447.71 E 11,714,499.40
Delta : 1° 04' 07.69" (RT)
Degree : 0° 29' 53.61"
Tangent : 107.26
Length : 214.52
Radius : 11,500.00
External : 0.50
Long Chord : 214.52
Mid. Ord. : 0.50
P.C. Station 113+44.80 N 6,966,395.31 E 11,714,405.81
P.T. Station 115+59.33 N 6,966,498.36 E 11,714,593.95
C.C. : N 60° 45' 11.49" E 11,720,024.39
Back : N 60° 45' 11.49" E
Ahead : N 61° 49' 19.18" E
Chord Bear : N 61° 17' 15.34" E

Course from PT M12 to PC M13 N 61° 49' 19.18" E Dist 966.62

Curve M13
P.I. Station 126+56.31 N 6,967,016.37 E 11,715,560.92
Delta : 1° 17' 55.99" (LT)
Degree : 0° 29' 53.61"
Tangent : 130.36
Length : 260.70
Radius : 11,500.00
External : 0.74
Long Chord : 260.70
Mid. Ord. : 0.74
P.C. Station 125+25.95 N 6,966,954.82 E 11,715,446.01
P.T. Station 127+86.65 N 6,967,080.52 E 11,715,674.41
C.C. : N 61° 49' 19.18" E 11,710,015.57
Back : N 61° 49' 19.18" E
Ahead : N 60° 31' 23.19" E
Chord Bear : N 61° 10' 21.18" E

Curve M15
P.I. Station 131+62.05 N 6,967,265.24 E 11,716,001.21
Delta : 3° 44' 21.50" (RT)
Degree : 0° 29' 53.61"
Tangent : 375.40
Length : 750.53
Radius : 11,500.00
External : 6.13
Long Chord : 750.39
Mid. Ord. : 6.12
P.C. Station 127+86.65 N 6,967,080.52 E 11,715,674.41
P.T. Station 135+37.18 N 6,967,428.26 E 11,716,339.36
C.C. : N 60° 31' 23.19" E 11,721,333.24
Back : N 60° 31' 23.19" E
Ahead : N 64° 15' 44.69" E
Chord Bear : N 62° 23' 33.94" E

US 29 NB CONST.B.L.(CON.)

Curve Data

Curve M14
P.I. Station 137+31.19 N 6,967,512.51 E 11,716,514.13
Delta : 1° 55' 58.94" (LT)
Degree : 0° 29' 53.61"
Tangent : 194.01
Length : 387.99
Radius : 11,500.00
External : 1.64
Long Chord : 387.97
Mid. Ord. : 1.64
P.C. Station 135+37.18 N 6,967,428.26 E 11,716,339.36
P.T. Station 139+25.17 N 6,967,602.60 E 11,716,685.95
C.C. : N 69° 17' 78.37" E 11,711,345.49
Back : N 64° 15' 44.69" E
Ahead : N 62° 19' 45.75" E
Chord Bear : N 63° 17' 45.22" E

Course from PT M14 to 18 N 62° 19' 45.75" E Dist 1,234.40

Point 18 N 6,968,175.84 E 11,717,791.17 Sta 151+59.57

Ending chain 29NBI description

CONCEPTUAL PLANS

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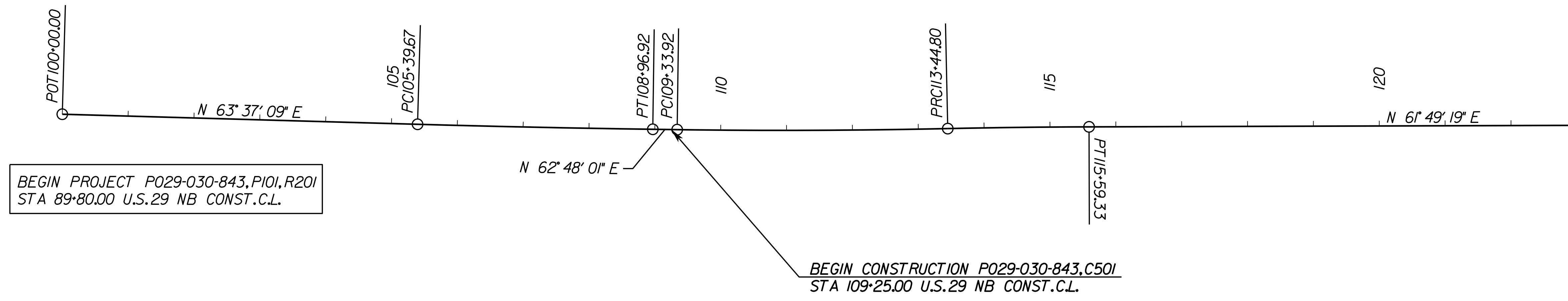
ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.

PROJECT MANAGER Harold Jones, P.E. (434) 422-9378 (Charlottesville Residency)
 SURVEYED BY, DATE Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019
 DESIGN BY BS&H (804) 422-5075
 SUBSURFACE UTILITY BY, DATE Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019

CONSTRUCTION ALIGNMENT DATA

REVISED	STATE		STATE PROJECT		SHEET NO.
	VA.	ROUTE 29	P029-030-843, P101, R201, C501		
					1F(2)

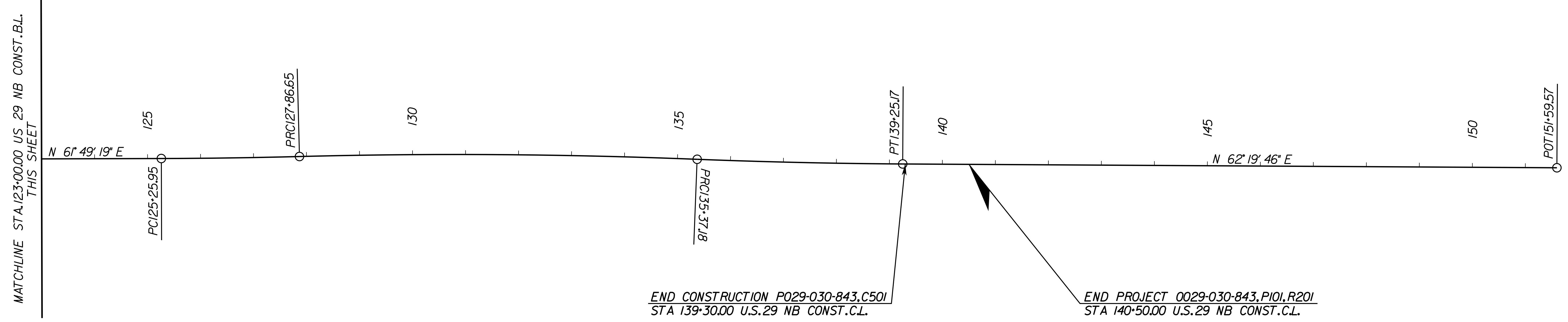
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



ROUTE 29 NB CURVE DATA

Curve M10 PI - 107+18.30 DELTA - 0° 49' 07.49" (LT) D - 0° 13' 45" T - 178.63' L - 357.25' R - 25,000.00' PC - 105+39.67 PT - 108+96.92	Curve M11 PI - 111+39.39 DELTA - 2° 02' 49.61" (LT) D - 0° 29' 54" T - 205.46' L - 410.88' R - 11,500.00' PC - 109+33.92 PRC - 113+44.80
Curve M12 PI - 114+52.07 DELTA - 1° 04' 07.69" (RT) D - 0° 29' 54" T - 107.26' L - 214.52' R - 11,500.00' PRC - 113+44.80 PT - 115+59.33	Curve M13 PI - 126+56.31 DELTA - 1° 17' 55.99" (LT) D - 0° 29' 54" T - 130.36' L - 260.70' R - 11,500.00' PC - 125+25.95 PRC - 127+86.65
Curve M15 PI - 131+62.05 DELTA - 3° 44' 21.50" (RT) D - 0° 29' 54" T - 375.40' L - 750.53' R - 11,500.00' PRC - 127+86.65 PRC - 135+37.18	Curve M14 PI - 137+31.19 DELTA - 1° 55' 58.94" (LT) D - 0° 29' 54" T - 194.01' L - 387.99' R - 11,500.00' PRC - 135+37.18 PT - 139+25.17

CONCEPTUAL PLANS



SCALE 	PROJECT P029-030-843	SHEET NO. 1F(2)
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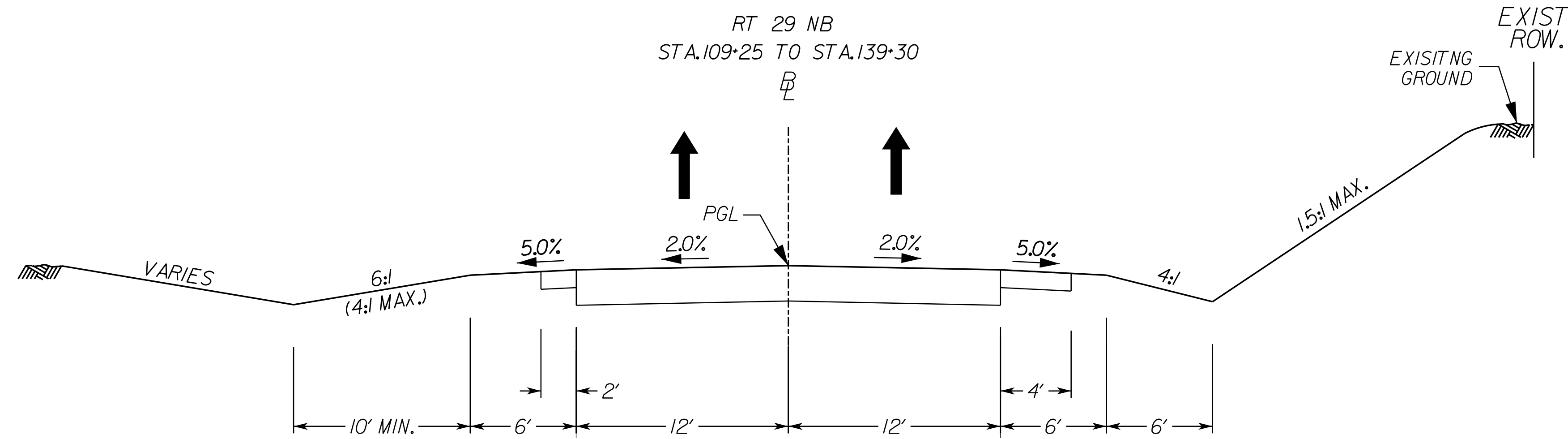
PROJECT MANAGER Harold Jones, P.E. (434) 422-9378 (Charlottesville Residency)
SURVEYED BY, DATE Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/20/2019
DESIGN BY BS&H (804) 422-5075
SUBSURFACE UTILITY BY, DATE Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/20/2019

TYPICAL SECTIONS

REVISED	STATE		STATE PROJECT		SHEET NO.
	VA.	ROUTE	PROJECT		
	VA.	29	P029-030-843, C501		2A

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

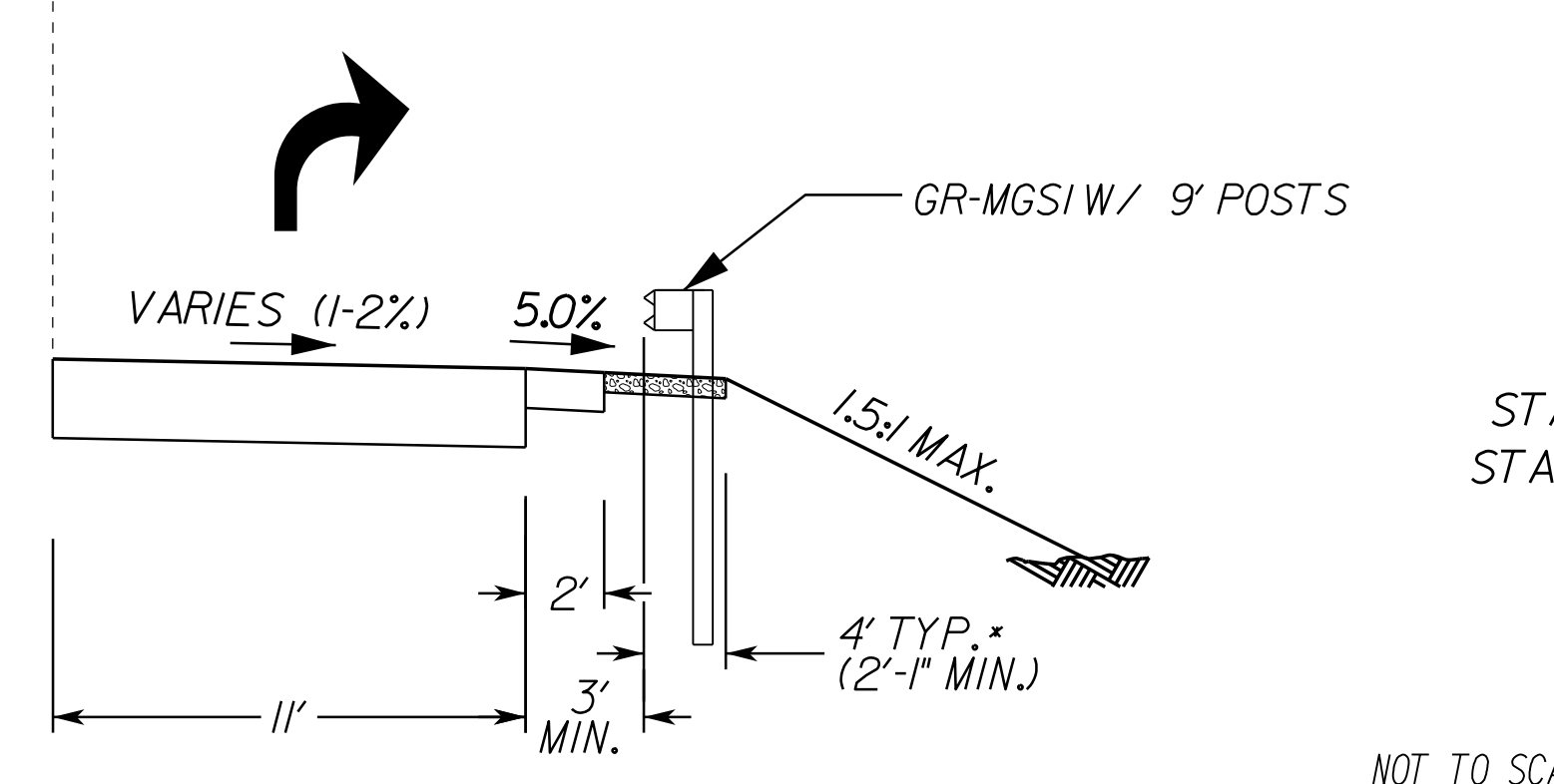
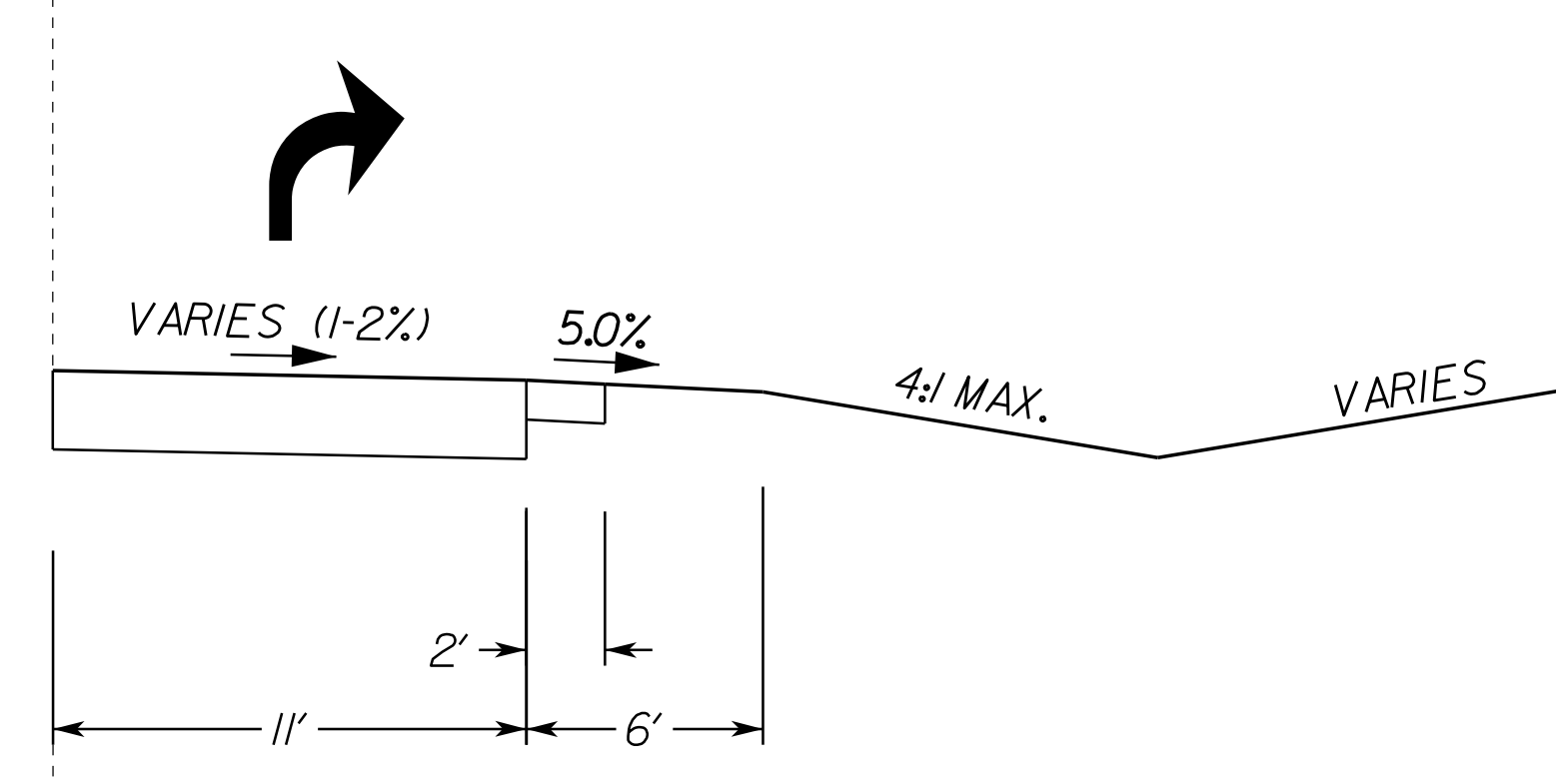
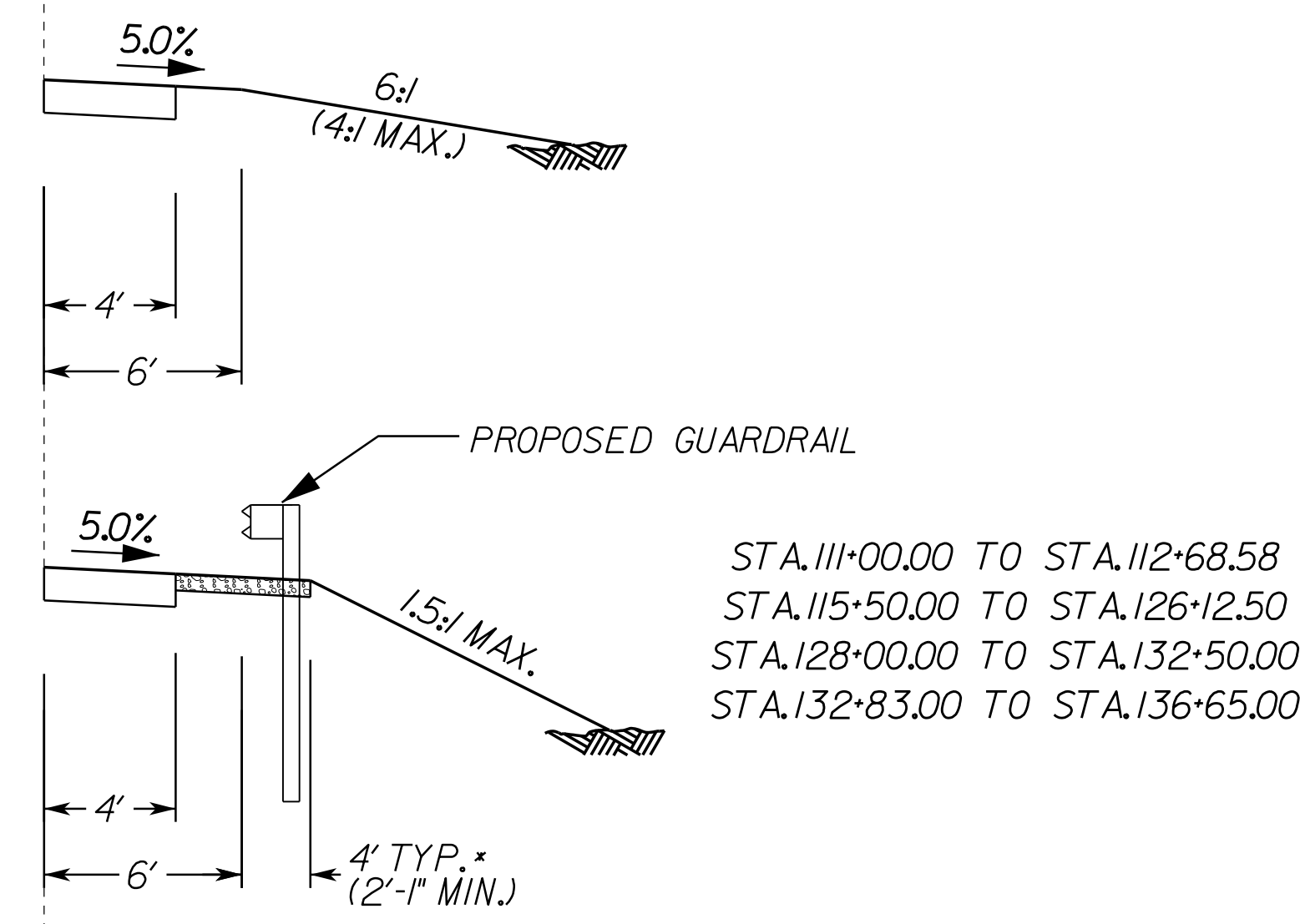
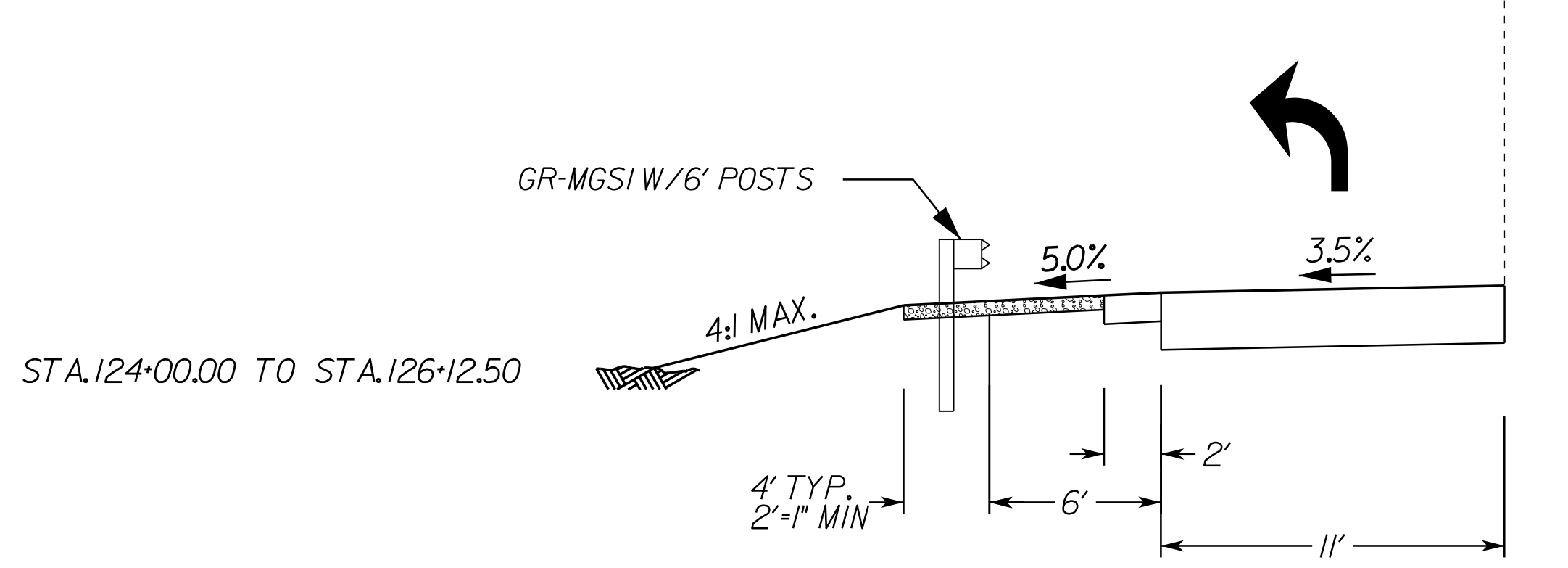
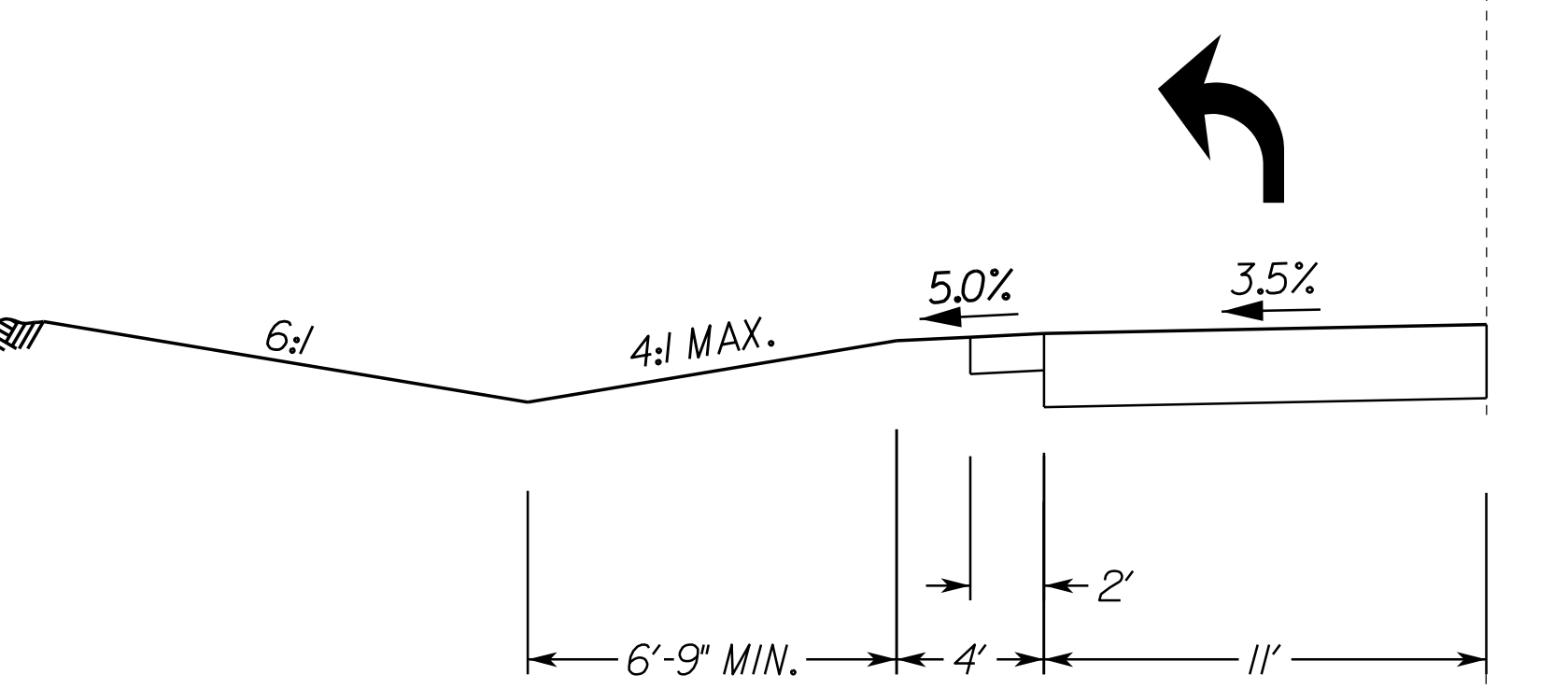
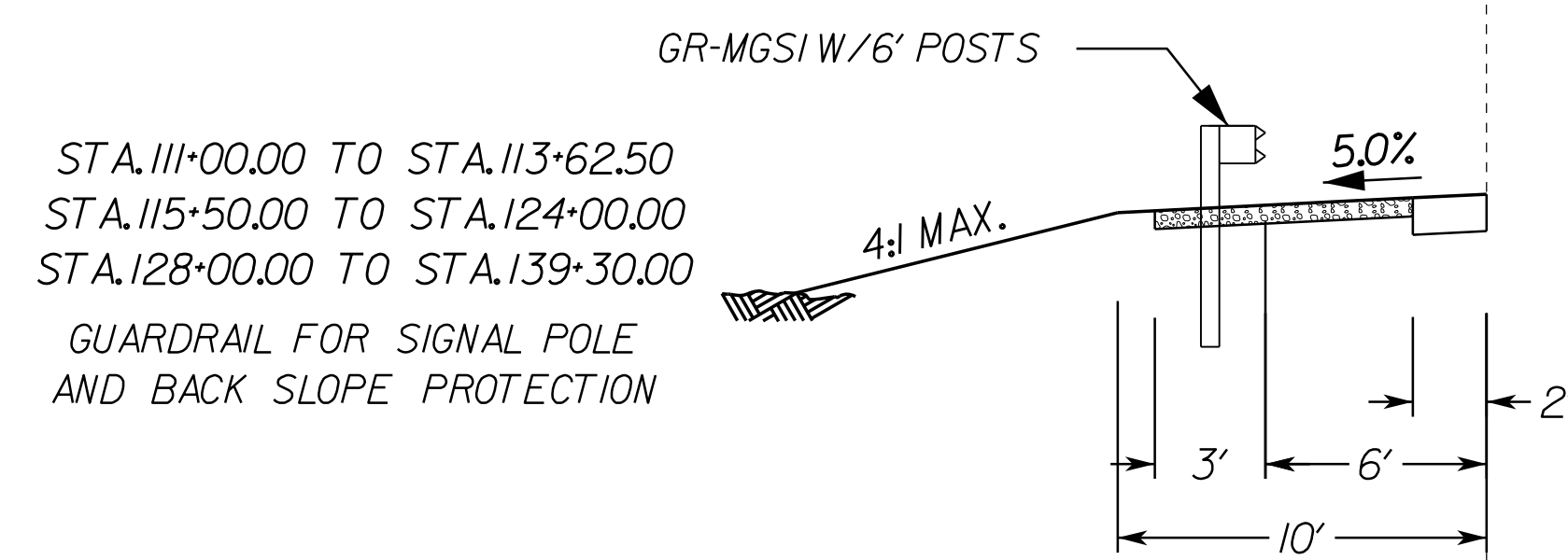
NOTES:
(1) SEE PLANS FOR SUPER ELEVATION RATES
(2) SEE RFP FOR PROPOSED PAVEMENT STRUCTURE



CONCEPTUAL PLANS

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

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



*IF LESS THAN 4', GR-MGSI W/ 9' POST REQUIRED

NOT TO SCALE

PROJECT	SHEET NO.
P029-030-843	2A

PROJECT MANAGER Harold Jones, P.E. (A34) 422-9378 (Charlottesville Residency)
SURVEYED BY, DATE Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/20/2019
DESIGN BY BS&H (804) 422-5075
SUBSURFACE UTILITY BY, DATE Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/20/2019

TYPICAL SECTIONS

REVISED	STATE	STATE		SHEET NO.
		ROUTE	PROJECT	
	VA.	29	P029-030-843, C501	2B

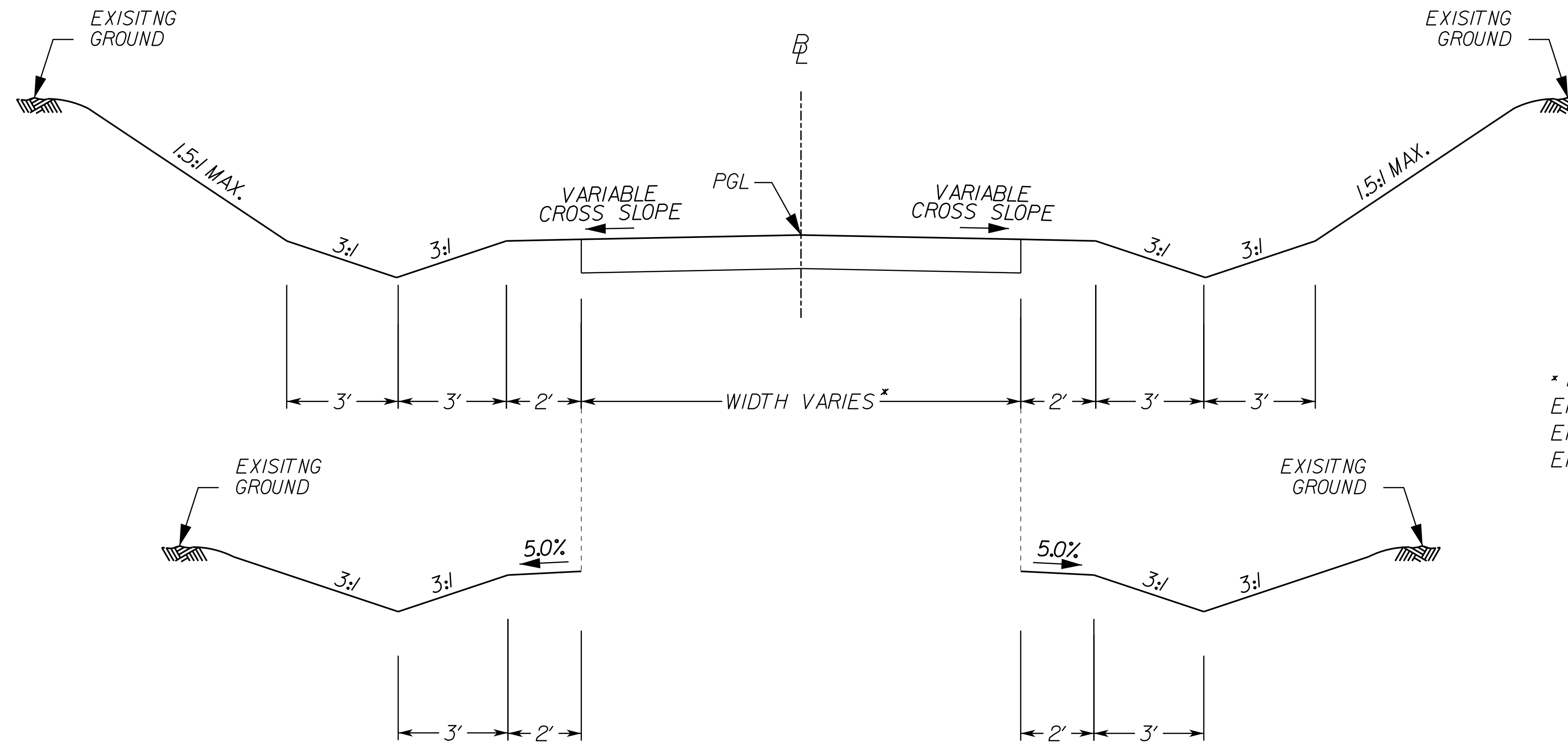
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

ENTRANCE 1
STA. 10+23 TO STA. 10+45

ENTRANCE 2
STA. 20+12 TO STA. 20+45

ENTRANCE 3
STA. 30+12 TO STA. 31+80

NOTE: ENTRANCE SURFACE TO BE REPLACED IN KIND.



* NOTE: ENTRANCE WIDTH:
ENTRANCE 1 = 24'
ENTRANCE 2 = 36'
ENTRANCE 3 = 10'

CONCEPTUAL PLANS

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

NOT TO SCALE

PROJECT
P029-030-843

SHEET NO.
2B

PROJECT MANAGER: Harold Jones, P.E. (434) 422-9378 (Charlottesville Residency)
 SURVEYED BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019
 DESIGN BY: Robert Hester, JTO (703) 642-8100
 SUBSURFACE UTILITY BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019

CONCEPTUAL PLANS

REVISED	STATE		PROJECT	SHEET NO.
	ROUTE			
	VA.	29	P029-030-843, P101, R201, C501	3

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

- Utility Owners:**
- Electric:**
- Dominion Virginia Power (DOM)
701 E. Cary Street
Richmond, VA
Andrew J. Brooks
(804) 771-3655
 - Northern Virginia Electric Coop. (NVE)
14500 Minnieville Road
Woodbridge, VA
(703) 392-1519
- Telecom:**
- Verizon (VZN)
9401 Peabody Street
Manassas, VA
William (Bill) Lacy
(703) 369-9571
 - Verizon Business (MCI)
2400 N. Glenville Drive
Richardson, TX
(800) 624-9675
 - Comcast (CMC)
324 West Main Street
Charlottesville, VA
Doug Wright
(434) 951-3843
 - Qwest Government Services, Inc. (QGS)
dba CenturyLink Government Programs
2950 Towerview Road, Ste. 150
Herndon, VA
Noah Dobbins, PE
(703) 464-7529

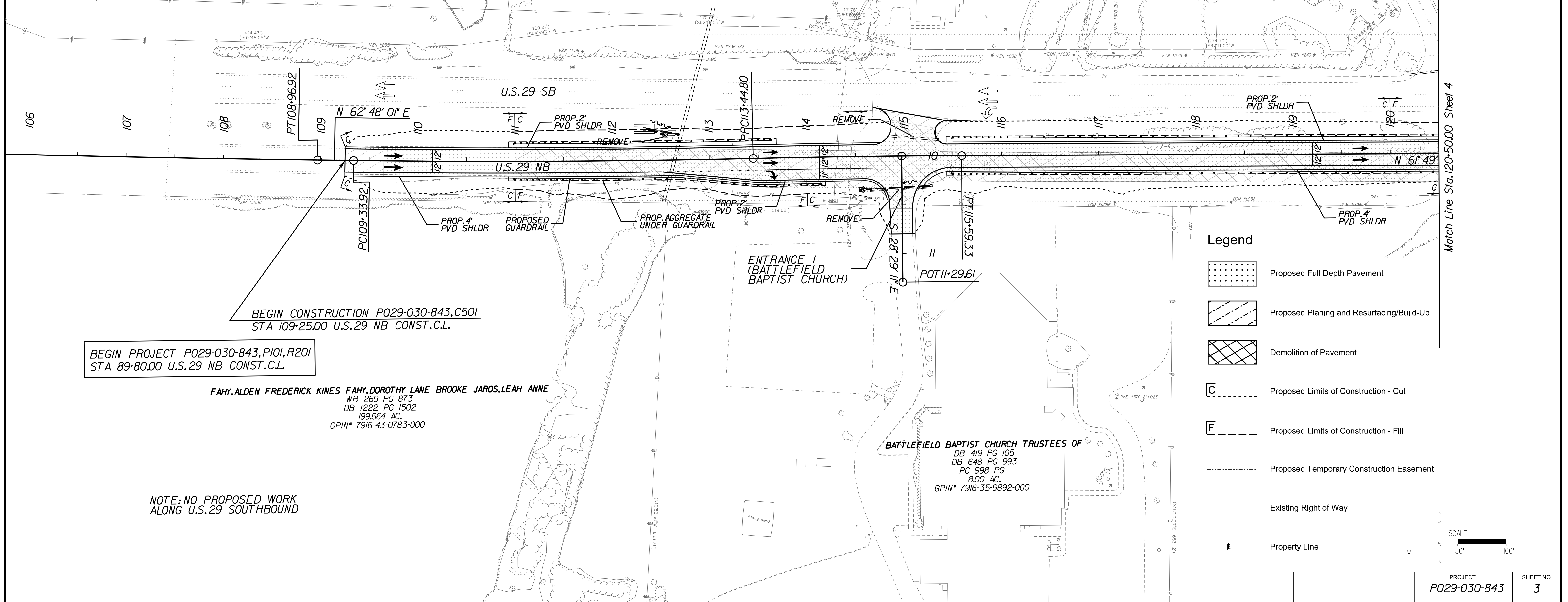
**CINER, NECATI CINER, QINMEI LI,
BO NORTHERN VIRGINIA MARBLE & GRANITE LLC**
 DB 1537 PG 733
 9.27 AC.
 GPIN* 7916-36-1012-000

**CINER, NECATI CINER, QINMEI LI,
BO NORTHERN VIRGINIA MARBLE & GRANITE LLC**
 DB 1537 PG 733
 10.13 AC.
 GPIN* 7916-36-3683-000

**HOUSEHOLDER, FRANK D
HOUSEHOLDER, JULIE A**
 DB 792 PG 1026
 0.96 AC.
 GPIN* 7916-36-7571-000

BATTLEFIELD BAPTIST CHURCH TEES
 DB 765 PG 923
 0.98 AC.
 GPIN* 7916-36-8227-000

SMITH, CHRISTENA W SMITH, JOSEPH H II
 DB 506 PG 170
 1.90 AC.
 GPIN* 7916-46-0329-000



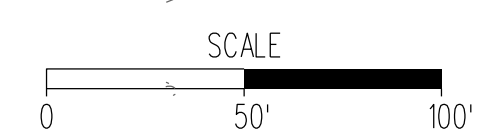
BEGIN CONSTRUCTION P029-030-843, C501
 STA 109+25.00 U.S. 29 NB CONST. C.L.

BEGIN PROJECT P029-030-843, P101, R201
 STA 89+80.00 U.S. 29 NB CONST. C.L.

FAHY, ALDEN FREDERICK KINES FAHY, DOROTHY LANE BROOKE JAROS, LEAH ANNE
 WB 269 PG 873
 DB 1222 PG 1502
 199.664 AC.
 GPIN* 7916-43-0783-000

NOTE: NO PROPOSED WORK
 ALONG U.S. 29 SOUTHBOUND

- Legend**
- Proposed Full Depth Pavement
 - Proposed Planing and Resurfacing/Build-Up
 - Demolition of Pavement
 - Proposed Limits of Construction - Cut
 - Proposed Limits of Construction - Fill
 - Proposed Temporary Construction Easement
 - Existing Right of Way
 - Property Line



PROJECT	SHEET NO.
P029-030-843	3

CULPEPER DISTRICT

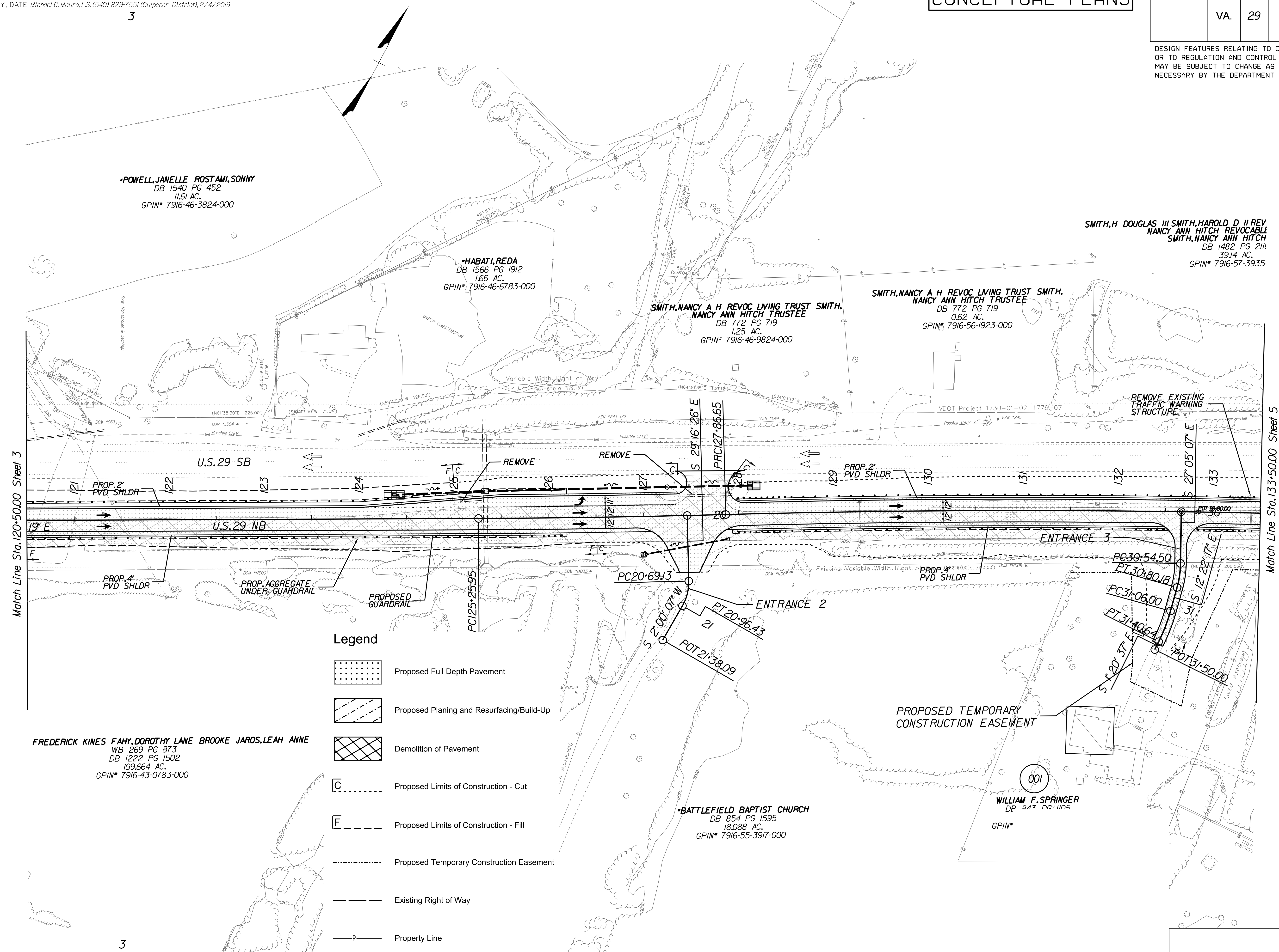
Match Line Sta. 120+50.00 Sheet 4

PROJECT MANAGER: Harold Jones, P.E. (434) 422-9378 (Charlottesville Residency)
 SURVEYED BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019
 DESIGN BY: Robert Hester, JTO (540) 642-8100
 SUBSURFACE UTILITY BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019

CONCEPTUAL PLANS

REVISED	STATE		STATE		SHEET NO.
	ROUTE	PROJECT	PROJECT		
	VA.	29	P029-030-843, P101, R201, C501		4

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



POWELL, JANELLE ROSTAMI, SONNY
 DB 1540 PG 452
 11.61 AC.
 GPIN# 7916-46-3824-000

HABATI, REDA
 DB 1566 PG 1912
 1.66 AC.
 GPIN# 7916-46-6783-000

SMITH, NANCY A H REVOC LIVING TRUST SMITH, NANCY ANN HITCH TRUSTEE
 DB 772 PG 719
 1.25 AC.
 GPIN# 7916-46-9824-000

SMITH, NANCY A H REVOC LIVING TRUST SMITH, NANCY ANN HITCH TRUSTEE
 DB 772 PG 719
 0.62 AC.
 GPIN# 7916-56-1923-000

SMITH, H DOUGLAS, III SMITH, HAROLD D II REV NANCY ANN HITCH REVOCABLE TRUST SMITH, NANCY ANN HITCH
 DB 1482 PG 211
 39.14 AC.
 GPIN# 7916-57-3935

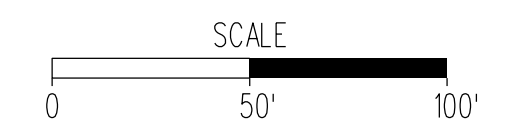
FREDERICK KINES FAHY, DOROTHY LANE BROOKE JAROS, LEAH ANNE
 WB 269 PG 873
 DB 1222 PG 1502
 199.664 AC.
 GPIN# 7916-43-0783-000

BATTLEFIELD BAPTIST CHURCH
 DB 854 PG 1595
 18,088 AC.
 GPIN# 7916-55-3917-000

WILLIAM F. SPRINGER
 DP 243 PG 1105
 GPIN#

Legend

- Proposed Full Depth Pavement
- Proposed Planing and Resurfacing/Build-Up
- Demolition of Pavement
- Proposed Limits of Construction - Cut
- Proposed Limits of Construction - Fill
- Proposed Temporary Construction Easement
- Existing Right of Way
- Property Line



PROJECT	SHEET NO.
P029-030-843	4

Match Line Sta. 120+50.00 Sheet 3

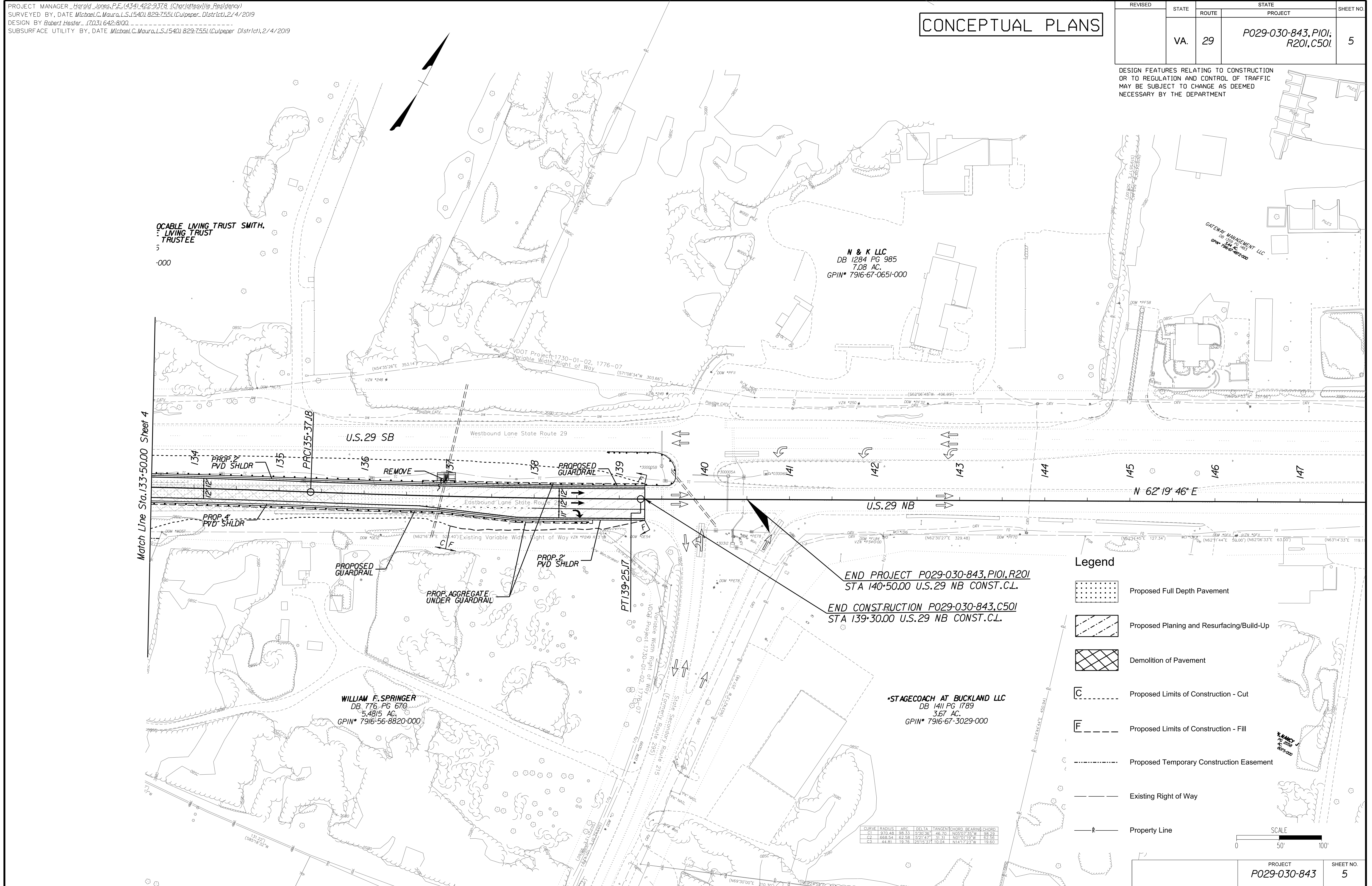
Match Line Sta. 133+50.00 Sheet 5

PROJECT MANAGER: Harold Jones, P.E. (434) 422-9378 (Charlottesville Residency)
 SURVEYED BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019
 DESIGN BY: Robert Hester, JTO (540) 642-8100
 SUBSURFACE UTILITY BY, DATE: Michael C. Mauro, L.S. (540) 829-7551 (Culpeper District), 2/4/2019

CONCEPTUAL PLANS

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	P029-030-843, P101, R201, C501	5

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



CULPEPER DISTRICT

Match Line Sta. 133+50.00 Sheet 4

SCALE
0 50' 100'

PROJECT	SHEET NO.
P029-030-843	5



**CHEMUNG
CONTRACTING
CORPORATION**
A Dalrymple Company

& VOLKERT

Price Proposal
Electronic Copy

A Design-Build Project

US Route 15/29 Improvements at Vint Hill

From: 0.96 Miles South of Route 215 to: Intersection of US 29 and Route 215

Fauquier County, Virginia

State Project No.: 0029-030-843, P101, R201, C501 | Federal Project No.: HSIP-5B01(020) | Contract ID Number: C00114713DB105



March 19, 2019

Submitted to



Submitted by



**CHEMUNG
CONTRACTING
CORPORATION**
A Dalrymple Company

In association with

VOLKERT

ATTACHMENT 4.0.1.2

**DESIGN-BUILD PRICE PROPOSAL
CHECKLIST**

**Project Name: US Route 15/29 Improvements at Vint Hill
Contract ID Number: C00114713DB105**

➤ **Contents of Price Proposal:**

- Cost Breakdown Summary in whole numbers for the Base Scope and Scope Alternatives and the Proposal Price, in both numbers and words, which is the sum for the Base Scope and Scope Alternatives provided (Attachment 4.3.1) within VDOT's Maximum Contract Value.** Add. \$1
 - Price Adjustment Information and Forms for Fuel, Steel, and Asphalt, including identification of pay items and associated quantities eligible for adjustment for the Base Scope and Scope Alternatives (Part 3, Section 6.3, Attachments 6.3)**
 - Proposal Guaranty (C-24) required by Section 102.07 of Part 5, Division I Amendments to the Standard Specifications for the Base Scope and Scope Alternatives**
 - 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**
-

4.3.1 Cost Breakdown Summary

ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

4.3.1 For the Base Scope and Scope Alternatives (if included), Offeror shall specify the pricing information for the items below, the dollar amount shall be in whole numbers:

Price Proposal Cost Breakdown Summary;

Design Services, LS	\$ 303,000.00
Construction Services (exclude QA/QC), LS	\$ 3,075,214.45
Quality Assurance (QA) Construction, LS	\$ 97,000.00
Quality Control (QC) Construction, LS	\$ 66,354.00
All Other Costs, LS	\$ 3,000.00

Offeror shall specify the included Scope Alternatives:

Scope Alternatives (Place an X next to the included Scope Alternatives);

Scope Alternative 1	<u>X</u>
Scope Alternative 2	<u>X</u>

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

Lump Sum (LS): Three million five hundred forty four thousand
five hundred sixty eight dollars and (\$3,544,568.45)
forty five cents

Signature:  Date: March 18, 2019

Design-Builder: Chemung Contracting Corporation

Vendor No.: C224

4.3.2 Adjustments to Asphalt, Fuel and Steel Prices

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

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

February 4, 2019

All asphalt material listed in the attached "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 Construction 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 other than PG 64S-22 and PG 64E-22 will be based on the indexes for PG 64S-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 shall 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**

ITEM	DESCRIPTION	UNITS	SPECIFICATION
10062	Asphalt-Stab. Open-Graded Material	Ton	313
10416	Liquid Asphalt	Gal	311 312
10417	Tack Coat	Gal	310
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
10603	Asphalt Concrete Ty. SM-19.0A	Ton	315
10604	Asphalt Concrete Ty. SM-19.0D	Ton	315
10605	Asphalt Concrete Ty. SM-19.0E (64E)	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 (64E-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
10614	Asphalt Concrete Ty. IM-19.0E (64E)	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 (64E-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(64H-22)	Ton	317
10651	Stone Matrix Asphalt SMA-9.5(64E-22)	Ton	317
10652	Stone Matrix Asphalt SMA-12.5(64H-22)	Ton	317
10653	Stone Matrix Asphalt SMA-12.5(64E-22)	Ton	317
10654	Stone Matrix Asphalt SMA-19.0(64H-22)	Ton	317
10655	Stone Matrix Asphalt SMA-19.0(64E-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
16326	Asphalt Concrete Ty. SM-4.75A	Ton	315
16327	Asphalt Concrete Ty. SM-4.75D	Ton	315
16328	Asphalt Concrete Ty. SM-4.75E	Ton	315
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 (64E-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 (64E-22)	Ton	315
16364	Asphalt Concrete Ty. SM-19.0E (64E)		
16365	Asphalt Concrete Ty. IM-19.0A	Ton	315
16370	Asphalt Concrete Ty. IM-19.0D	Ton	315
16371	Asphalt Concrete Ty. IM-19.0E (64E)		
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(64H-22)	Ton	ATTD
16401	Stone Matrix Asphalt SMA-9.5(64E-22)	Ton	ATTD
16402	Stone Matrix Asphalt SMA-12.5(64H-22)	Ton	ATTD
16403	Stone Matrix Asphalt SMA-12.5(64E-22)	Ton	ATTD
16404	Stone Matrix Asphalt SMA-19.0(64H-22)	Ton	ATTD
16405	Stone Matrix Asphalt SMA-19.0(64E-22)	Ton	ATTD
16490	Hot Mix Asphalt Treatment	Ton	ATTD
16500	Surf.Preparation & Restoration Type I	Ton	ATTD

16502	Surf.Preparation & Restoration Type II	Ton	ATTD
16504	Surf.Preparation & Restoration Type III	Ton	ATTD
67201	NS Asphalt Concrete Overlay	Ton	315
67210	NS Asphalt Concrete	Ton	315
68240	NS Asphalt Concrete	Ton	315

**SPECIAL PROVISION COPIED NOTE FOR
POLYMER MODIFIED (PG 76-22 and PG 70-28)
ASPHALT CEMENT ADJUSTMENT
DESIGN-BUILD PROJECTS**

August 9, 2013

When asphalt concrete mixtures require the use of Performance Graded asphalt cement PG 76-22 or PG 70-28, the Contractor shall show in the space provided on Form C-16A included in the Price Proposal submitted by the Contractor, the f.o.b. cost per ton for asphalt cement PG 76-22 or PG 70-28 upon which bid items containing PG 76-22 or PG 70-28 were developed.

During the life of the Contract, the Contractor shall document to the Department, by invoice signed by the supplier, his cost for PG 76-22 or PG 70-28 used. The Department will then adjust payments for asphalt concrete containing PG 76-22 or PG 70-28 by the difference in the actual f.o.b. price and the f.o.b. quote submitted with the Price Proposal. Adjustments will be made at the time for partial payments for asphalt concrete containing PG 76-22 or PG 70-28 in accordance with the requirements of Section 109.08 in the Division I Amendments (Part 5) of the design-build contract.

In the event the Design-Builder fails to show on Form C-16A of the Price Proposal the f.o.b. cost per ton for asphalt cement PG 76-22 or PG 70-28 upon which material items containing PG 76-22 or PG 70-28 were developed, or during the life of the contract fails to provide the appropriate invoices with the Current Index for asphalt cement PG 76-22 or PG 70-28 for the applicable calendar month during which the work was performed, the Department will base the price adjustment for asphalt concrete containing PG 76-22 or PG 70-28 asphalt cement on the indexes for PG 64-22 in accordance with the Special Provision For Asphalt Material Price Adjustment Design-Build Projects included in the Contract.

[cn109-000100-00](#)

POLYMER MODIFIED (PG 64V-28) ASPHALT CEMENT ADJUSTMENT —

When asphalt concrete mixtures require the use of Performance Graded asphalt cement PG 64V-28, the Contractor shall show in the space provided on Form C-16A of the electronic bid proposal submitted by the Contractor, the f.o.b. cost per ton for asphalt cement PG 64V-28 upon which bid items containing PG 64V-28 were developed.

During the life of the Contract, the Contractor shall document to the Department, by invoice signed by the supplier, his cost for PG 64V-28 used. The Department will then adjust payments for asphalt concrete containing PG 64V-28 by the difference in the actual f.o.b. price and the f.o.b. quote submitted with the bid. Adjustments will be made at the time for partial payments for asphalt concrete containing PG 64V-28 according to Section 109.08 of the Specifications.

In the event the Contractor fails to show on Form C-16A of the electronic bid proposal the f.o.b. cost per ton for asphalt cement PG 64V-28 upon which bid items containing PG 64V-28 were developed, or during the life of the contract fails to provide the appropriate invoices with the Current cost for asphalt cement PG 64V-28 for the applicable calendar month during which the work was performed, the Department will base the price adjustment for asphalt concrete containing PG 64V-28 asphalt cement on the indexes for PG 64S-22 according to the Special Provision For Asphalt Material Price Adjustment included in the Contract.

6-15-15; Reissued 7-12-16 (SPCN)

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

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

June 26, 2018

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 shall 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. The optional fuel item listing eligible for fuel adjustment is provided by the Department at this website: <http://www.virginiadot.org/business/const/resource.asp>. 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.

In order to be eligible for fuel adjustment under this provision, the Design-Builder shall clearly identify in 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 shall 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: 03/14/19

Signature: 

Design-builder: Chemung Contracting Corp.

Vendor No.: C224

**EXHIBIT 6.3(d)
ADJUSTMENT FOR STEEL**

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

June 6, 2018

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

The Design-Builder will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in steel used on specific items of work identified in the Price Proposal/contract in accordance with this provision. Provided that at the end of this provision is a master listing of standard bid items the Department has determined are eligible for steel price adjustment. Only items on this listing will be eligible for steel price adjustment. Generally, non-standard pay items will not be eligible for steel price adjustment unless such steel items are project-specific modifications of items normally eligible and the quantities present on the project constitute major items of the work. Inventoried materials from the listing of eligible items are specifically excluded for consideration. This provision also does not allow for price adjustment for embedded steel where the steel item is a component of the finished bid item and there is no separate or distinct payment for the steel item or for steel used for pre-tensioned or post-tensioned precast components where furnishing steel is included in the unit price of the finished bid item. This includes items such as (but not limited to) drop inlets, median barriers, sound barrier walls, bridge railing and parapets, are not eligible for consideration under this provision.

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

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

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

Price adjustment of each qualifying item will only be considered if there is an increase or decrease in the cost of eligible steel materials in excess of 10 percent up to a maximum of 60 percent from the Base Price when compared with the latest published price index ("Price Index") in effect at the time material is shipped to the fabricator.

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

Items under consideration for price adjustment will be compared to the steel category index items and the corresponding I.D. numbers shown in the table attached to the end of this provision.

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

Price increase/decrease will be computed as follows:

$$A = B \times P \times Q$$

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

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

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

Upon Department review and due process consideration for redress by Design-Builder, any apparent evidence to unbalance the price supplied by Design-Builder in favor of items subject to price adjustment will result in ineligibility for Department participation under this provision.

FORM FOR PRICE ADJUSTMENT FOR ELIGIBLE STEEL ITEMS ON DESIGN-BUILD PROJECTS

Must be supplied with Price Proposal for Department Participation

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

DATE FOR RECEIPT OF PRICE PROPOSAL 03/14/19

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

Item Number	Item Description	Quantity	Unit	Unit Price	Supplier	Date of Quote
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
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_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

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


Chemung Contracting Corp.
Design-Builder

03/14/19
Date

Sample Calculation of a Price Adjustment (increase)

Project bid on April 28, 2004.

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

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

*free on board

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

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

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

Adjustment formula is as follows:

$$A = B \times P \times Q$$

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

$$B = \$0.2816$$

$$P = (161.1 - 139.6) / 139.6 - 0.10 = 0.054$$

$$Q = 450,000 \text{ lb.}$$

$$A = 0.2816 \times 0.054 \times 450,000$$

$$A = \$6,842.88 \text{ pay adjustment to Design-Builder}$$

Sample Calculation of a Price Adjustment (decrease)

Project bid on April 28, 2004.

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

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

*free on board

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

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

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

Adjustment formula is as follows:

$$A = B \times P \times Q$$

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

$$B = \$0.2816$$

$$P = (156.6 - 136.3)/156.6 - 0.10 = 0.030$$

$$Q = 450,000 \text{ lb.}$$

$$A = 0.2816 \times 0.030 \times 450,000$$

$$A = \$3,801.60 \text{ credit to Department}$$

MASTER LISTING

STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT

June 8, 2018

BLS Series I. D.

ITEM NUMBER	ITEM DESCRIPTION	UNITS	Number WPU used in \$ adjust.
00519	SHEET PILE, STEEL	SF	avg. 1017 & 101
00540	REINF. STEEL	LB	101704
00560	STRUCTURAL STEEL JB-1	LB	avg. 1017 & 101
11030	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
13545	REINF. STEEL	LB	101704
14502	REINFORCING STEEL	LB	101704
45522	4" STEEL ENCASE. PIPE	LF	101706
45532	6" STEEL ENCASE. PIPE	LF	101706
45562	16" STEEL ENCASE. PIPE	LF	101706
45572	18" STEEL ENCASE. PIPE	LF	101706
45582	24" STEEL ENCASE. PIPE	LF	101706
45584	24" JACKED STEEL ENCASUREMENT PIPE	LF	101706
45592	30" STEEL ENCASE. PIPE	LF	101706
60452	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
61700	REINF. STEEL	LB	101704
61704	CORROSION RESISTANT REINF. STEEL	LB	101704
61750	STRUCT. STEEL HIGH STRG. PLT. GIRDERS	LB	avg. 1017 & 101
61811	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
61812	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
61813	STR. STEEL PLATE GIRDER ASTM A709 GRADEHPS50W	LB	avg. 1017 & 101
61814	STR. STEEL PLATE GIRDER ASTM A709 GRADEHPS70W	LB	avg. 1017 & 101
61820	STR. STEEL ROLLED BEAM ASTM A709 GRADE 36	LB	avg. 1017 & 101
61821	STR. STEEL ROLLED BEAM ASTM A709 GRADE50	LB	avg. 1017 & 101
61822	STR. STEEL ROLLED BEAM ASTM A709 GRADE50W	LB	avg. 1017 & 101
61990	STEEL GRID FLOOR	SF	avg. 1017 & 101
64110	STEEL PILES 10"	LF	avg. 1017 & 101
64112	STEEL PILES 12"	LF	avg. 1017 & 101
64114	STEEL PILES 14"	LF	avg. 1017 & 101
64768	DRIVING TEST FOR 12" STEEL PILE	LF	avg. 1017 & 101
64778	DRIVING TEST FOR 14" STEEL PILE	LF	avg. 1017 & 101
65200	REINF. STEEL	LB	101704
65204	CORROSION RESISTANT REINF. STEEL	LB	101704
68100	REINF. STEEL	LB	101704
68104	CORROSION RESISTANT REINF. STEEL	LB	101704
68107	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
68108	STR. STEEL PLATE GIRDER ASTM A709 GR50W	LB	avg. 1017 & 101
68109	STR. STEEL PLATE GIRDER ASTM A709 GR.HPS50W	LB	avg. 1017 & 101
68110	STR. STEEL PLATE GIRDER ASTM A709 GR.HPS70W	LB	avg. 1017 & 101
68112	STR. STEEL ROLLED BEAM ASTM A709 GR.36	LB	avg. 1017 & 101
68113	STR. STEEL ROLLED BEAM ASTM A709 GR.50	LB	avg. 1017 & 101
68114	STR. STEEL ROLLED BEAM ASTM A709 GR. 50W	LB	avg. 1017 & 101
68115	STRUCT. STEEL	LB	avg. 1017 & 101
68270	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
69060	SHEET PILES, STEEL	SF	avg. 1017 & 101

69100	REINF. STEEL	LB	101704
69104	CORROSION RESISTANT REINF. STEEL	LB	101704
69110	STEEL PILES 10"	LF	avg. 1017 & 101
69112	STEEL PILE 12"	LF	avg. 1017 & 101
69113	DRIVING TEST FOR 12" STEEL PILE	LF	avg. 1017 & 101

I elect to use this provision

I elect not to use this provision

Date: 03/14/19

Signature: 

Design-Builder: Chemung Contracting Corp.

Vendor No.: C224

4.3.3 Proposal Guaranty C-24

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

Chemung Contracting Corporation
KNOW ALL MEN BY THESE PRESENTS, THAT WE 10496 Quarry Drive, Mitchells, VA 22729 As
principal, and Travelers Casualty and Surety Company of America
One Tower Square, Hartford, CT 06183 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 15th Day of March, 2019

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

PROJECT NUMBER: State Project No.: 0029-030-843, P101, R201, C501, Federal Project No.: HSIP-5B01(020), Contract ID
Number: C00114713DB105, Design-Build US Route 15/29 From: 0.96 Miles South of Route 215 To: Intersection of US 29 and
Route 215, Improvements at Vint Hill, Fauquier County, Virginia

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

Chemung Contracting Corporation

Travelers Casualty and Surety Company of America

(Principal*)
By: [Signature]
(Officer, Partner or Owner) (Seal)
Edward C. Dalrymple, Jr., President

(Principal*)

(Surety Company)
By: [Signature]
(Attorney-in-Fact**) (Seal)
T. M. Tyrrell, Attorney-in-Fact
One Tower Square, Hartford, CT 06183
(Address)

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

(Principal*)

By: _____
(Surety Company)

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

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

By: _____
(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/Blidder Name _____ Signature and Title _____

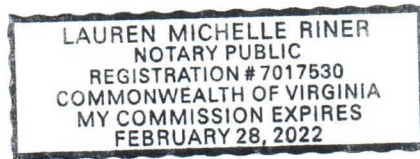
**Attach copy of Power of Attorney

**Travelers Casualty and Surety Company of America
Hartford, CT 06183**

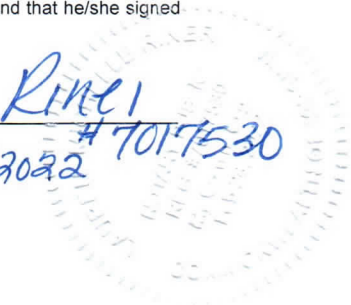
**ATTORNEY-IN-FACT JUSTIFICATION
PRINCIPAL'S ACKNOWLEDGMENT - IF A CORPORATION**

State of Virginia,
County of Culpeper} ^{ss}

On this 15th day of March, 2019, before me personally appeared Edward C. Dalrymple, Jr., to me known, who, being by me duly sworn, deposes and says: That he/she resides in Mineral, Virginia; that he/she is the President of Chemung Contracting Corporation, the corporation described in and which executed the within instrument; that he/she knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he/she signed his/her name thereto by like order.



Lauren M. Riner
County of: *Culpeper* # *7017530*
Commission Expires: *02/28/2022*



SURETY COMPANY'S ACKNOWLEDGMENT

State of New York,
County of Albany} ^{ss}

On this 15th day of March, 2019, before me personally appeared T. M. Tyrrell; to me known, who, being by me duly sworn, did depose and say: That he/she resides in Albany, New York; that he/she is Attorney-in-Fact of Travelers Casualty and Surety Company of America, Hartford, Connecticut, a corporation, created, organized and existing under and by virtue of the laws of the state of Connecticut, upon oath did say that the corporate seal affixed to the attached instrument is the seal of the said Company; that the seal was affixed and the seal was executed by the authority of its Board of Directors; and he did also acknowledge that he executed the said instrument as the free act and deed of said Company.

KIMBERLY A. RITCHIE
Notary Public, State of New York
No. 01R16215612
Qualified in Rensselaer County
Commission Expires January 4, 2022

Kimberly A. Ritchie
Rensselaer County
Comm. Exp. 01/04/2022



TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA
HARTFORD, CONNECTICUT 06183
FINANCIAL STATEMENT AS OF DECEMBER 31, 2017
CAPITAL STOCK \$ 6,480,000

ASSETS		LIABILITIES & SURPLUS	
CASH AND INVESTED CASH	\$ 137,626,346	UNEARNED PREMIUMS	\$ 920,416,346
BONDS	3,372,626,386	LOSSES	820,933,807
STOCKS	326,080,613	LOSS ADJUSTMENT EXPENSES	181,114,296
INVESTMENT INCOME DUE AND ACCRUED	39,230,403	COMMISSIONS	42,188,100
OTHER INVESTED ASSETS	2,841,903	TAXES, LICENSES AND FEES	13,242,950
PREMIUM BALANCES	235,706,836	OTHER EXPENSES	42,889,178
NET DEFERRED TAX ASSET	46,322,453	CURRENT FEDERAL AND FOREIGN INCOME TAXES	1,313,124
REINSURANCE RECOVERABLE	23,906,019	REMITTANCES AND ITEMS NOT ALLOCATED	82,545,307
SECURITIES LENDING REINVESTED COLLATERAL ASSETS	20,555,872	AMOUNTS WITHHELD / RETAINED BY COMPANY FOR OTHERS	35,924,038
RECEIVABLES FROM PARENT, SUBSIDIARIES AND AFFILIATES	21,488,218	RETROACTIVE REINSURANCE RESERVE ASSUMED	793,038
ASSUMED REINSURANCE RECEIVABLE AND PAYABLE	626,835	POLICYHOLDER DIVIDENDS	9,857,423
OTHER ASSETS	5,795,705	PROVISION FOR REINSURANCE	5,068,341
		ADVANCE PREMIUM	1,256,768
		ESCHEAT LIABILITY	637,143
		PAYABLE FOR SECURITIES LENDING	20,555,872
		CEDED REINSURANCE NET PREMIUMS PAYABLE	38,704,062
		OTHER ACCRUED EXPENSES AND LIABILITIES	686,409
		TOTAL LIABILITIES	\$ 2,216,124,273
		CAPITAL STOCK	\$ 6,480,000
		PAID IN SURPLUS	433,803,750
		OTHER SURPLUS	1,576,352,567
		TOTAL SURPLUS TO POLICYHOLDERS	\$ 2,016,636,327
TOTAL ASSETS	\$ 4,232,760,598	TOTAL LIABILITIES & SURPLUS	\$ 4,232,760,598

STATE OF CONNECTICUT)
COUNTY OF HARTFORD) SS.
CITY OF HARTFORD)

MICHAEL J. DOODY, BEING DULY SWORN, SAYS THAT HE IS SECOND VICE PRESIDENT, OF TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA, AND THAT TO THE BEST OF HIS KNOWLEDGE AND BELIEF, THE FOREGOING IS A TRUE AND CORRECT STATEMENT OF THE FINANCIAL CONDITION OF SAID COMPANY AS OF THE 31ST DAY OF DECEMBER, 2017.

Michael J. Doody

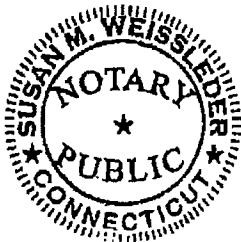
SECOND VICE PRESIDENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS
16TH DAY OF MARCH, 2018

Susan M. Weissleder

NOTARY PUBLIC

SUSAN M. WEISSLEDER
Notary Public
My Commission Expires November 30, 2022





**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **T.M. Tyrrell of Albany, New York**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, 2017.



State of Connecticut

City of Hartford ss.

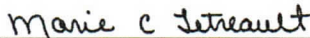
By: 
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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

My Commission expires the **30th** day of **June**, 2021




Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

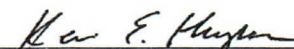
FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **15th** day of **March**, 2019




Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.**

4.3.4 Sworn Statement Forms C-104 & C-105

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

PROJECT: 0029-030-843

FHWA: HSIP-5B01(020)

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 Culpeper, Virginia, this 15th day of March, 20 19
County (City), STATE

Chemung Contracting Corporation
(Name of Firm)

By: [Signature] President
(Signature) Title (print)

STATE of Virginia

COUNTY (CITY) of Culpeper

I Lauren M. Riner

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

County(City) aforesaid, hereby certify that this day Edward C. Dalrymple, Jr.

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 15th day of March, 20 19
Lauren M. Riner My Commission expires 02/28/2022
Notary Public #7017530

**OR
UNSWORN DECLARATION**

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

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

(Name of Firm)

By: _____
(Signature)

Title (print)

ORDER NO.:
CONTRACT ID. NO.:

Form C-105
Rev. 7-13-05

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

PROJECT: 0029-030-843

FHWA: HSIP-5B01(020)

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 33.2-1106 of the Code of Virginia. (If none, so state).

NAME	Location of Principal Office
<u>VTCA</u>	<u>6200 Moorefield Park Dr., Richmond, VA 23236</u>
<u>Virginia Asphalt Assoc.</u>	<u>6900 Patterson Ave., Richmond, VA 23226</u>
<u>ODHCA</u>	<u>250 W. Main St., Charlottesville, VA 22902</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 Culpeper, Virginia, this 15th day of March, 20 19
County (City), STATE

Chemung Contracting Corporation By: [Signature] President
(Name of Firm) (Signature) Title (print)

STATE of Virginia COUNTY (CITY) of Culpeper

To-wit: I Lauren M. Riner, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Edward C. Dalrymple, Jr.

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 15th day of March, 20 19
Lauren M. Riner My Commission expires 02/28/2022

Notary Public #7017530



**CHEMUNG
CONTRACTING
CORPORATION**
A Dalrymple Company

& VOLKERT