



 **Dewberry**



I-77 OVER ROUTE 606 BRIDGE REPLACEMENT

Bland County, VA

LETTER OF SUBMITTAL

RESPONSE TO REQUEST FOR PROPOSALS

STATE PROJECT NO.: 0077-010-834, P101, C501, B644

FEDERAL PROJECT NO.: NHFP-077-2(341)

CONTRACT ID#: C00117110DB115



ATTACHMENT 4.0.1.1
LETTER OF SUBMITTAL
CHECKLIST AND CONTENTS

ATTACHMENT 4.0.1.1
I-77 over Route 606 Bridge Replacement
LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

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

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	1-2
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.4 (Form C-78-RFP)	Sections 3.4; 4.0.1.1	3
Letter of Submittal	NA	Sections 4.1	4
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	4
Offeror's full legal name and address	NA	Section 4.1.1	4
Authorized representative's original signature	NA	Section 4.1.1	4
Declaration of intent	NA	Section 4.1.2	4
120 day declaration	NA	Section 4.1.3	4
Point of Contact information	NA	Section 4.1.4	4
Principal Officer information	NA	Section 4.1.5	4
Offeror's Corporate Structure	NA	Section 4.1.6	4
Full Legal Name of Lead Contractor, Lead Designer, and QAM	NA	Section 4.1.7	4
Offeror's VDOT prequalification information	NA	Section 4.1.8	4
DBE statement confirming Offeror is committed to achieving the required DBE goal	NA	Section 4.1.9	4
Interim Milestone and Final Completion Date(s)	NA	Section 4.1.10	4

ATTACHMENT 4.0.1.1

I-77 over Route 606 Bridge Replacement

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	5 - 36
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	5
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	6 7-8
Offeror's VDOT prequalification information	NA	Section 4.2.3	9
Evidence of obtaining bonding	NA	Section 4.2.4	10
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	11-19
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	20
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	20
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	21-23
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	24-26
Conceptual Roadway Plans	NA	Section 4.2.7	27-31
Conceptual Bridge Plans	NA	Section 4.2.8	32-36



ATTACHMENT 3.4
(FORM C-78)
ACKNOWLEDGMENT OF RFP,
REVISION AND/OR ADDENDA

ATTACHMENT 3.4**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION****I-77 over Route 606 Bridge Replacement**

RFP NO. C00117110DB115
 PROJECT NO.: 0077-010-834, P101, C501, B644

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 – November 2, 2022
(Date)
2. Cover letter of Addendum #1 - November 16, 2022
(Date)
3. Cover letter of Addendum #2 - December 9, 2022
(Date)



 SIGNATURE

1/18/2023

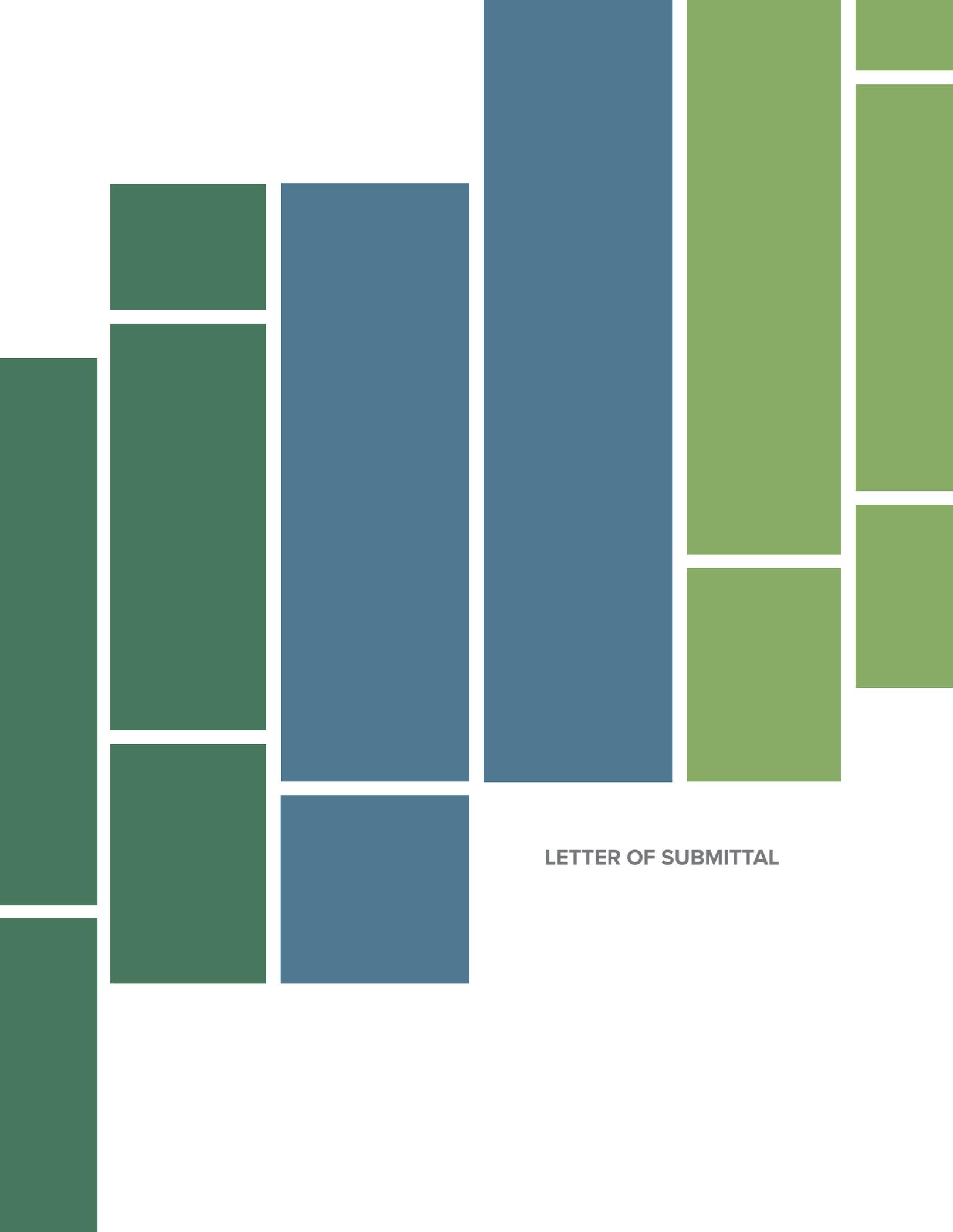
 DATE

EJ O'Neill

 PRINTED NAME

Vice President

 TITLE



LETTER OF SUBMITTAL



January 18, 2023

Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, VA 23219
Attn: Daniel McBride, PE (APD Division)

RE: I-77 over Route 606 Bridge Replacement
Bland County, Virginia
State Project No.: 0077-010-834, P101, C501, B644
Federal Project No.: NHFP-077-2(341)
Contract ID No.: C00117110DB115

Dear Mr. McBride:

Archer Western Construction, LLC (AWC) is pleased to share our credentials, experience, and ideas to work collaboratively with VDOT and the community for a successful **I-77 over Route 606 Bridge Replacement** project (the Project). With **Dewberry Engineers Inc.** (Dewberry) as our Lead Designer, AWC offers VDOT a veteran Team with a successful track record of delivering Design-Build (DB) interstate highway projects on-time and on budget.

4.1.1	OFFEROR: Archer Western Construction, LLC, 13454 Sunrise Valley Dr, Suite 440, Herndon, VA 20171, Phone: 301-347-4680 Fax: 301-347-4681, is the legal entity who will execute the contract.
4.1.2	AWC, if selected, will enter into a contract with VDOT for the I-77 over Route 606 Bridge Replacement Project, in accordance with the terms of the RFP and subsequent addendum. Further, the offer represented by our proposals will remain in full force and effect for one hundred and twenty (120) days after the date that the Price Proposal is submitted.
4.1.3	
4.1.4	OFFEROR'S PRIMARY CONTACT: Jeffrey Mays, Program Manager 13454 Sunrise Valley Dr, Suite 440 Herndon, VA 20171 Phone: 301-347-4680 Fax: 301-347-4681 jmays@walshgroup.com
4.1.5	PRINCIPAL OFFICER OF THE OFFEROR: EJ O'Neill, Vice President 13454 Sunrise Valley Dr, Suite 440, Herndon, VA 20171 Phone: 301-347-4680 Fax: 301-347-4681 ejoneill@walshgroup.com
4.1.6	Archer Western Construction, LLC, a limited liability company operating under federal tax ID number 27-0887868, will be financially responsible for the referenced project and does not have any liability limitations. Dewberry, serving as the Lead Designer, will be a subcontractor to AWC.
4.1.7	The Lead Contractor is Archer Western Construction, LLC , the Lead Designer is Dewberry Engineers Inc. , and the Quality Assurance firm is Quinn Consulting Services, Inc.
4.1.8	AWC's prequalification ID is A210 and the firm's status is active.
4.1.9	AWC is committed to meeting the 6% DBE participation goal for the entire value of the contract.
4.1.10	FINAL COMPLETION DATE: 11/06/2025

The Archer Western Team looks forward to working with VDOT and is fully qualified and committed to the successful delivery of this critical Project!

Sincerely,

EJ O'Neill

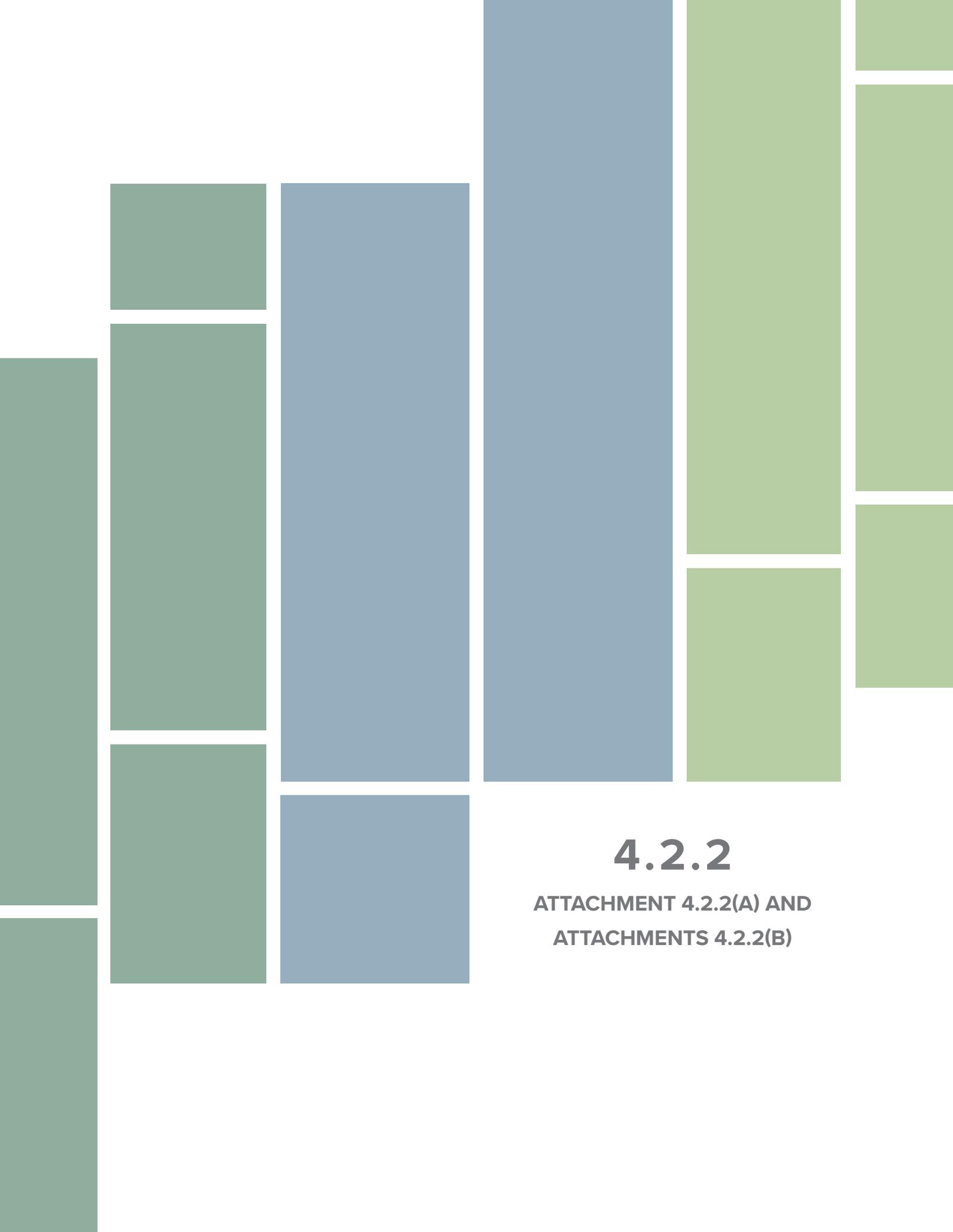
Vice President



**ATTACHMENTS TO THE
LETTER OF SUBMITTAL**



ATTACHMENT 4.2.1
AFFILIATED AND/OR
SUBSIDIARY COMPANIES



4.2.2

ATTACHMENT 4.2.2(A) AND
ATTACHMENTS 4.2.2(B)

ATTACHMENT 4.2.2(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0077-010-834, P101, C501, B644

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.



1/18/2023

Vice President

Signature - EJ O'Neill

Date

Title

Archer Western Construction, LLC

Name of Firm

ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0077-010-834, P101, C501, B644

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

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

	1/18/2023	Executive Vice President
Signature - Dave Mahoney, PE	Date	Title

Dewberry Engineers Inc.

Name of Firm

ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0077-010-834, P101, C501, B644

- 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	1/4/2023 _____ Date	President _____ Title
--	---------------------------	-----------------------------

Quinn Consulting Services, Inc.

Name of Firm



4.2.3

CURRENT LISTING OF THE
FIRM'S PREQUALIFICATION



Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/11/2023

- A -

Vendor ID: A210
Vendor Name: ARCHER WESTERN CONSTRUCTION, LLC
Prequal Level: Prequalified
Prequal Exp: 01/31/2024

-- PREQ Address --

13454 SUNRISE VALLEY DRIVE SUITE 440
HERNDON, VA 20171
Phone: (301)347-4680
Fax: (301)347-4681

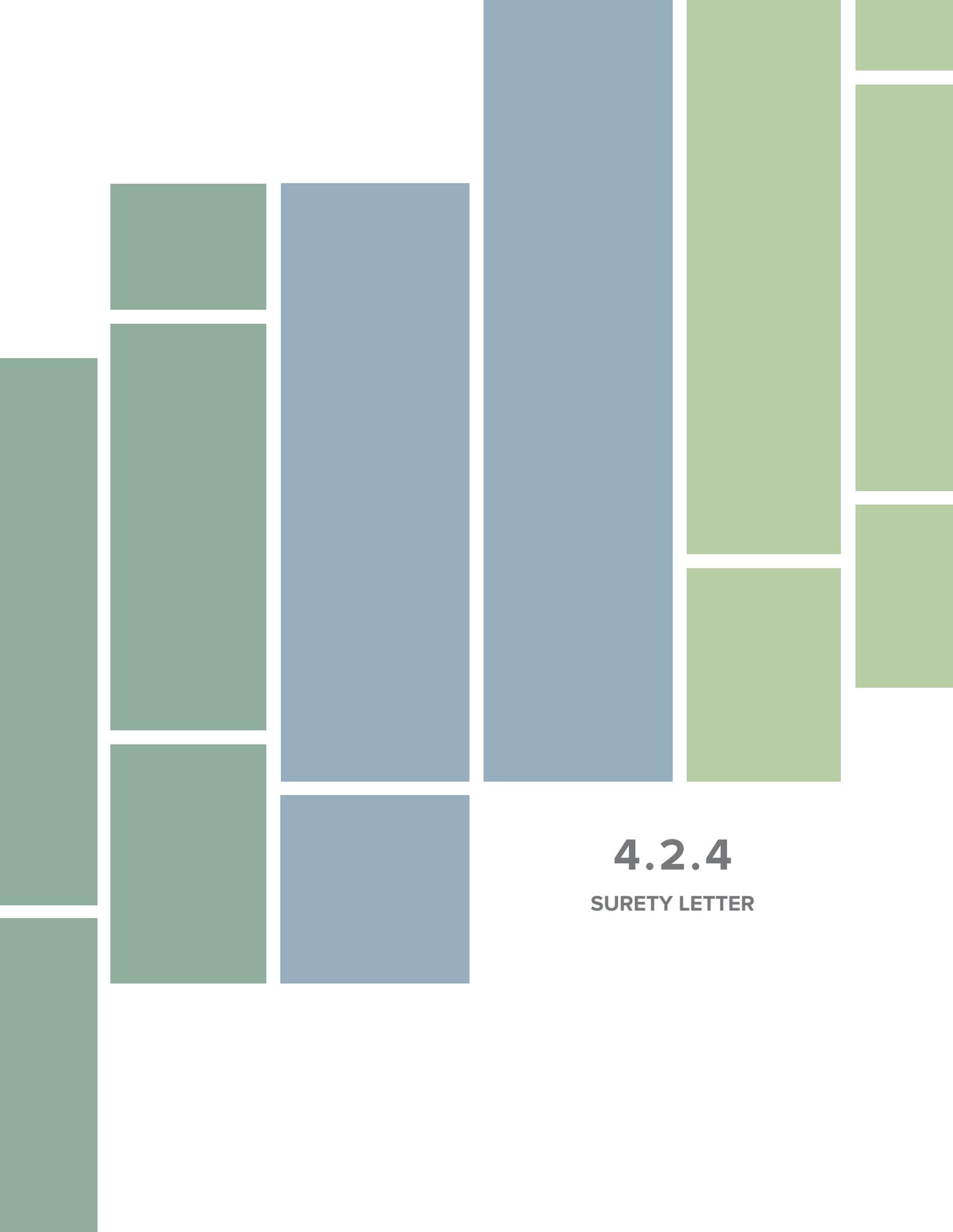
Work Classes (Listed But Not Limited To)

- 002 - GRADING
- 003 - MAJOR STRUCTURES
- 006 - PORTLAND CEMENT CONCRETE PAVING
- 007 - MINOR STRUCTURES

Bus. Contact: TALLEY, SAM
Email: AWCESTIMATING@WALSHGROUP.COM

-- DBE Information --

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



4.2.4

SURETY LETTER

January 18, 2023

Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219
Attn: Daniel McBride, PE

RE: I-77 over Route 606 Bridge Replacement
From: 0.57 Miles South of Secondary Route 606
To: 0.37 Miles North of Secondary Route 606
Bland County, Virginia
State Project No.: 0077-010-834, P101, C501, B644
Federal Project No.: NHFP-077-2(341)
Contract ID Number: C00117110DB115

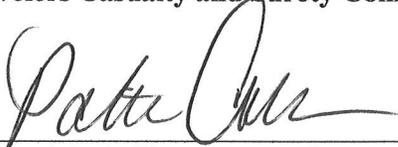
We have been advised that **Archer Western Construction, LLC** is submitting a bid in response to the Request for Proposals for the above mentioned project. **Travelers Casualty and Surety Company of America** is pleased to recommend **Archer Western Construction, LLC** as a professional, well-financed construction company.

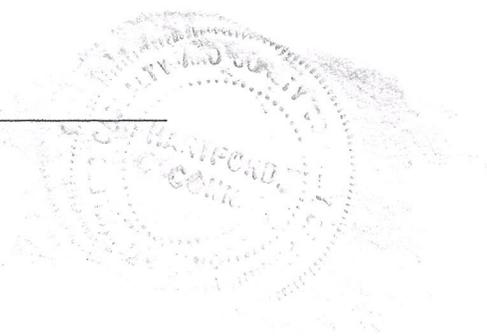
Travelers Casualty and Surety Company of America is currently providing **Archer Western Construction, LLC** with bonding support of \$400 million dollars on single contracts and \$8 billion dollars for an aggregate work program. As surety for **Archer Western Construction, LLC**, **Travelers Casualty and Surety Company of America**, with a A.M. Best Financial Strength Rating of A++ and Financial Size Category XV is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction of \$11,000,000, and said bonds will cover the project and any warranty periods as provided for in the contract documents on behalf of **Archer Western Construction, LLC**, in the event that **Archer Western Construction, LLC** be the successful bidder and enter into a contract for this project.

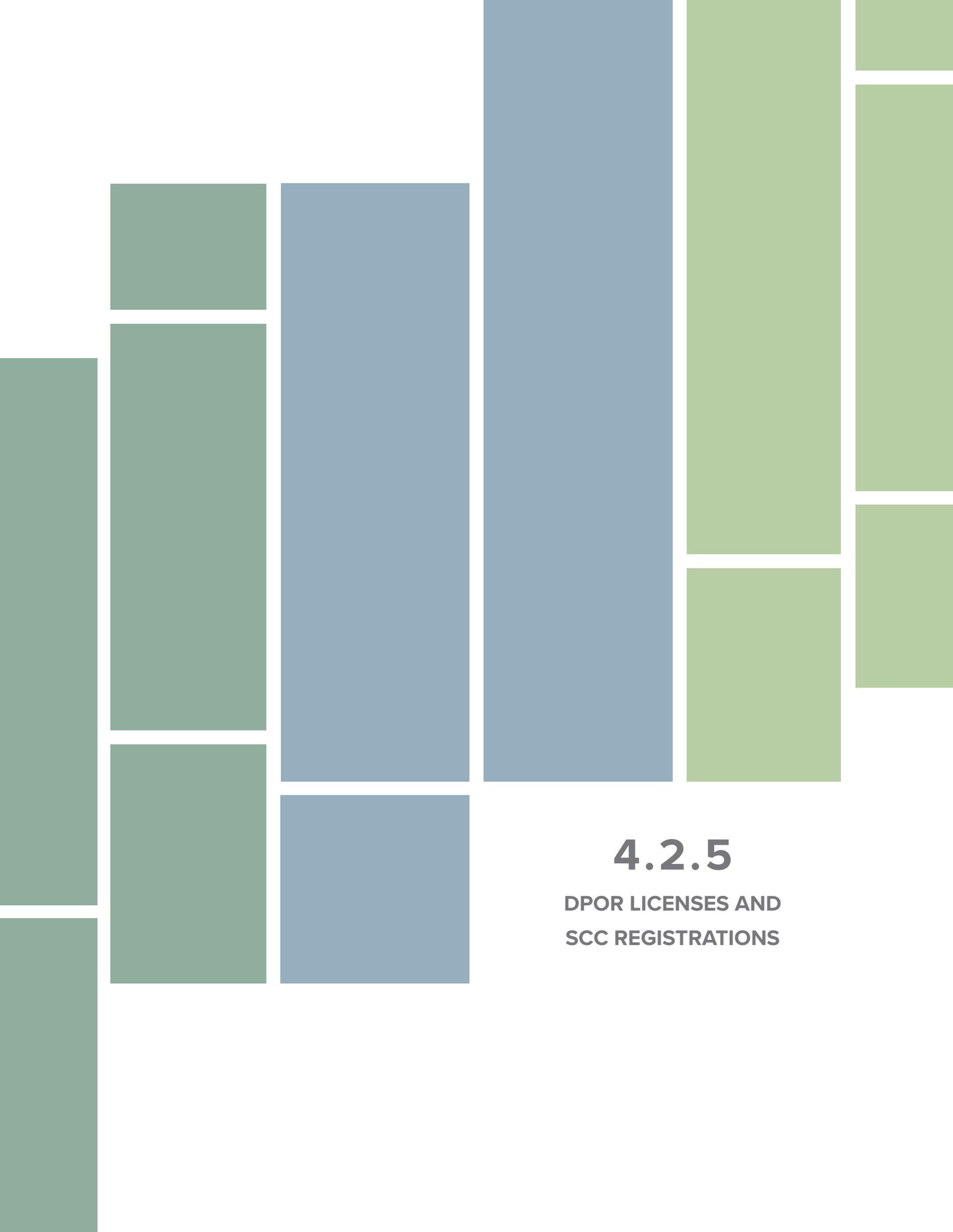
All issuance of bonds is subject to the review and approval of all contract terms, conditions and bond forms.

Should you have any questions, or need additional information, please feel free to contact me.

Yours truly,
Travelers Casualty and Surety Company of America

By: 
Patricia Collins, Attorney-in-Fact





4.2.5

DPOR LICENSES AND
SCC REGISTRATIONS

DPOR License Lookup License Number 2705141795

License Details

Name	ARCHER WESTERN CONSTRUCTION LLC
License Number	2705141795
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	929 W ADAMS ST, CHICAGO, IL 60607
Specialties ²	Commercial Building (CBC) Highway / Heavy (H/H) Residential Building (RBC)
Initial Certification Date	2011-07-12
Expiration Date	2023-07-31

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

DPOR License Lookup License Number 0411000941

License Details

Name	DEWBERRY ENGINEERS INC
License Number	0411000941
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	8401 ARLINGTON BLVD, FAIRFAX, VA 22031
Initial Certification Date	2012-07-02
Expiration Date	2024-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401005284	WELLS, JOSEPH EDWARD	Architect License	Architecture	2023-10-31
0406001718	CENA, JANICE MARIE	Landscape Architect License	Landscape Architecture	2023-01-31
0402023693	JAMES, RUSSELL R	Professional Engineer License	Engineering	2023-03-31

Showing 1 to 3 of 3 entries

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DPOR License Lookup License Number 0411000942

License Details

Name	DEWBERRY ENGINEERS INC
License Number	0411000942
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	4805 LAKE BROOK DR STE 200, GLEN ALLEN, VA 23060
Initial Certification Date	2012-07-02
Expiration Date	2024-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402033505	FULLER, JAMES SEABORN	Professional Engineer License	Engineering	2024-06-30
0402032880	MAXWELL, DAVID SCOTT	Professional Engineer License	Engineering	2025-01-31
0403001755	HOOVER, MICHAEL WILLIAM	Land Surveyor License	Land Surveying	2024-06-30

Showing 1 to 3 of 3 entries

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DPOR License Lookup License Number 0411001812

License Details

Name	DEWBERRY ENGINEERS INC
License Number	0411001812
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	2109 CRYSTAL SPRING AVE SW STE B, ROANOKE, VA 24014
Initial Certification Date	2022-07-05
Expiration Date	2024-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402046511	THOMAS, MATTHEW C	Professional Engineer License	Engineering	2024-06-30

Showing 1 to 1 of 1 entries

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COMMONWEALTH of VIRGINIA

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

EXPIRES ON

12-31-2023

NUMBER

0407003733

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

PROFESSIONS: ENG



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



Mark Broz-Vaughan
Mark Broz-Vaughan, 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

BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2023
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INCORPORATED
14160 NEWBROOK DR
STE 220
CHANTILLY, VA 20151



(FOLD)

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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2024

NUMBER

0411001544

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

PROFESSIONS: ENG



QUINN CONSULTING SERVICES INCORPORATED
3130 HALIFAX RD STE A
SOUTH BOSTON, VA 24592



Demetrius J. Mello
Demetrius J. Mello, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

State Corporation Commission Clerk's Information System

Entity Information

Entity Name: Archer Western Construction, LLC	Entity ID: T0437006
Entity Type: Limited Liability Company	Entity Status: Active
Series LLC: No	Reason for Status: Active
Formation Date: N/A	Status Date: 06/30/2010
VA Qualification Date: 06/30/2010	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: IL	Charter Fee: N/A
Registration Fee Due Date: Not Required	

Registered Agent Information

RA Type: Entity	Locality: RICHMOND CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	
Name: CORPORATION SERVICE COMPANY	Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address: 929 W ADAMS ST, CHICAGO, IL, 60607 - 0000, USA

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: Dewberry Engineers Inc.	Entity ID: F1004623
Entity Type: Stock Corporation	Entity Status: Active
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 10/21/2015
VA Qualification Date: 06/13/1989	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: NY	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

Registered Agent Information

RA Type: Entity	Locality: RICHMOND CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	
Name: CORPORATION SERVICE COMPANY	Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address: 8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: QUINN CONSULTING SERVICES INCORPORATED	Entity ID: 04925517
Entity Type: Stock Corporation	Entity Status: Active
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: 10/24/1997	Status Date: 12/01/2008
VA Qualification Date: 10/24/1997	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

Registered Agent Information

RA Type: Individual	Locality: ARLINGTON COUNTY
RA Qualification: Member of the Virginia State Bar	
Name: JOHN H QUINN JR	Registered Office Address: 2208 S KNOLL ST, ARLINGTON, VA, 22202 - 2134, USA

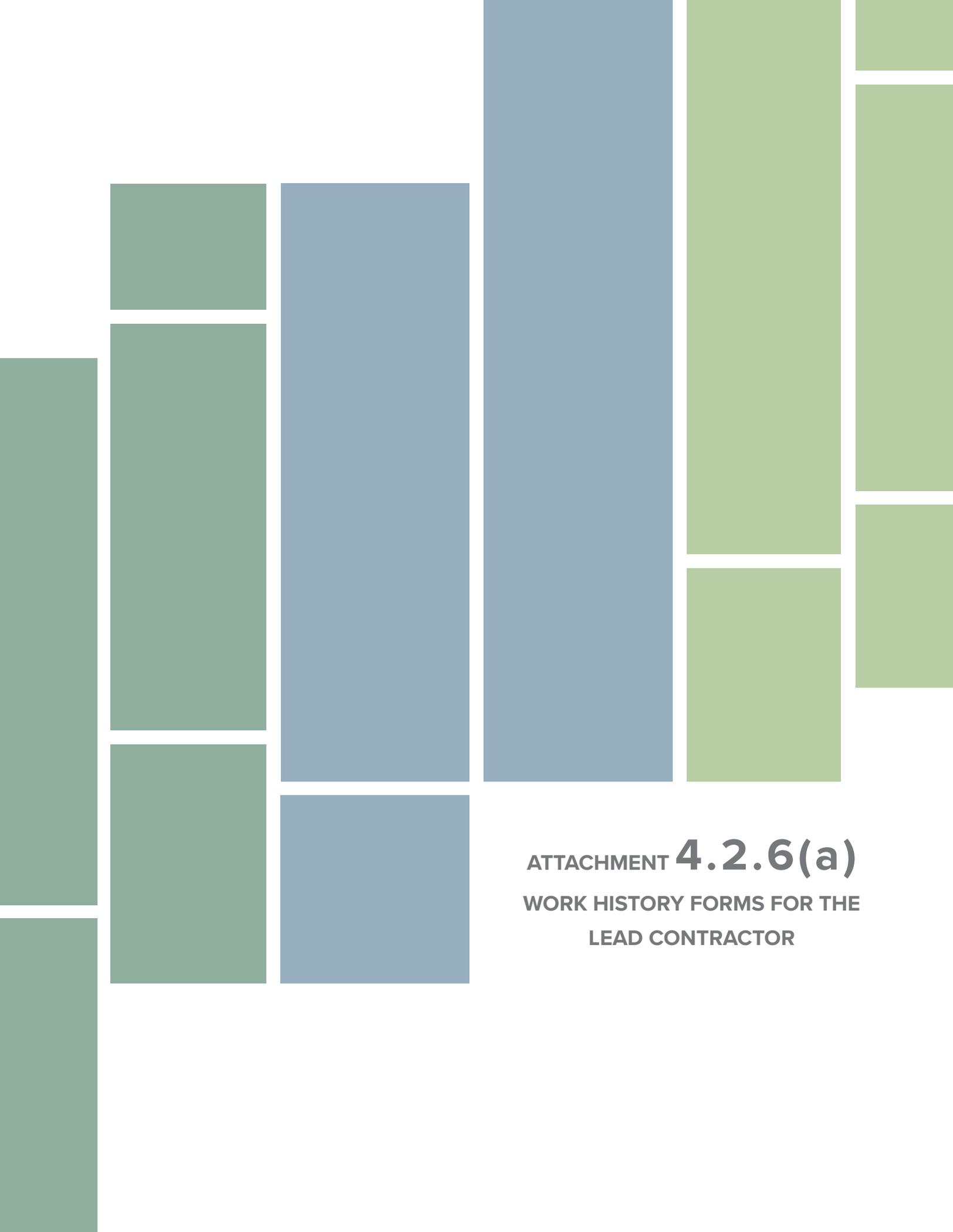
ATTACHMENT 4.2.5

State Project No.: 0077-010-834, P101, C501, B644

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
Archer Western Construction, LLC	T0437006	Foreign Limited Liability Company	Active	929 W. Adams Street Chicago, IL 60607	Class A Contractor	2705141795	7/31/2023
Dewberry Engineers Inc.	F1004623	Corporation	Active	8401 Arlington Blvd. Fairfax, VA 22031	Business Entity Registration	0411000941	2/29/2024
Dewberry Engineers Inc.	F1004623	Corporation	Active	4805 Lake Brook Dr Ste 200, Glen Allen, VA 23060	Business Entity Branch Office	0411000942	2/29/2024
Dewberry Engineers Inc.	F1004623	Corporation	Active	2109 Crystal Spring Ave SW Ste B, Roanoke, VA 24014	Business Entity Branch Office	0411001812	2/29/2024
Quinn Consulting Services Inc.	04925517	Corporation	Active	14160 Newbrook Dr Ste 220 Chantilly, VA 20151	Business Entity Registration	0407003733	12/31/2023
Quinn Consulting Services Inc.	04925517	Corporation	Active	3130 Halifax Rd Ste A South Boston, VA 24592	Business Entity Branch Office	0411001544	02/29/2024



ATTACHMENT 4.2.6(a)
WORK HISTORY FORMS FOR THE
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	
VDOT Jones Branch Connector over I-495 Tysons, VA	Johnson, Mirmiran & Thompson	Name of Client/ Owner: VDOT Project Manager: Chan B. Basnayake, PE, PMP, CCM Phone: (703) 259-2947 Email: chan.basnavake@vdot.virginia.gov	11/2019	11/2019	\$39,694	\$42,441 (due to Owner directed changes)	\$30,577

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.

	<p>Project Narrative: This project involved a new four-lane road and bridge from the I-495 Express Lanes/Jones Branch Drive interchange to Scotts Crossing Road. Improvements were also made along the access road from Jones Branch Drive to the I-495 Express Lanes, and Scotts Crossing Road. Key aspects of the project scope include the following:</p> <ul style="list-style-type: none"> • Three (3) bridges (B627, B628, B629) to accept two lanes of traffic in each direction with bike lanes and median • Widening Scott Crossing Road to two lanes of traffic in each direction with bike lanes and median • MSE Walls, Noisewalls, Retaining Walls • Underground utility relocation (electrical, watermain, fiber optic, gas, drainage) • Multi-phased MOT with local traffic, businesses and communities. <p>Finishing Projects on time or early: This challenging road and bridge widening project had two early completion incentives that were achieved. One was for an interim milestone and the other was for substantial completion.</p> <p>Use of Innovative solutions and techniques: AWC designed complex support of excavation systems to support adjacent bridge structures while the excavation for the new structures was taking place. In addition, AWC developed meticulous work plans for the installation of these systems which were in close proximity to the heavily traveled Capital Beltway.</p> <p>Previous Design-Build Experience: While this project was delivered using the traditional design-bid-build delivery method, AWC worked with a third party MOT designer to optimize the MOT plans to provide a larger and safer work area. AWC also submitted several Value Engineering Change Proposals (VECPs) to VDOT on the project.</p>	<p>Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction: AWC identified a MOT phasing alternative to provide additional work space and reduce the number of MOT phases. AWC contracted T3 Design to collect traffic data, run traffic models, prepare new plan sheets, and provide 2070 signal timing sheets. The revised Temporary Traffic Control Plan (TTCP) was incorporated and worked as designed.</p> <p>Public Relations: VDOT and AWC held several public outreach meetings. AWC held meetings at the Gates of McLean community to update the residents on the project phasing, and kept them informed of construction activities that had potential impacts on their community.</p> <p>Project Awards: VTCA 2018 Safety Award Winner Special Recognition</p> <p>Risk Mitigation: AWC successfully mitigated three critical risks on this project. Those risks and our specific mitigation strategies are described below:</p> <ul style="list-style-type: none"> • MOT/Workzone Safety – A detailed TMP was implemented, a dedicated MOT supervisor was onsite during all closures, detours, and closures were restricted to nights and weekends. • Utility Coordination/Relocation – AWC worked closely with VDOT to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur. Use of “call before you dig” and extensive potholing were implemented. • Stormwater/Environmental Permitting – All stormwater designs and permits were completed and acquired prior to VDOT procuring the contract. AWC instituted a rigorous ES&C inspection and compliance program and constructed the project in accordance with the permit requirements. 										
<p>Firm's Role: Archer Western is the prime contractor for the VDOT Jones Branch Connector over I-495 project.</p> <p>Similar Scope Elements – Project Relevance</p> <table border="0"> <tr> <td>✓ Vehicular bridge carrying arterial road</td> <td>✓ Work adjacent to environmentally sensitive areas</td> </tr> <tr> <td>✓ Retaining wall construction</td> <td>✓ Stormwater management</td> </tr> <tr> <td>✓ Bridge construction</td> <td>✓ Multiple stakeholders</td> </tr> <tr> <td>✓ Multi-phase MOT</td> <td>✓ Similar construction techniques</td> </tr> <tr> <td>✓ Robust public relations</td> <td></td> </tr> </table>	✓ Vehicular bridge carrying arterial road	✓ Work adjacent to environmentally sensitive areas	✓ Retaining wall construction	✓ Stormwater management	✓ Bridge construction	✓ Multiple stakeholders	✓ Multi-phase MOT	✓ Similar construction techniques	✓ Robust public relations			
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✓ Robust public relations												

ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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					Original Contract Value	Final or Estimated Contract Value	
I-95 Richmond Bridge Replacements Richmond, VA	AECOM	Name of Client/ Owner: VDOT Project Manager: Scott Fisher Phone: (804) 674-2452 Email: scott.fisher@VDOT.Virginia.gov	10/2014	10/2014	\$67,957	\$73,537* <i>*Cost difference due to owner directed scope changes and payment of early completion bonus</i>	\$51,476

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.



Project Narrative:

Rehabilitation of 20 interstate bridges, two miles of shoulder widening, and the extension of acceleration lanes along I-95 in Richmond, Virginia. Specific elements of the project included:

- Widening shoulders of I-95 for approximately 2.1 miles
- Replacement of superstructure (beams, deck, barrier) of 20 I-95 mainline bridges
- Construction engineering, fabrication, and delivery of Pre-Constructed Bridge Units (PCUs)
- Substructure rehabilitation including concrete patching and pier repair
- Stormwater management improvements along I-95
- New foundations, substructure, and retaining walls at four bridge widenings
- Replacement of five pier caps while bridges remained active
- Utility coordination
- Supported Public outreach

All interstate work was performed on a heavily traveled roadway and all lane restrictions were coordinated by AWC with VDOT to allow for public notifications of construction activity. Maintenance of traffic (MOT) requirements were extensive, as I-95/I-64 in Richmond was reduced to one lane in each direction for approximately 200 nights of superstructure replacement in a two-year period, with corresponding lane closures or traffic detours on underlying City of Richmond streets. The project also included an extensive construction engineering effort for superstructure shop drawings, temporary falsework, pier reconstruction, superstructure demolition/erection plans, and three approved VECs.

Use of Innovative solutions and techniques:

AWC utilized our experience and "lessons learned" from a previous VDOT project to develop our approach to engineering, fabricating, and installing the 234 PCUs. First, in order to improve quality, match-casting the pre-constructed composite bridge units was instituted to ensure the fit would work at the installation site. Enhancing the accuracy of the as-built survey (prior to fabrication of the PCUs) to ensure a proper field fit was accomplished using laser scanner technology. The laser scan coupled with detailed field measurements eliminated all potential fit issues. Lastly, AWC utilized "Live Load" shoring in the locations where the five pier caps were replaced. This approach allowed the existing bridges to remain in operation significantly reducing impacts to traffic, improving quality, and eliminating potential safety issues.

Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction:

Minimizing impacts to the traveling public was a critical aspect of this congested corridor. AWC applied the use of a dedicated MOT Superintendent and support team. The Team was comprised of MOT engineers, construction personnel, and MOT device subcontractors and suppliers. Weekly MOT meetings that included our MOT Team, VDOT representatives, and emergency responders (local fire and police) were held to review upcoming activities and the detour routes. Our approach to the implementation of the TMP centered around the goals of safety, efficiency, stability, access, and communication. Key components included:

- Assigning a dedicated MOT Superintendent responsible for implementing the plan and acting as the single point of contact for all MOT issues.
- Developing each bridge replacement plan with site specific details, necessary material, labor and equipment needs, first responder input, and delivery route for PCUs.
- Implementing an Incident Management Plan including communication protocols with law enforcement and emergency responders to clear accidents.
- Strategically locating laydown and PCU fabrication area to reduce construction traffic and minimize travel distance.
- Developing a schedule restricting bridge demolition and PCU installation to specific weekends each year with hold out for special events and holidays.

Finishing Projects on Time or early:

This challenging bridge replacement and reconstruction project achieved substantial completion **3 months ahead of schedule** and earned a \$3,000,000 "NO EXCUSES" early completion bonus.

Risk Mitigation:

AWC successfully mitigated three critical risks on this project. Those risks and our specific mitigation strategies are described below:

- **MOT:** A detailed TMP was implemented, a dedicated MOT supervisor was onsite during all closures, detours and closures were restricted to nights and weekends. Coupled with a robust public information campaign, this approach minimized impacts to the public.
- **Utilities:** AWC worked with VDOT to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur. Use of "call before you dig" and extensive potholing were implemented. A dedicated Utility Coordinator was key to mitigating potential impacts.
- **Accurate as-builts of the existing bridge superstructures:** AWC performed an enhanced as-built survey using laser scanner technology (prior to fabrication of the PCUs) to ensure a proper field fit was accomplished. The laser scan coupled with detailed field measurements eliminated all potential fit issues.

Firm's Role:

Archer Western Construction (AWC) was the prime contractor for the - VDOT I-95 Richmond Bridge Replacements Project.

Similar Scope Elements – Project Relevance

- | | |
|--|--|
| ✓ Vehicular bridge carrying interstate highway | ✓ Work adjacent to environmentally sensitive areas |
| ✓ Steel bridge construction | ✓ Stormwater management |
| ✓ Multi-phase interstate MOT | ✓ Multiple stakeholders |
| ✓ Retaining wall construction | ✓ Similar construction techniques |
| ✓ Robust public relations | ✓ Use of innovative design solutions and construction techniques |

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	
I-395 HOV Ramp at Seminary Road & NB Aux Lane Extension (DB) Alexandria, VA	Parsons	Name of Client: VDOT Project Manager: Arif Rahman, PE Phone: 703-259-1940 Email: MD.rahman@VDOT.virginia.gov	12/2015	05/2016 * Difference due to Owner added scope	\$55,448	\$57,755* * Difference due to Owner added scope	\$35,404

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.



Firm's Role:

Archer Western Construction (AWC) was the design-builder and prime contractor for the VDOT I-395 HOV Ramp at Seminary Road and NB Auxiliary Lane Extension.

Similar Scope Elements – Project Relevance

- | | |
|--|--|
| ✓ Vehicular bridge carrying interstate highway | ✓ Work adjacent to environmentally sensitive areas |
| ✓ Steel bridge construction | ✓ Stormwater management |
| ✓ Multi-phase interstate MOT | ✓ Multiple stakeholders |
| ✓ Retaining wall construction | ✓ Similar construction techniques |
| ✓ Robust public relations | |

Project Narrative:

In 2013, AWC, was awarded the contract for the design and construction of the I-395 HOV Ramp at Seminary Road and new NB Auxiliary Lane in Alexandria, Virginia. Specific elements of the project included:

- New elevated HOV ramp (Bridge Structure) in median of I-395
- Replacement of the existing Seminary Road Bridge superstructure (over I-395)
- Multiple utility relocations
- Widening and rehabilitation of the existing I-395 Bridge over Sanger Road
- Interchange/ramp improvements Seminary Road Interchange
- Drainage improvements and adequate outfall channel enhancements
- New pedestrian bridge and multi-use trail spanning I-395
- New soundwalls and MSE walls
- Public outreach

All interchange and work along I-395 was performed on a heavily traveled roadway and all lane restrictions were coordinated by AWC with VDOT and the City to allow for public notifications of construction activity.

Finishing Projects on time or early:

Design plans were completed on-time and the new auxiliary was opened on schedule.

Use of Innovative solutions and techniques:

The HOV ramp (bridge) design was optimized to increase span length and reduce substructure which improved schedule and reduced the number of shifts our crews would be working in the median.

The auxiliary lane was completed and opened before the median work began allowing for additional capacity and providing a larger median workzone. This approach also reduced the number of traffic shifts along I-395. The revised phasing also minimized nighttime construction work, representing a safety improvement to our team's field staff and inspection staff, as well as reduced impacts to the traveling public.

The superstructure rehabilitation along Seminary Road was completed in two phases (eliminating one traffic shift) and maintained all existing lanes of traffic. Pedestrian traffic was detoured to the newly completed multi-use path and pedestrian bridge.

Limiting impacts to the traveling public including commitments to effective strategies to minimize congestion and ensure safety during construction:

Minimizing impacts to the traveling public was a critical aspect of this congested corridor. AWC applied the use of a MOT "Task Team" from pursuit phase through TMP implementations. The Task Team was comprised of Designers, Construction personnel, VDOT representatives, and emergency responders (local fire and police). The MOT Task Team developed the TMP around the goals of safety, efficiency, stability, access, and communication. Key components included:

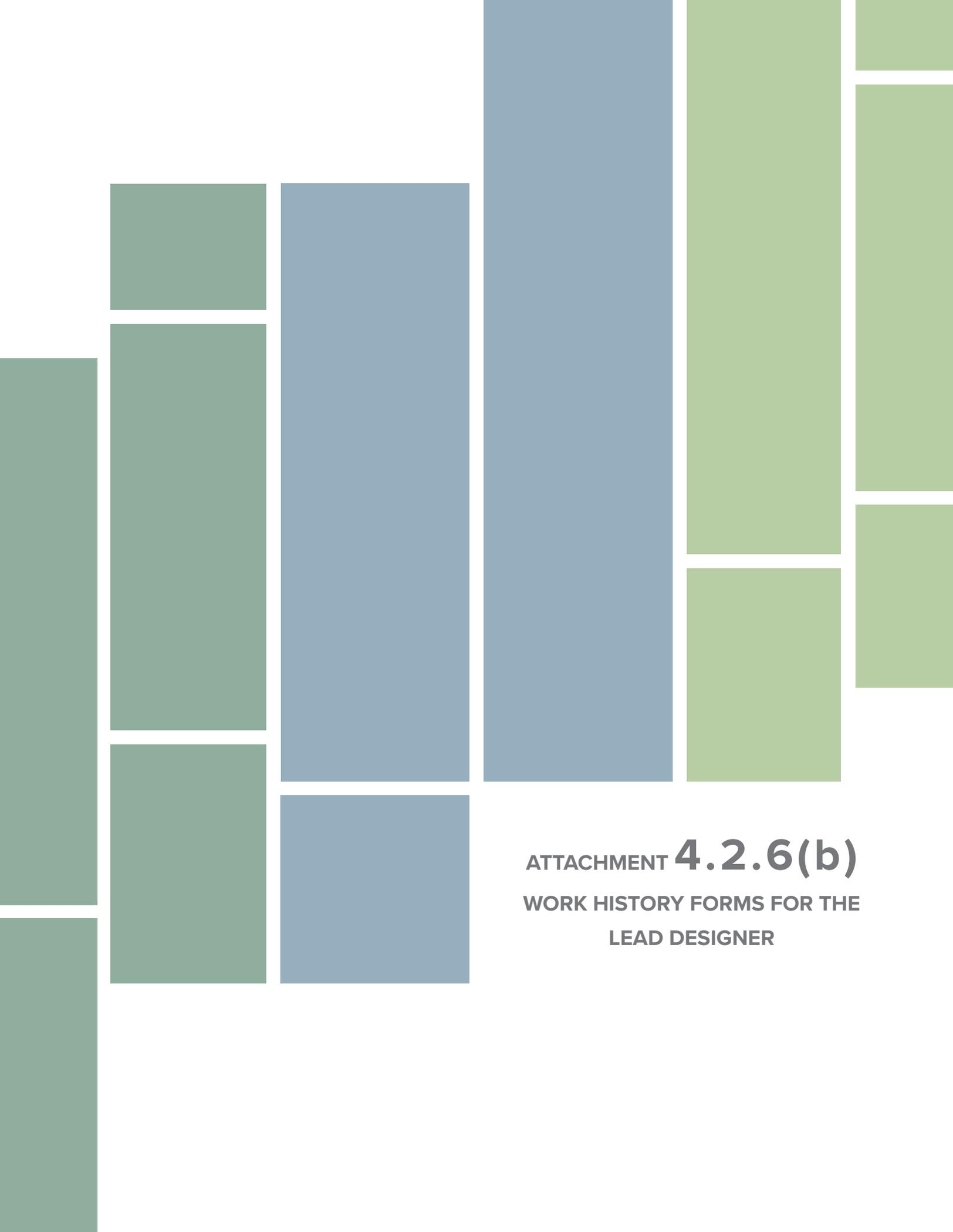
- Assigning a dedicated MOT/Incident Manager responsible for implementing the plan and acting as the single point of contact for all MOT issues.
- Holding regular meetings with third party stakeholders regarding MOT phasing, upcoming traffic shifts, and construction activity.
- Implementing an Incident Management Plan with communication protocols with law enforcement and emergency responders to clear accidents.
- Strategically located laydown and storage areas to reduce construction traffic and minimize trucks from entering existing traffic lanes.

The new auxiliary lane along I-395 was scheduled and completed prior to the start of construction of the new HOV ramp and Seminary Road bridge rehabilitation, adding capacity to I-395 through the construction zone.

Risk Mitigation:

AWC successfully mitigated three critical risks on this project. Those risks and our specific mitigation strategies are described below:

- **MOT:** AWC developed a phasing plan that maintained the same number of travel lanes through all phases of construction. Traffic along I-395 was only shifted once before being placed into its final configuration. The superstructure rehab along Seminary Road was phased, eliminating long term lane closures and eliminating a traffic shift.
- **Utilities:** AWC worked with VDOT to identify potential conflicts, coordinate relocations, and have contingency plans in place should an incident occur. Use of "call before you dig" and extensive potholing were implemented. A dedicated Utility Coordinator was key to mitigating potential impacts.
- **Structurally Deficient Bridges:** AWC performed additional analysis on the substructure to confirm that only the superstructure elements needed to be replaced. Ultimately no substructure strengthening was required. The superstructure replacement was phased, shifting traffic to allow complete removal of deck and beams. Loads were calculated determining where traffic had to be located in each phase to not adversely affect the existing structure.



ATTACHMENT 4.2.6(b)
WORK HISTORY FORMS FOR THE
LEAD DESIGNER

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-81 Widening MM 136.6 to MM 141.8 Roanoke County & City of Salem, VA	Archer Western Construction LLC	Name of Client/ Owner: VDOT Project Manager: Duane Mann, PE, PMP Phone: (540) 765-7226 Email: m.mann@VDOT.Virginia.gov	05/2021	01/2026	\$178,963	\$179,328* *Actual To-Date due to Owner Added Scope	\$11,897

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.



Firm's Role:
As the Lead Designer, Dewberry's Fairfax and Glen Allen, Virginia offices were responsible for the completion of all engineering services. Dewberry completed all design field surveys, environmental permitting and monitoring, and oversaw consultant services to complete updated aerial mapping, utility designations and test pits, utility relocation coordination, geotechnical investigations and recommendations, noise analysis, pipe video inspections, and right-of-way acquisitions.

Similar Scope Elements – Project Relevance

✓ Design-Build Delivery	✓ Demolition and replacement of Interstate Bridges
✓ High Traffic Volumes & Travel Speeds	✓ Environmental Permitting and Compliance Monitoring
✓ MOT/TMP Operations minimizing Congestion	✓ Coordination with adjacent projects
✓ Teamed with Archer Western Construction	

Project Narrative:
In 2021, Dewberry (as the lead engineer on the Archer Western design-build team) was awarded VDOT's first major design-build contract on I-81 in Roanoke County and the City of Salem to provide the following improvements:

- Widening from 4 to 6-lanes for approximately 5.2 miles just south of the I-581 Interchange;
- Demolition and replacement of the I-81 bridges over Route 112, Route 619, and Route 635;
- Widening and repairs of the I-81 bridges over Route 311;
- Substructure repairs to the Route 419 and Route 705 overpasses;
- Interchange improvements and lane reconfigurations on Route 112 (Exit 137);
- Clearzone grading and roadside safety improvements;
- Drainage, stormwater management, and adequate outfall improvements; and
- Approximately 2.8 miles of noise barriers.

The primary objectives of this project were to increase capacity through the addition of a third thru-lane and full-width shoulders in each direction, reduce congestion, and improve reliability and safety. The majority of the widening is located in the median to reduce right-of-way and easement impacts on private properties, and due to the relatively narrow median width, concrete barriers were implemented for a majority of the project length. Stormwater management facilities were consolidated to reduce impacts, with several being located within interchange ramps or partially within existing right-of-way. In addition to roadway, drainage and structural improvements, roadway and interchange lighting was added at each of the three (3) interchanges within project limits, the existing ITS facility located primarily within the median is being relocated adjacent to the southbound lanes of I-81, and landscaping is being implemented where noise barriers are not being installed and where existing residential development is within 50' of the right-of-way.

- Dewberry's scope included:
- Updated field surveys;
 - Wetland and stream delineations, environmental permitting, and permit monitoring;
 - Roadway, structural, and drainage design;
 - Traffic engineering design including, signing & marking, lighting, ITS, and temporary traffic control maintenance of traffic (MOT) and Transportation Management Plan (TMP) development;
 - Public outreach coordination; and
 - Oversight of all design subconsultants.

Use of Innovative Design Solutions:
To accommodate the widening in the median, portions of the horizontal alignment of I-81 were adjusted to accommodate full-width shoulders. We investigated several alignment adjustments which would minimize variable depth overlays and asphalt build-up, and in adjusting the horizontal alignments we were also able to eliminate design exceptions and design waivers which had been approved for the RFP conceptual design. The horizontal alignment changes also eliminated the need for temporary crossovers and allowed for additional work area reducing the number of construction phases necessary to complete bridge construction. Working in coordination with VDOT, ditch grading and multiple typical section configurations were implemented to reduce guardrail installation while also avoiding impacts to private properties. Rock cut-slopes were incorporated where feasible based on geotechnical analysis and noise barrier alignments were adjusted to avoid impacts to private properties. Ultimately, acquisition of easements and/or right-of-way was eliminated from over 20 properties impacted by the RFP conceptual design. We also coordinated with VDOT to implement a unique pavement subbase drainage design, incorporating outlet pipes.

Limiting Impacts to the Traveling Public, Businesses & Communities and Strategies which Minimized Congestion During Construction:
From the outset of design, our approach was to reduce impacts to the travelling public and adjacent properties. We developed a unique sequence of construction which eliminated median cross-overs on I-81, improving safety during construction and eliminating extensive temporary pavement overlays. Construction is underway and being completed with a more "conventional" widening approach where traffic will be maintained separately in both the northbound and southbound directions through all stages of construction. Design of outside grading, stormwater management facilities, and noise barrier alignments were all completed with a goal of reducing impacts. Through modifications to these elements, we were able to eliminate impacts to over 20 private properties and avoid impacts to all private structures and buildings.

Implementing and Maintaining an Effective QA/QC Plan:
Dewberry implemented a comprehensive QA and QC plan, effectively coordinating all design disciplines and environmental permitting between our Fairfax and Glen Allen offices to provide seamless construction plans. QA/QC requirements were also required of our design subconsultants, including the subconsultant responsible for design of the I-81 bridges over Route 311. Documentation of QC and QA reviews were provided with each milestone submission.

Developing and Managing Effective Communication Strategies with Business Owners, Residents, Advocacy Groups, Railroads, and other Stakeholders:
Throughout design, Dewberry has been responsible for communication with interested parties and stakeholders who reached out to VDOT or our team. We provided verbal and written responses to all inquiries, and maintained a public communication tracking summary on VDOT's ProjectWise. We also coordinated directly with the City of Salem to obtain Right-of-Way Permit approval for all work within City right-of-way, including the long-term closure and reconstruction of Route 635, which was closed, substantially completed, and reopened to traffic within one month (final grading of slopes will be completed following demolition and reconstruction of the I-81 bridges over Route 635). We were also responsible for development, distribution, and tracking of all noise barrier voting documents for the three separate noise barriers to be constructed with the project.

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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I-64 Capacity Improvements – Segment I Design-Build Newport News, VA	Shirley Contracting Company LLC	Name of Client/ Owner: VDOT Project Manager: Janet M. Hedrick Phone: (757) 956-3071 Email: Janet.Hedrick@VDOT.Virginia.gov	3/2015	12/2017	\$84,879	\$101,396* *Difference due to Owner Added Scope	\$6,024

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Firm's Role:

As the Lead Designer, Dewberry's Fairfax, Virginia office, supported by the Glen Allen, Virginia office, was responsible for completion of all engineering services. In addition, Dewberry completed all design field surveys, environmental permitting and documentation, and quality control (QC) during construction. Dewberry oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections.

Similar Scope Elements – Project Relevance

- | | |
|--|--|
| ✓ Design-Build Delivery | ✓ Demolition and replacement of Interstate Bridges |
| ✓ High Traffic Volumes & Travel Speeds | ✓ Environmental Permitting and Compliance Monitoring |
| ✓ MOT Operations minimizing Congestion | ✓ Coordination with adjacent projects |

Project Narrative:

In 2015, Dewberry (as the lead engineer on our design-build team) was awarded the contract for the widening and pavement rehabilitation of I-64 in York County, Virginia which included:

- Widening of I-64 from 4-lanes to 6-lanes for approximately 5.2 miles;
- Widening of I-64 bridges over Lee Hall Reservoir and Fort Eustis Boulevard;
- Demolition and replacement of the I-64 bridges over Industrial Park Drive and CSX Railroad;
- Lengthening of the auxiliary lanes at the Fort Eustis Boulevard Interchange;
- Stormwater management improvements;
- Drainage improvements including closed system median storm sewers; and
- Approximately 12,500 linear feet of noise barriers.

The demolition and replacement of the I-64 bridges over Industrial Park Drive were not required by the RFP, but our team recognized that replacing the bridges would provide a longer-lasting product which required less maintenance. Dewberry developed plans for the new bridges, consisting of 2-span structures instead of matching the existing 3-span structures. During design, VDOT issued a contract modification to strengthen the outside shoulders between the Fort Eustis Boulevard Interchange and the eastern project limit to accommodate a future fourth travel lane in each direction. This additional work was completed as a plan revision to the already approved plans without impacting the schedule.

Dewberry's scope included completion of:

- Updated field surveys;
- Wetland and stream delineations, environmental permitting, and permit monitoring;
- Roadway engineering design;
- Bridge structural designs;
- Hydrologic and hydraulic analysis for the bridges over Lee Hall Reservoir;
- Drainage and stormwater management design;
- Traffic engineering design including signing & pavement marking, ITS, and temporary traffic control design;
- Landscaping design; and Public outreach.

Use of Innovative Design Solutions:

Although the RFP allowed for the widening and rehabilitation of the existing bridges over Industrial Park Drive and CSXT Railroad, our Team committed to completely replacing the existing bridges with new 2-span structures. The resulting shorter structures require less maintenance and provide additional horizontal clearance between the CSXT railroad and the superstructure of the bridge. As construction began, the choice to replace both I-64 bridges over CSXT was confirmed to be the correct decision based on extensive structural deterioration and large voids found beneath the approach slabs, all of which was addressed through the construction of the new bridges.

Limiting Impacts to the Traveling Public, Businesses & Communities and Strategies which Minimized Congestion During Construction:

To reduce impacts to the travelling public, an advance temporary traffic control plan was developed so that shoulder strengthening could be completed during night-time operations, ultimately enabling all major construction activities to occur behind concrete barrier. Stormwater management facilities were reconfigured to avoid impacts to private properties, ultimately resulting in all facilities being located either within existing right-of-way or on property owned by the City of Newport News. Finally, approximately 12,500 linear feet of noise barriers were installed within existing right-of-way, with minimal property impacts, to provide noise reductions to nearly 1,000 homes and apartments.

Implementing and Maintaining an Effective QA/QC Plan:

Dewberry implemented a comprehensive QA and QC plan which was adhered to throughout design, and effectively reviewing plans which were developed in two offices in different geographic areas (Fairfax, VA and Glen Allen, VA). Advance temporary traffic control plans were developed to allow construction to start before final plan approvals, and QA/QC efforts ensured no re-work or design conflicts arose through any phase of design, enabling construction to continue without adverse design impacts. A major element of the Project was to correct existing deficiencies in the existing concrete pavement, and complex spreadsheets were developed, checked, and re-checked to ensure a smooth riding surface would be provided when construction was completed. Calculations ensured cross-slopes and longitudinal grades didn't exceed maximum breakovers, minimum and maximum cross-slopes were provided, minimum asphalt overlays were provided, and pavement drainage was maintained throughout construction. These comprehensive spreadsheets were provided to the contractor and paving subcontractor for implementation in the field, ultimately resulting in the desired product and improved pavement conditions.

Developing and Managing Effective Communication Strategies with Business Owners, Residents, Advocacy Groups, Railroads, and other Stakeholders:

Throughout design and construction, our team engaged with first responders, adjacent private property owners, the City of Newport News, CSXT railroad, and the general public to provide regular updates regarding the improvements. An extensive outreach process was completed for the design and installation of the noise barriers, and regular communication with first responders ensured public safety was maintained as construction progressed and access points for emergency responses were changed. Our team worked in coordination with VDOT public outreach staff to provide progress updates to keep the public apprised of project progress and upcoming milestones.

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-64 Capacity Improvements – Segment III Design-Build York County, VA	Shirley Contracting Company LLC	Name of Client/ Owner: VDOT Project Manager: Janet M. Hedrick Phone: (757) 956-3071 Email: Janet.Hedrick@VDOT.Virginia.gov	12/2017	12/2021	\$178,282	\$182,767* *Difference due to Owner Added Scope	\$10,177

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.



Firm's Role:
As the Lead Designer, Dewberry's Fairfax, Virginia and Glen Allen, Virginia offices were responsible for the completion of all engineering services. Our Mechanicsburg, Pennsylvania office also completed design services for the widening of the I-64 bridges over The Colonial Parkway. Dewberry also completed all design field surveys, environmental permitting and documentation, and oversight of subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections.

- Similar Scope Elements – Project Relevance**
- ✓ Design-Build Delivery
 - ✓ Demolition and replacement of Interstate Bridges
 - ✓ High Traffic Volumes & Travel Speeds
 - ✓ Environmental Permitting and Compliance Monitoring
 - ✓ Coordination with adjacent projects
 - ✓ MOT/TMP Operations minimizing Congestion

Project Narrative:
In December 2017, Dewberry (as the lead engineer on our design-build team) was awarded the contract for the widening and reconstruction of I-64 in York County, Virginia which included:

- Widening of I-64 from 4-lanes to 6-lanes for approximately 8.3 miles;
- Widening and repair of I-64 bridges over Lakeshead Drive and The Colonial Parkway;
- Demolition and replacement of the 900' bridges over Queens Creek;
- Interchange auxiliary lane improvements at the Route 199 and Route 143 Interchanges;
- Stormwater management improvements;
- Drainage improvements and adequate outfall channel enhancements;
- Noise barrier analysis, design, and construction; and
- Public outreach.

Design of these improvements were coordinated with the on-going I-64 Segment II project, which was under construction but not yet completed at the time of plan development or at the start of construction. Since the existing pavement was required to be completely demolished and replaced, the horizontal alignment of the eastbound and westbound lanes were adjusted where possible to minimize impacts to existing ITS facilities, adjacent properties, and environmentally sensitive areas including Queens Lake, Queens Creek, and the associated contributing channels and streams.

Dewberry's scope included:

- Updated field surveys;
- Wetland and stream delineations, environmental permitting, and permit monitoring;
- Roadway engineering design;
- Bridge structural design;
- Hydrologic and hydraulic analysis for Queens Creek;
- Drainage and stormwater management design;
- Traffic engineering design including a traffic signal, signing & pavement marking, ITS, and temporary traffic control/maintenance of traffic (MOT), and Temporary Traffic Plan (TMP) development; and
- Public outreach.

Advance temporary traffic control plans were developed and approved, enabling construction to begin concurrently with the completion and approval of right-of-way acquisition and construction plans. Extensive public outreach occurred for proposed noise barriers, coordination with the National Park Service for work over and on The Colonial Parkway, and with Camp Peary, a secure government property located immediately adjacent to westbound I-64.

Use of Innovative Design Solutions:
Dewberry utilized our experience and "lessons learned" from the I-64 Capacity Improvements – Segment I project to implement several innovative design solutions. First, we developed alternate horizontal alignments for I-64 which minimized temporary shoulder strengthening limits and areas and increased the width of the median which avoided construction of a 1,300' retaining wall while also eliminating one stage of bridge construction. This unique design concept reduced night time construction work (improving safety for construction and inspection staff), reduced impacts to the travelling public, and eliminated maintenance and inspection of a large retaining wall. As part of the pavement reconstruction, the new pavement incorporated recycled aggregate and cold central plant materials, limiting the amount of material and equipment which left the project limits. Profiles and alignments were finalized to maximize the use of RAP and CCPRM in the ultimate pavement section.

Limiting Impacts to the Traveling Public, Businesses & Communities and Strategies which Minimized Congestion During Construction:
For the replacement of the bridges over Queens Creek, we developed an alternate sequence of construction which eliminated one stage of construction and completed the demolition and construction of the eastbound bridge during one traffic phase. In addition, our unique design concept minimized the amount of temporary shoulder strengthening required during the initial phase of construction, reducing temporary impacts to traffic and improved safety for the travelling public, construction, and inspection staff. During the design phase, we determined that the preliminary noise analysis didn't properly account for existing topography further from I-64. As a result of updated noise modeling, three additional noise barriers totaling approximately 6,500 lf were added, reducing noise impacts to numerous additional properties and residents.

Implementing and Maintaining an Effective QA/QC Plan:
Dewberry implemented a comprehensive QA and QC plan which was adhered to throughout design, and enabled effective review of plans developed in three offices in different geographic areas (Fairfax, VA, Glen Allen, VA, and Mechanicsburg, PA). Extensive coordination was required for the bridge widenings over Lakeshead Drive and the Colonial Parkway due to their close proximity to each other, minimal width between parapets, and the need to reduce the Parkway to a single lane to accommodate brick arch construction. Dewberry's design team met on a weekly basis to review progress and schedule and ensure all design and permitting activities were coordinated.

Developing and Managing Effective Communication Strategies with Business Owners, Residents, Advocacy Groups, Railroads, and other Stakeholders:
Throughout design and construction, our team engaged with first responders, adjacent private property owners, and the general public to provide regular project updates, and coordinated with the adjacent project which was under construction. Our team collaborated with VDOT public outreach staff to provide progress updates to keep the public apprised of project progress and upcoming milestones, and completed an extensive public outreach process to notify, meet, and discuss the noise barrier changes with the public and adjacent property owners. A formal public meeting at the local high school was held by our team specifically to discuss changes in the noise analysis and the resulting additional noise barriers. A temporary access point was designed between E. Rochembeau Drive and EB I-64 to improve interstate emergency response during construction, and regular coordination meetings with first responders were held to discuss future traffic pattern changes.

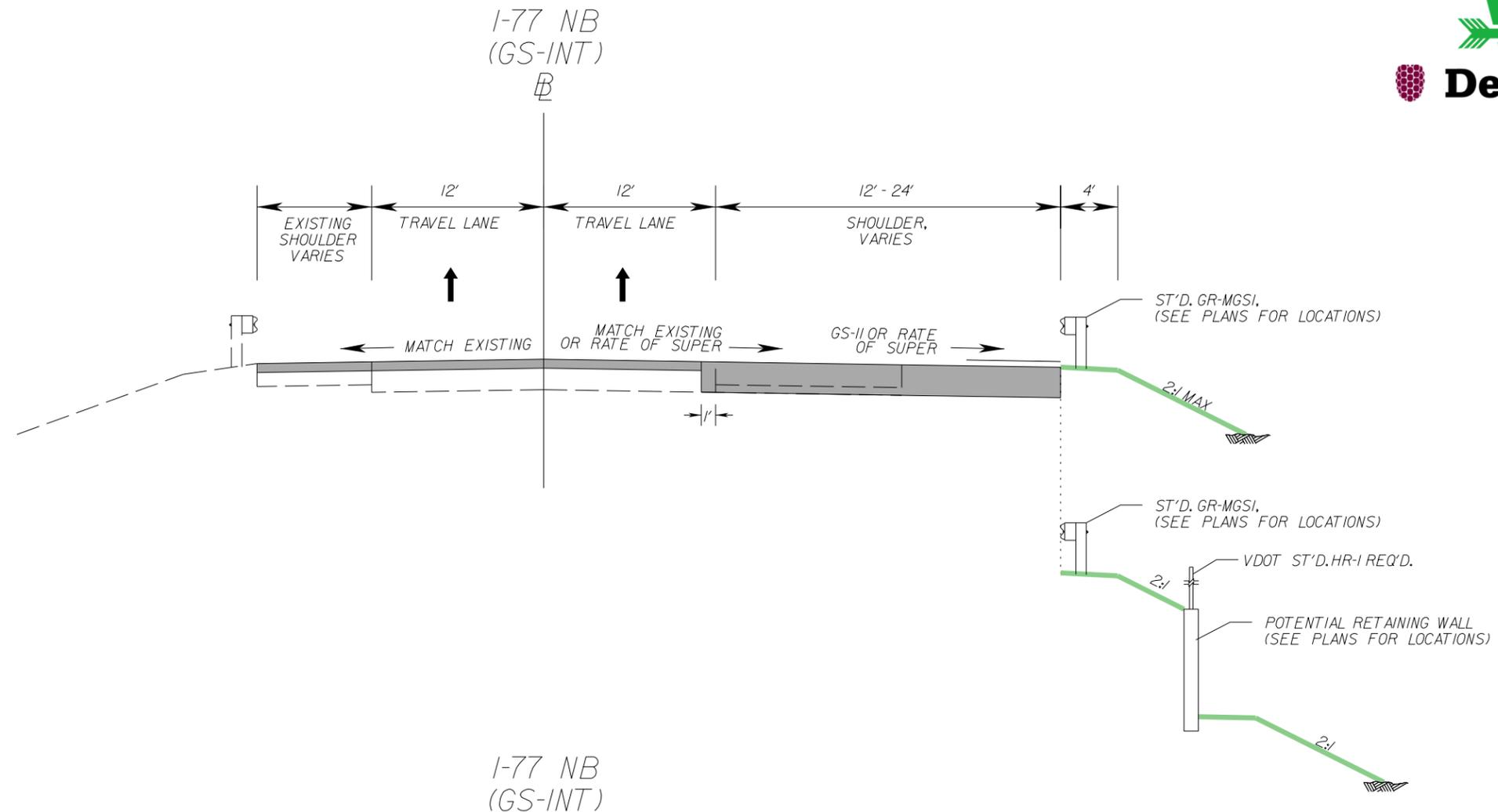


4.2.7

CONCEPTUAL ROADWAY
PLANS AND LAYERED PDFS

TYPICAL SECTIONS

STATE	ROUTE	PROJECT	SHEET NO.
VA.	77	0077-010-834	2A(1)

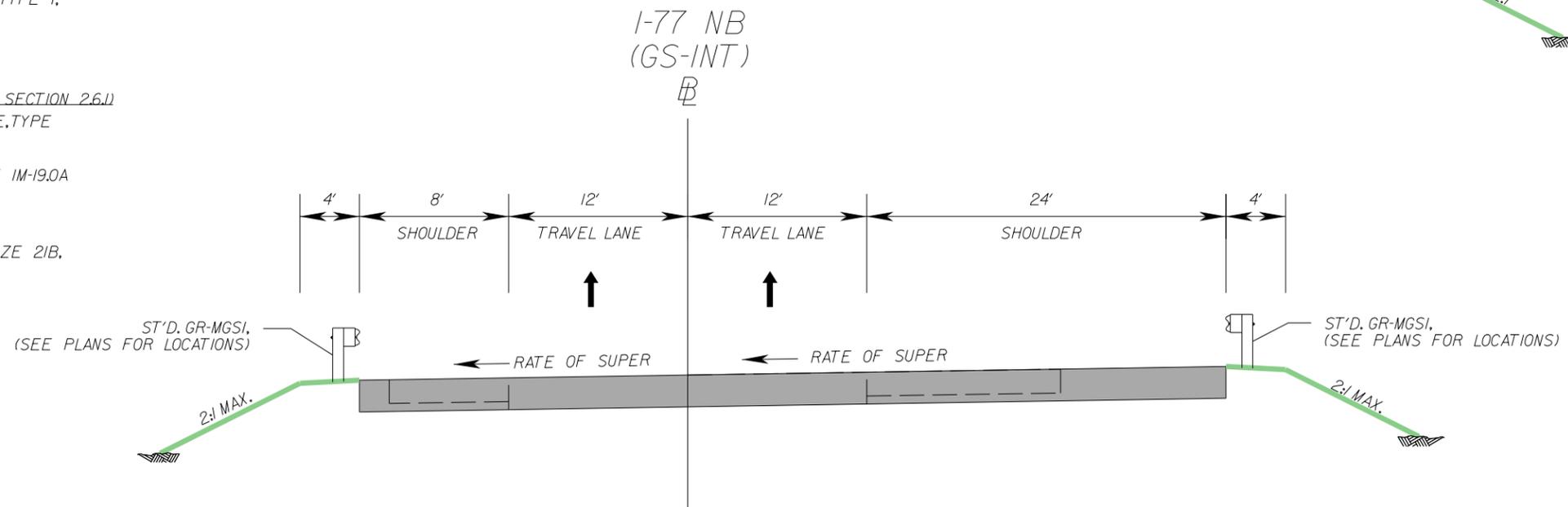


I-77 MINIMUM PAVEMENT SECTIONS (PER RFP SECTION 2.6.1)

- ① SURFACE - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE SM-12.5E ESTIMATED AT 220 LB/YD²
- ② 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE IM-19.0E ESTIMATED AT 230 LB/YD²
- ③ BASE - 10" ASPHALT CONCRETE, TYPE BM-25.0A
- ④ SUBBASE - 12" AGGREGATE BASE MATERIAL, TYPE 1, SIZE 21B, EXTENDED TO THE FACE OF THE STANDARD UD-4 EDGEDRAIN OR DAYLIGHT
- ⑤ SUBBASE - 2" AGGREGATE BASE MATERIAL, TYPE 1, SIZE 21B - LEVELING COURSE, EXTENDED TO THE FACE OF THE STANDARD UD-4 EDGEDRAIN OR DAYLIGHT
- ⑥ SUBBASE - 12" OPEN GRADED AGGREGATE MATERIAL, TYPE 1, EXTENDED TO THE FACE OF THE STANDARD UD-4 EDGEDRAIN OR DAYLIGHT

Route 606 MINIMUM PAVEMENT SECTIONS (PER RFP SECTION 2.6.1)

- ① SURFACE - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE SM-12.5E ESTIMATED AT 220 LB/YD²
- ② 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE IM-19.0A ESTIMATED AT 230 LB/YD²
- ③ BASE - 8" ASPHALT CONCRETE, TYPE BM-25.0A
- ④ SUBBASE - 6" AGGREGATE BASE MATERIAL, TYPE 1, SIZE 21B, EXTENDED TO THE FACE OF THE STANDARD UD-4 EDGEDRAIN OR DAYLIGHT



LEGEND

- Proposed Asphalt Pavement
- Denotes Proposed Grass /Planted Area

NOTES:

DESIGN WILL MEET THE REQUIREMENTS OF THE DESIGN CRITERIA TABLE (ATTACHMENT 2.2) AND LIMITS OF CONSTRUCTION IS WITHIN THE EXISTING/PROPOSED RIGHT-OF-WAY LIMITS SHOWN IN THE RFP CONCEPTUAL PLANS.

NOT TO SCALE

PROJECT
0077-010-834

SHEET NO.
2A(1)

STATE	ROUTE	STATE PROJECT	SHEET NO.
VA.	77	0077-010-834 C-501	3



JAMES JOSEPH DAVIDSON
 Inst.* 090001063
 Inst.* 060000354 (Plat)
 877.86 +/- AC.(GIS)
 PARCEL ID* 35-A-2A

Curve NB1771
 PI = 1246+10.64
 DELTA = 63° 52' 35.00" (LT)
 D = 2° 44' 58"
 T = 1,299.10'
 L = 2,323.35'
 R = 2,084.00'
 PC = 1233+11.53
 PT = 1256+34.89
 V = 70 MPH
 SE = 5.0%

- Denotes Full Depth Pavement
- Denotes Exist. R/W
- Denotes Proposed Bridge
- Exist. Utilities
- Denotes Milling and Variable Depth Overlay
- Denotes Prop. Travel Lane
- Existing Wetlands
- Denotes Potential Retaining Wall

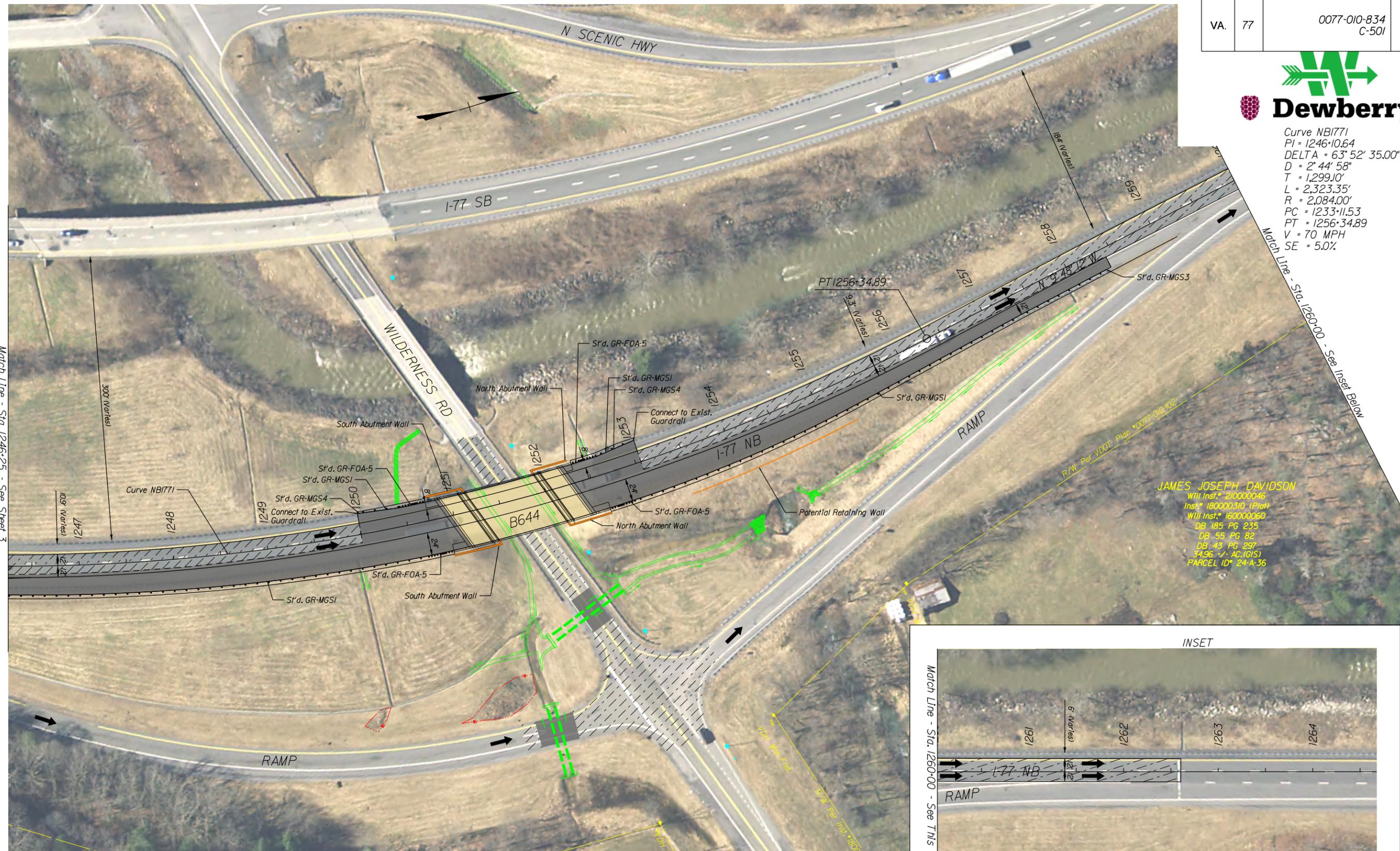
NOTES:
 DESIGN WILL MEET THE REQUIREMENTS OF THE DESIGN CRITERIA TABLE (ATTACHMENT 2.2) AND LIMITS OF CONSTRUCTION IS WITHIN THE EXISTING/PROPOSED RIGHT-OF-WAY LIMITS SHOWN IN THE RFP CONCEPTUAL PLANS.

SCALE 0 50' 100'	PROJECT 0077-010-834	SHEET NO. 3
---------------------	-------------------------	----------------

STATE	ROUTE	PROJECT	SHEET NO.
VA.	77	0077-010-834 C-501	4



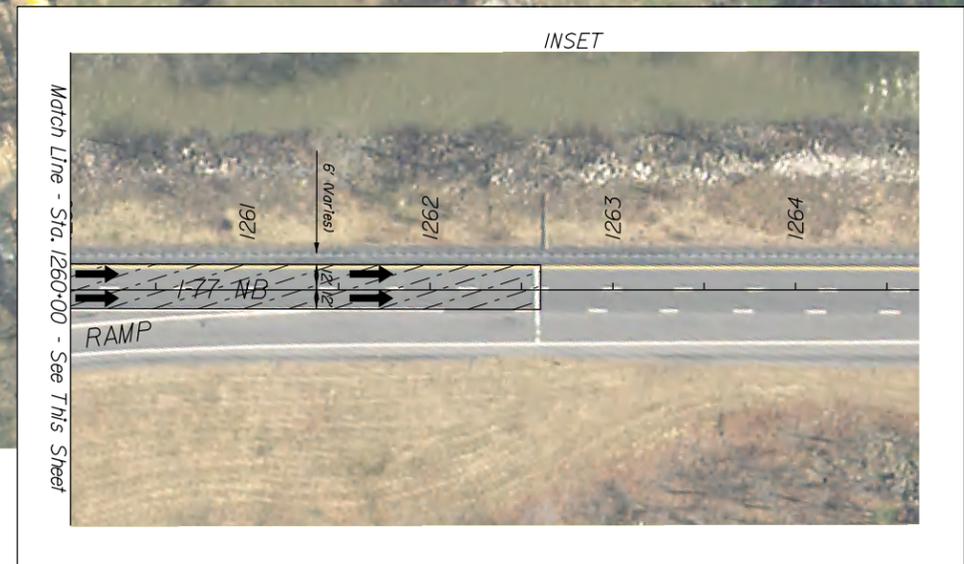
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 DELTA = 63° 52' 35.00" (LT)
 D = 2° 44' 58"
 T = 1,299.10'
 L = 2,323.35'
 R = 2,084.00'
 PC = 1233+11.53
 PT = 1256+34.89
 V = 70 MPH
 SE = 5.0%



Match Line - Sta. 1246+25 - See Sheet 3

Match Line - Sta. 1260+00 - See List Below

JAMES JOSEPH DAVIDSON
 Will Inst.* 210000046
 Insk* 180000310 (Plat)
 Will Inst.* 160000060
 DB 185 PG 235
 DP 55 PG 82
 DB 43 PG 297
 34.96 +/- AC (GIS)
 PARCEL ID* 24-A-36

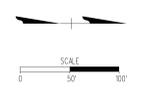


Match Line - Sta. 1260+00 - See This Sheet

- Denotes Full Depth Pavement
- Denotes Proposed Bridge
- Denotes Milling and Variable Depth Overlay
- Existing Wetlands
- Denotes Exst. R/W
- Exst. Utilities
- Denotes Prop. Travel Lane
- Denotes Potential Retaining Wall

NOTES:
 DESIGN WILL MEET THE REQUIREMENTS OF THE DESIGN CRITERIA TABLE (ATTACHMENT 2.2) AND LIMITS OF CONSTRUCTION IS WITHIN THE EXISTING/PROPOSED RIGHT-OF-WAY LIMITS SHOWN IN THE RFP CONCEPTUAL PLANS.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0077-010-834	4



Legend

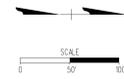
- █ Archer Western Construction / Dewberry Engineers Design Concept
- █ RFP Design Concept



JAMES JOSEPH DAVIDSON
 1041* 09000063
 1041* 06000054 (P1st)
 877.06 +/- AC (0.51)
 PARCEL ID: 35-A-2A

Curve NB(77)
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 DELTA=63°32'35.00"(LT)
 D=244.58
 T=1299.07
 E=2753.33
 L=2384.00
 PC=1234+2.51
 PT=1256+4.69

JAMES JOSEPH DAVIDSON
 1041* 09000064
 1041* 06000060 (P1st)
 1041* 06000060
 DB 185 PG 235
 DB 55 PG 82
 DB 43 PG 29
 34.96 +/- AC (0.51)
 PARCEL ID: 24-A-36



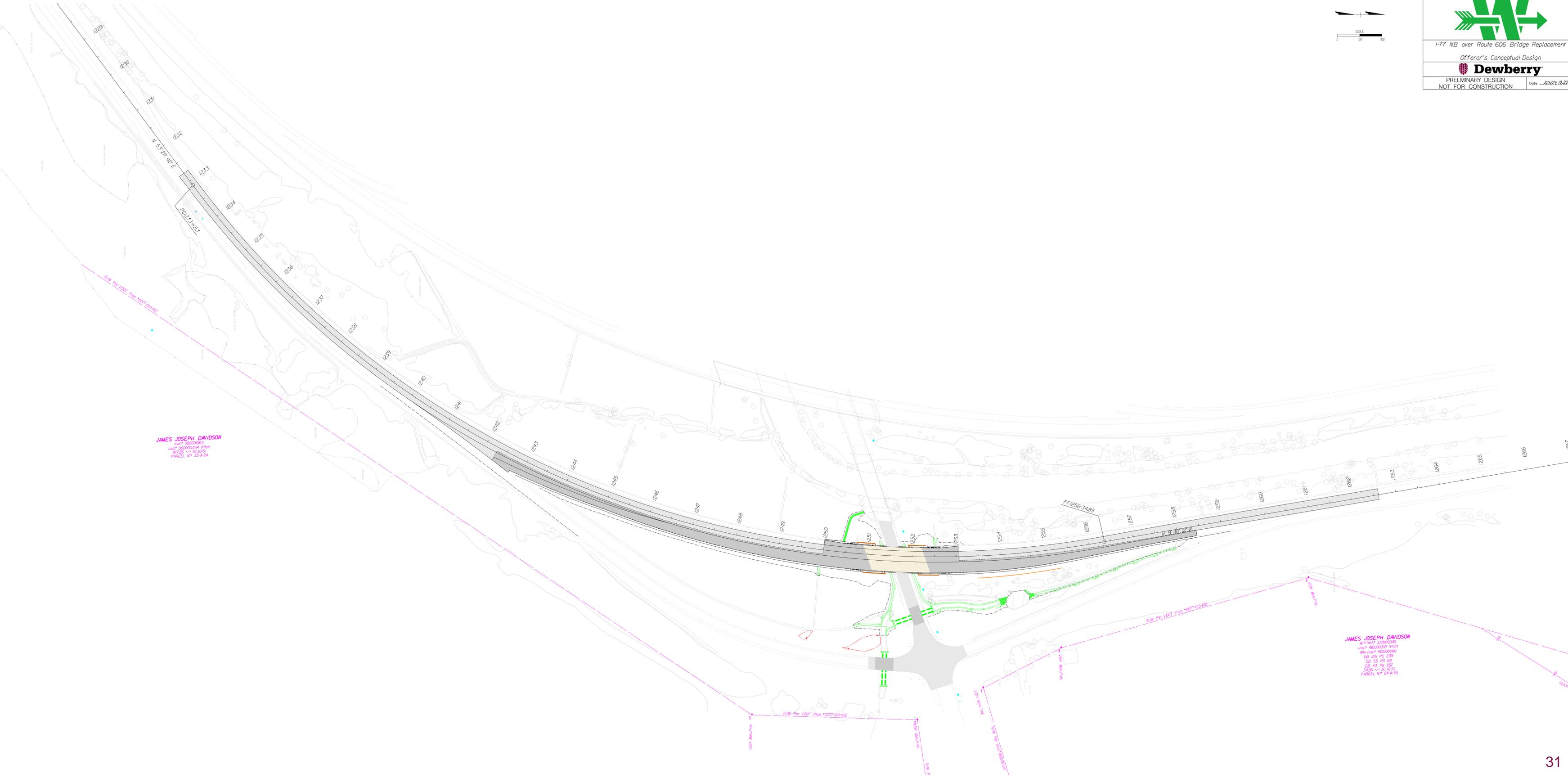
I-77 NB over Route 606 Bridge Replacement

Offeror's Conceptual Design

Dewberry

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

Date: January 18, 2023



JAMES JOSEPH DAVIDSON
1011 190001963
1011 190000054 (P141)
1011 190000054 (P141)
PARCEL ID: 35-A-2A

JAMES JOSEPH DAVIDSON
1011 190001963
1011 190000054 (P141)
1011 190000054 (P141)
PARCEL ID: 24-A-36



4.2.8

CONCEPTUAL BRIDGE PLANS

STATE	FEDERAL AID	STATE	SHEET NO.
ROUTE	PROJECT	ROUTE	PROJECT
VA.	NHFP-077-2(321)	77	0077-010-834, B644
Federal Structure No. 0000000031578		FHWA Construction and Scour Code: X281-SN	
Federal Stewardship and Oversight Code: FO		UPC No. 117110	

GENERAL NOTES:

The original approved sheet, including original signatures, is filed in the VDOT Central Office. Any misuse of electronic files, including scanned signatures is illegal. Violators will be prosecuted to the full extent of the applicable laws.

Width: 56'-1" face-to-face of curb.

Span layout: 89'-0" prestressed concrete bulb-T beam span.

Capacity: HL-93 loading.

Specifications:

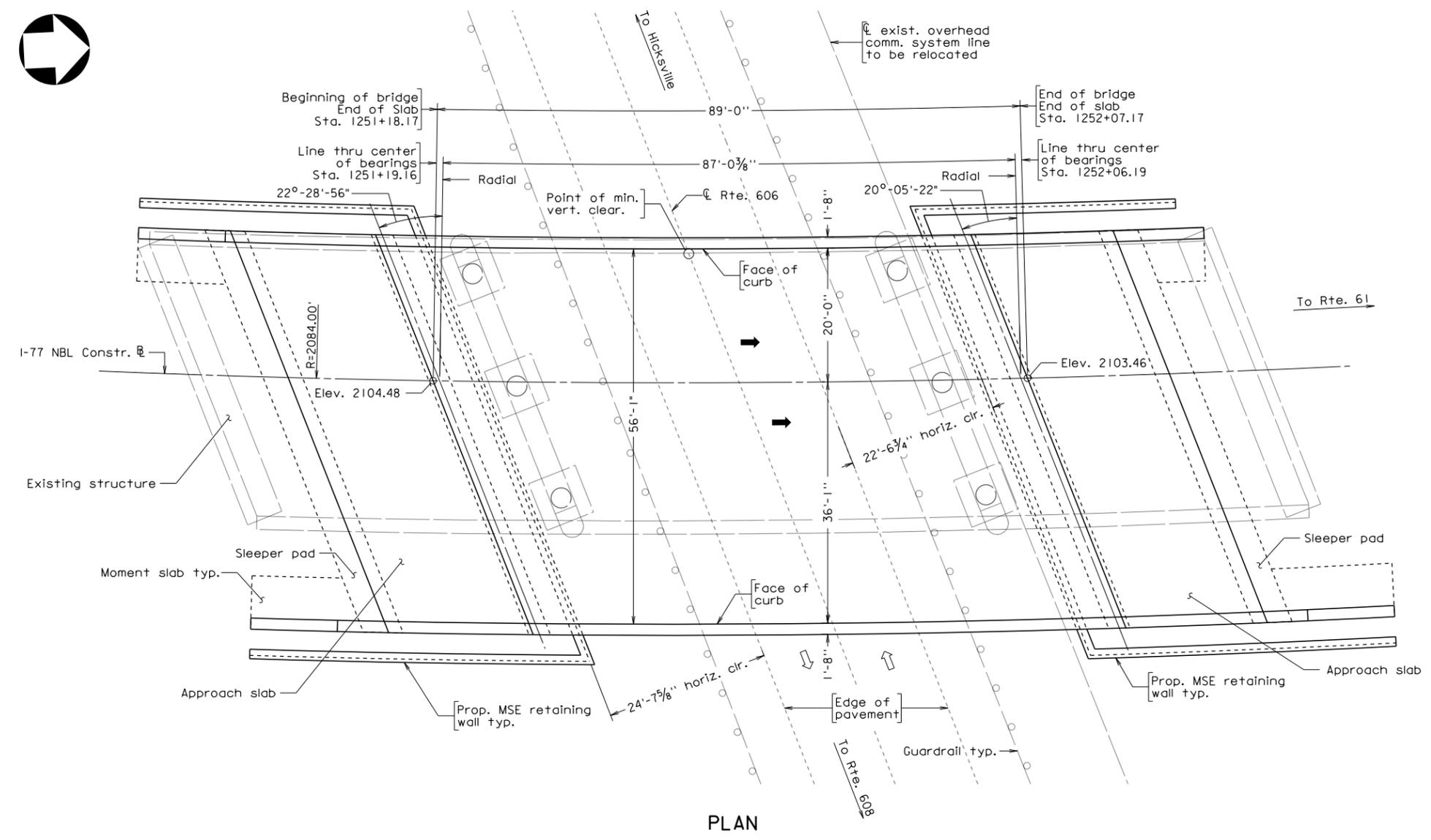
- Construction: Virginia Department of Transportation Road and Bridge Specifications, 2020.
- Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.
- Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

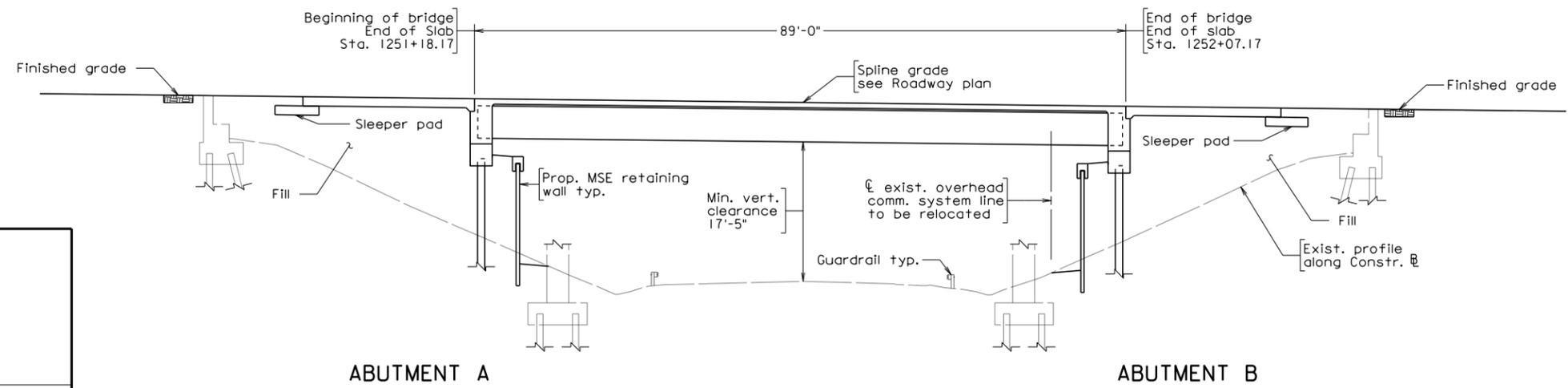
Design loading includes 20 psf allowance for construction tolerances and construction methods.

Design loading includes 15 psf allowance for future wearing surface.

Bridge No. of existing bridge is 2023. Plan No. is 185-15.



PLAN



ABUTMENT A

ABUTMENT B

DEVELOPED SECTION ALONG I-77 NBL CONST. R

Scale: 1" = 10'-0"



PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION OF BRIDGE



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSED BRIDGE REPLACEMENT
I-77 NBL OVER RTE. 606
BLAND COUNTY
2.0 MI. S. OF I-77 NBL OVER RTE. 61
PROJ. 0077-010-834, B644

Recommended for Approval: _____ Date _____
State Structure and Bridge Engineer

Approved: _____ Date _____
Chief Engineer

XXX-XX

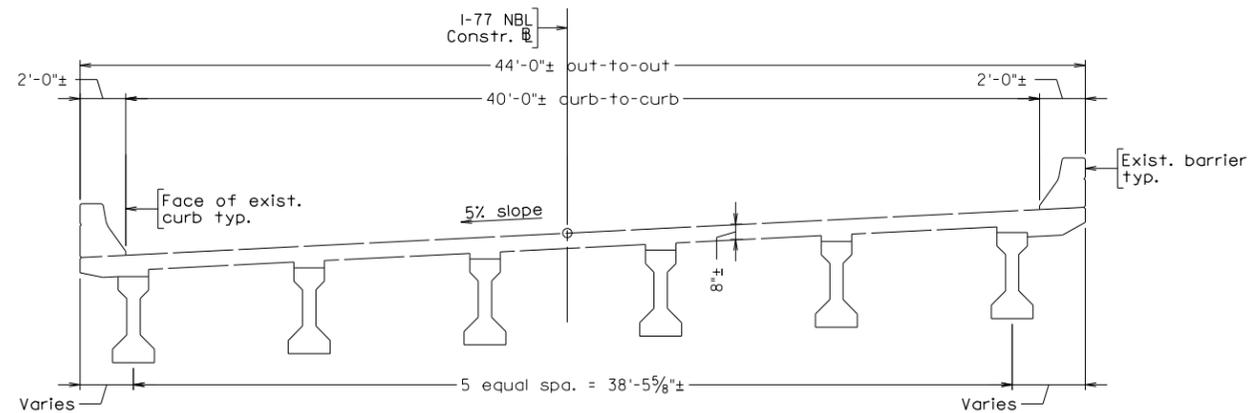
Date: January 2023 © 2023, Commonwealth of Virginia Sheet 1 of 5

XXX-XX_001.dgn

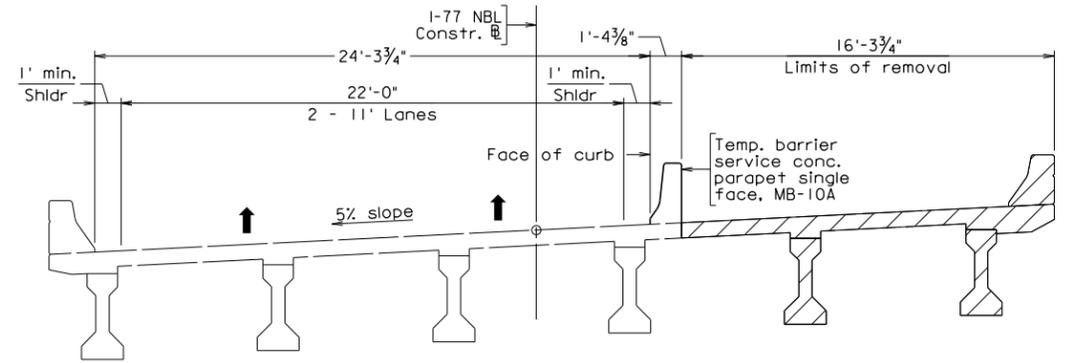
DEWBERRY ENGINEERS INC. Fairfax, VA STRUCTURAL ENGINEER	
PLANS BY:	Dewberry
COORDINATED:	Robert Leonard, P.E.
SUPERVISED:	Mark G. Unterkofler
DESIGNED:	J. Ross Burhouse
DRAWN:	J. Ross Burhouse
CHECKED:	Mark G. Unterkofler

No.	Description	Date
REVISIONS		
For Table of Revisions, see Sheet 2.		

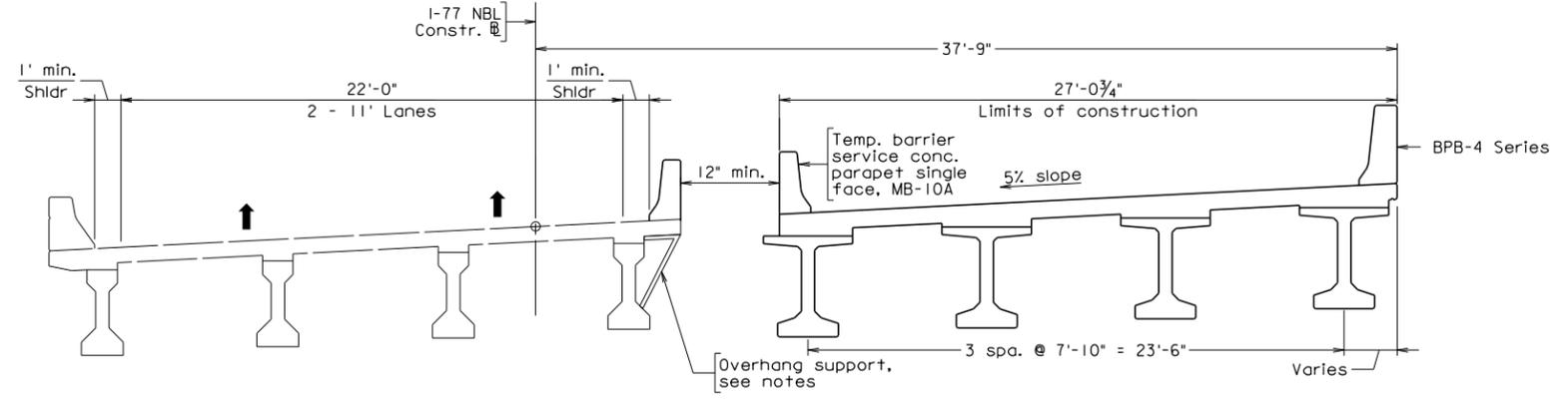
STATE	FEDERAL AID	STATE	SHEET NO.
ROUTE	PROJECT	ROUTE	PROJECT
VA.		77	0077-010-834, B644
			2



EXISTING TRANSVERSE SECTION



PHASE I REMOVAL



PHASE I CONSTRUCTION

Denotes limits of removal



Notes:

Minimum of two 11' lanes and 1' shoulders shall be maintained.
 Removal work shall conform to Section 412 of the specifications.
 Existing superstructure is shown schematically and for information purpose only. The Contractor shall field verify the exact location and dimensions of the structure.
 Contractor is responsible for maintaining stability of the piers throughout demolition and construction.
 An overhang support may be required once the temporary barrier is added depending on the sequence of construction implemented by the Contractor.

Sequence of Construction Notes:

1. Install temporary traffic barrier and shift traffic as shown.
2. Remove portion of the existing structure.
3. Construct portion of the proposed structure.
4. Shift traffic to newly constructed portion of the bridge.
5. Remove the remaining portion of the existing structure.
6. Construct the remaining portion of the proposed structure.
7. Shift traffic lanes to final configuration and open bridge to traffic.

XXX-XX-002.dgn

DEWBERRY ENGINEERS INC.
 FAIRFAX, VA
 STRUCTURAL ENGINEER

PRELIMINARY PLANS
 THESE PLANS NOT TO BE USED
 FOR CONSTRUCTION

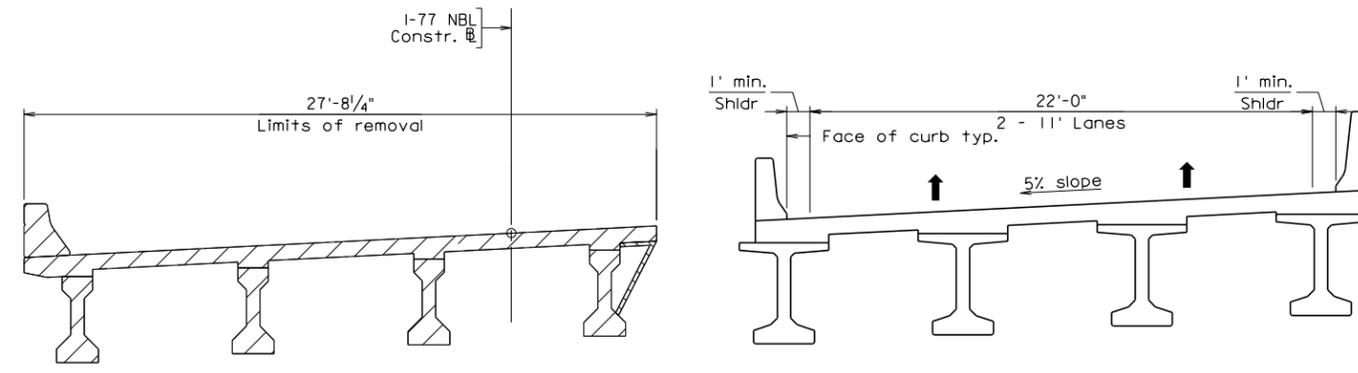
Scale: 1/4" = 1'-0"

© 2023, Commonwealth of Virginia

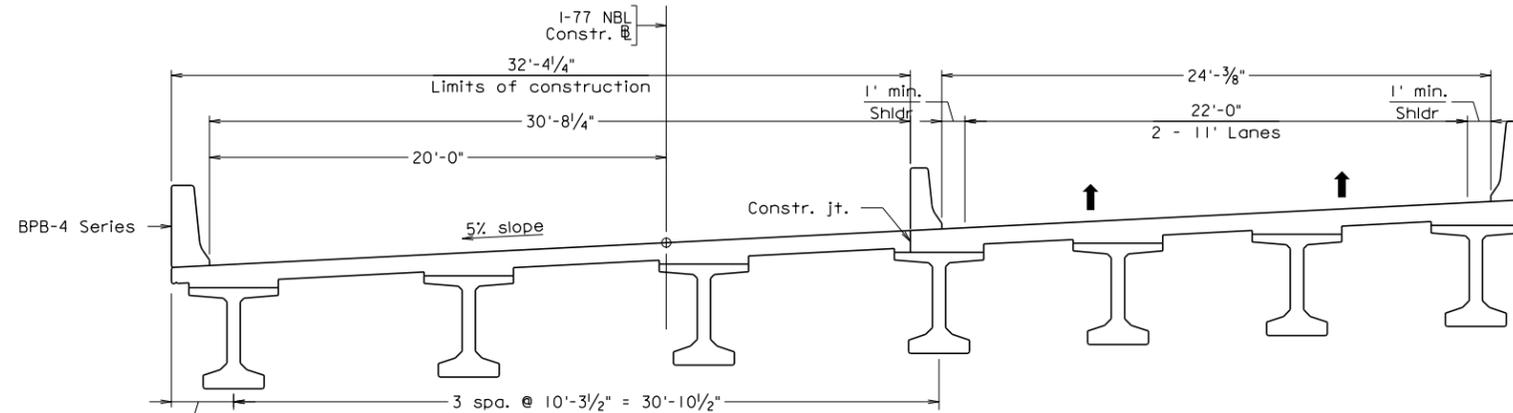
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION			
STRUCTURE AND BRIDGE DIVISION			
I-77 NBL OVER RTE. 606 SEQUENCE OF CONSTRUCTION SHEET 1 OF 2			
No.	Description	Date	Sheet No.
		Jan. 2023	2 of 5
Revisions		Designed: JRB	Plan No. XXX-XX
		Drawn: JRB	
		Checked: MGH	

STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			77	0077-010-834, B644	3

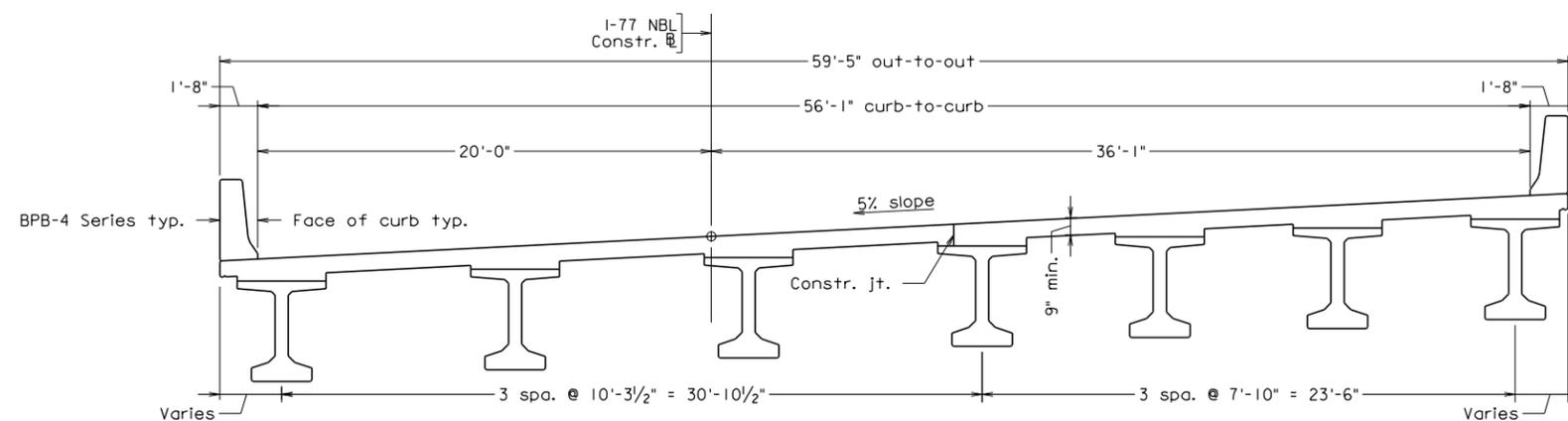
Notes:
For Sequence of Construction notes, see sheet 2.



PHASE 2 REMOVAL



PHASE 2 CONSTRUCTION



FINAL TRANSVERSE SECTION

 Denotes limits of removal



XXX-XX-003.dgn

DEWBERRY ENGINEERS INC.
FAIRFAX, VA
STRUCTURAL ENGINEER

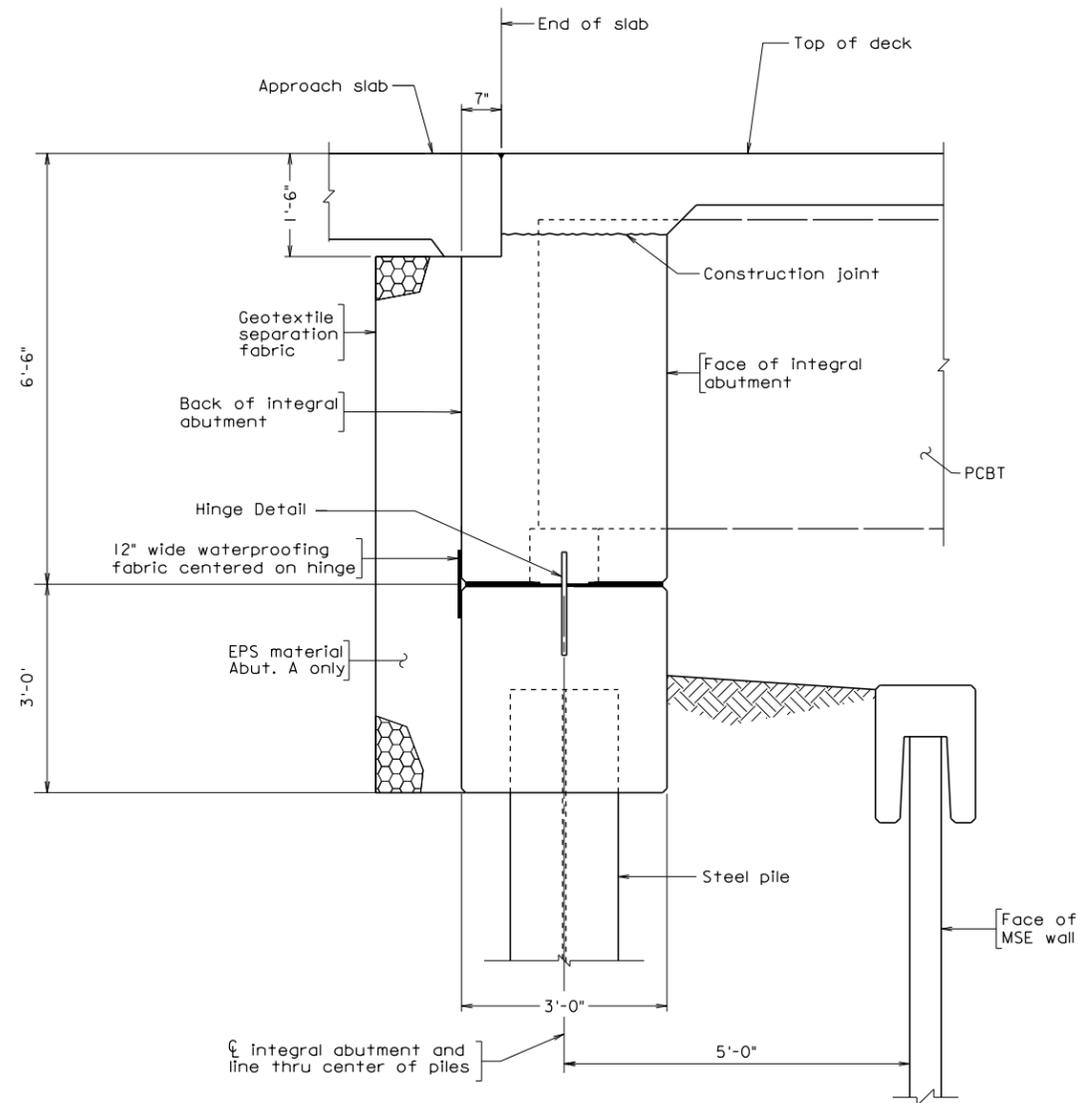
PRELIMINARY PLANS
THESE PLANS NOT TO BE USED
FOR CONSTRUCTION

Scale: 1/4" = 1'-0"

© 2023, Commonwealth of Virginia

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
I-77 NBL OVER RTE. 606 SEQUENCE OF CONSTRUCTION SHEET 2 OF 2					
No.	Description	Date	Designed: JRB	Date	Plan No.
			Drawn: JRB	Jan. 2023	XXX-XX
			Checked: MGN		3 of 5
Revisions					

STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			77	0077-010-834, B644	4



INTEGRAL ABUTMENT SECTION
Between beams



XXX-XX-004.dgn

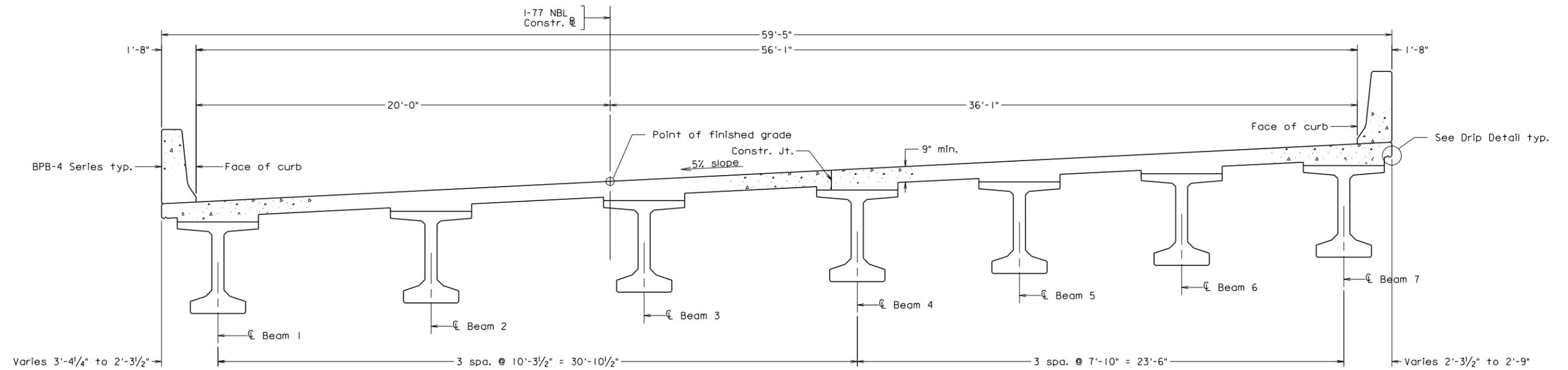
DEWBERRY ENGINEERS INC.
FAIRFAX, VA
STRUCTURAL ENGINEER

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED
FOR CONSTRUCTION

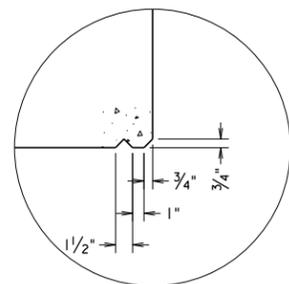
Not to scale © 2023, Commonwealth of Virginia

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION				
STRUCTURE AND BRIDGE DIVISION				
I-77 NBL OVER RTE. 606 ABUTMENT SECTION				
No.	Description	Date	Designed: JRB..... Drawn: JRB..... Checked: MGW.....	Sheet No. 4 of 5
Revisions		Date	Plan No.	
		Jan. 2023	XXX-XX	

STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			77	0077-010-834, B644	5



TRANSVERSE SECTION



DRIP DETAIL
Scale: 1 1/2" = 1'-0"



PRELIMINARY PLANS
THESE PLANS NOT TO BE USED
FOR CONSTRUCTION

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION				
STRUCTURE AND BRIDGE DIVISION				
I-77 NBL OVER RTE. 606 TRANSVERSE SECTION				
No.	Description	Date	Designed: JRB	Sheet No.
			Drawn: JRB	5 of 5
			Checked: MGN	
Revisions			Date	Plan No.
			Jan. 2023	XXX-XX

XXX-XX_005.dgn

DEWBERRY ENGINEERS INC.
FAIRFAX, VA
STRUCTURAL ENGINEER

Scale: 3/8" = 1'-0" unless otherwise shown

© 2023, Commonwealth of Virginia



Dewberry®



I-77 OVER ROUTE 606 BRIDGE REPLACEMENT

Bland County, VA

PRICE PROPOSAL

RESPONSE TO REQUEST FOR PROPOSALS

.....

STATE PROJECT NO.: 0077-010-834, P101, C501, B644

FEDERAL PROJECT NO.: NHFP-077-2(341)

CONTRACT ID#: C00117110DB115

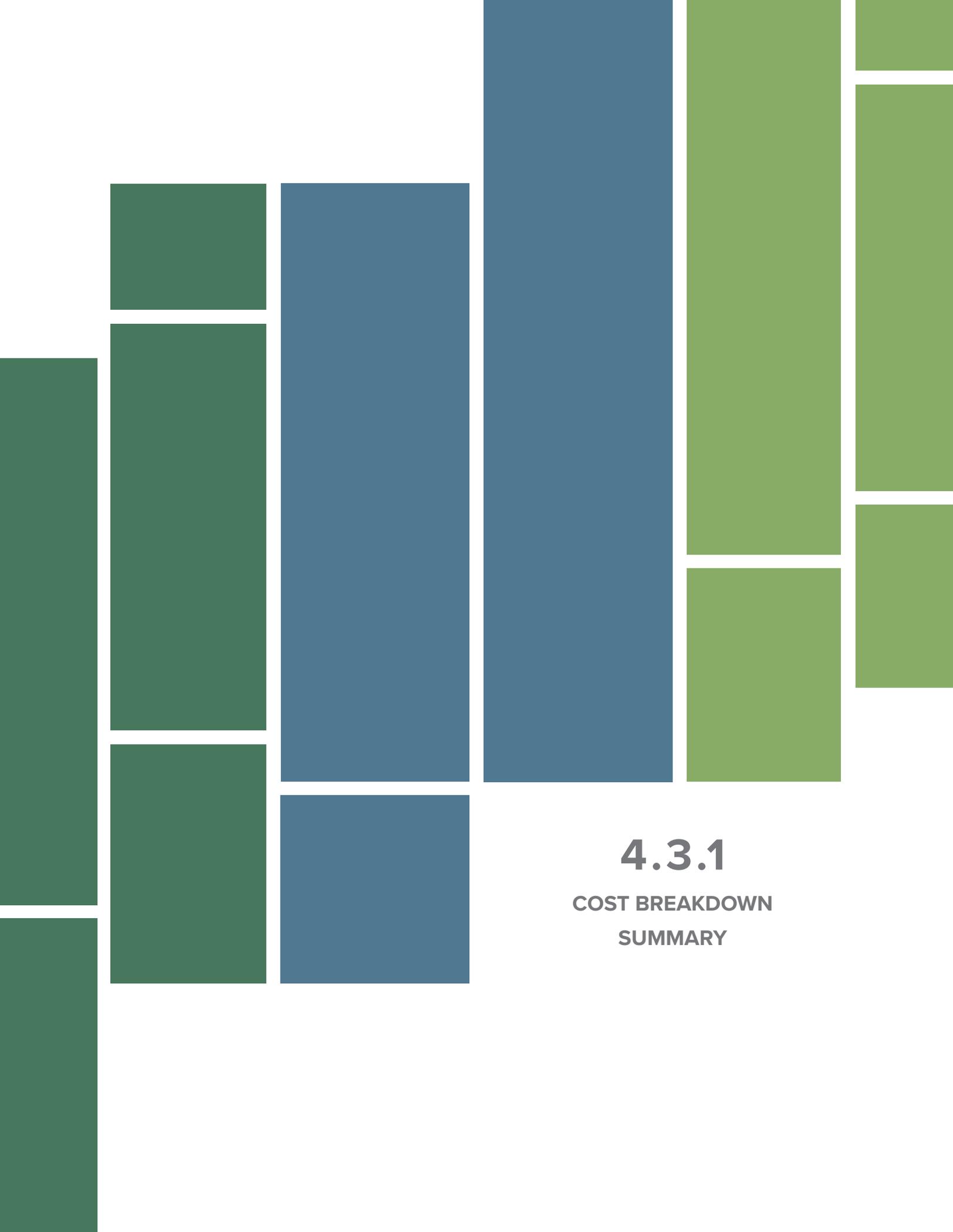
ATTACHMENT 4.0.1.2

**DESIGN-BUILD PRICE PROPOSAL
CHECKLIST**

**Project Name: I-77 over Route 606 Bridge Replacement
Contract ID Number: C00117110DB115**

➤ **Contents of Price Proposal:**

- Cost Breakdown Summary in whole numbers and the Proposal Price, in both numbers and words (Part 1, Attachment 4.3.1)**
 - Price Adjustment Information and Forms for Asphalt, Fuel and Steel, including identification of pay items and associated quantities eligible for adjustment (Part 3, Section 6.3, Attachments 6.3(a), 6.3(c), and 6.3(d))**
 - Proposal Guaranty (C-24) required by Section 102.07 of Part 5, Division I Amendments to the Standard Specifications**
 - Sworn Statement Forms C-104 and C-105 (Part 1, Attachments 4.3.4(a) and 4.3.4(b))**
-



4.3.1

COST BREAKDOWN SUMMARY

ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

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

Price Proposal Cost Breakdown Summary;

Design Services, LS	\$ <u>2,131,000.00</u>
Construction Services (exclude QA/QC), LS	\$ <u>8,505,251.00</u>
Quality Assurance (QA) (Construction), LS	\$ <u>800,000.00</u>
Quality Control (QC) (Construction), LS	\$ <u>400,000.00</u>

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

Lump Sum (LS): eleven million eight hundred thirty-six thousand two hundred fifty-one
(\$ 11,836,251.00)

Signature:  Date: 1/17/2023

Design-Builder: Archer Western Construction, LLC

Vendor No.: A210



4.3.2

ADJUSTMENTS TO ASPHALT
STEEL, AND FUEL PRICES

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

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

June 26, 2018

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

**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 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.

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.

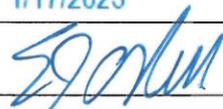
ITEM NUMBER	ITEM DESCRIPTION	UNITS	Number WPU used in \$ adjust.
00519	SHEET PILE, STEEL	SF	avg. 1017 & 101
00540	REINF. STEEL	LB	101704
00560	STRUCTURAL STEEL JB-1	LB	avg. 1017 & 101
11030	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
13545	REINF. STEEL	LB	101704
14502	REINFORCING STEEL	LB	101704
45522	4" 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: 1/17/2023

Signature: 

Design-Builder: Archer Western Construction, LLC

Vendor No.: A210

**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 Items 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 Items 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

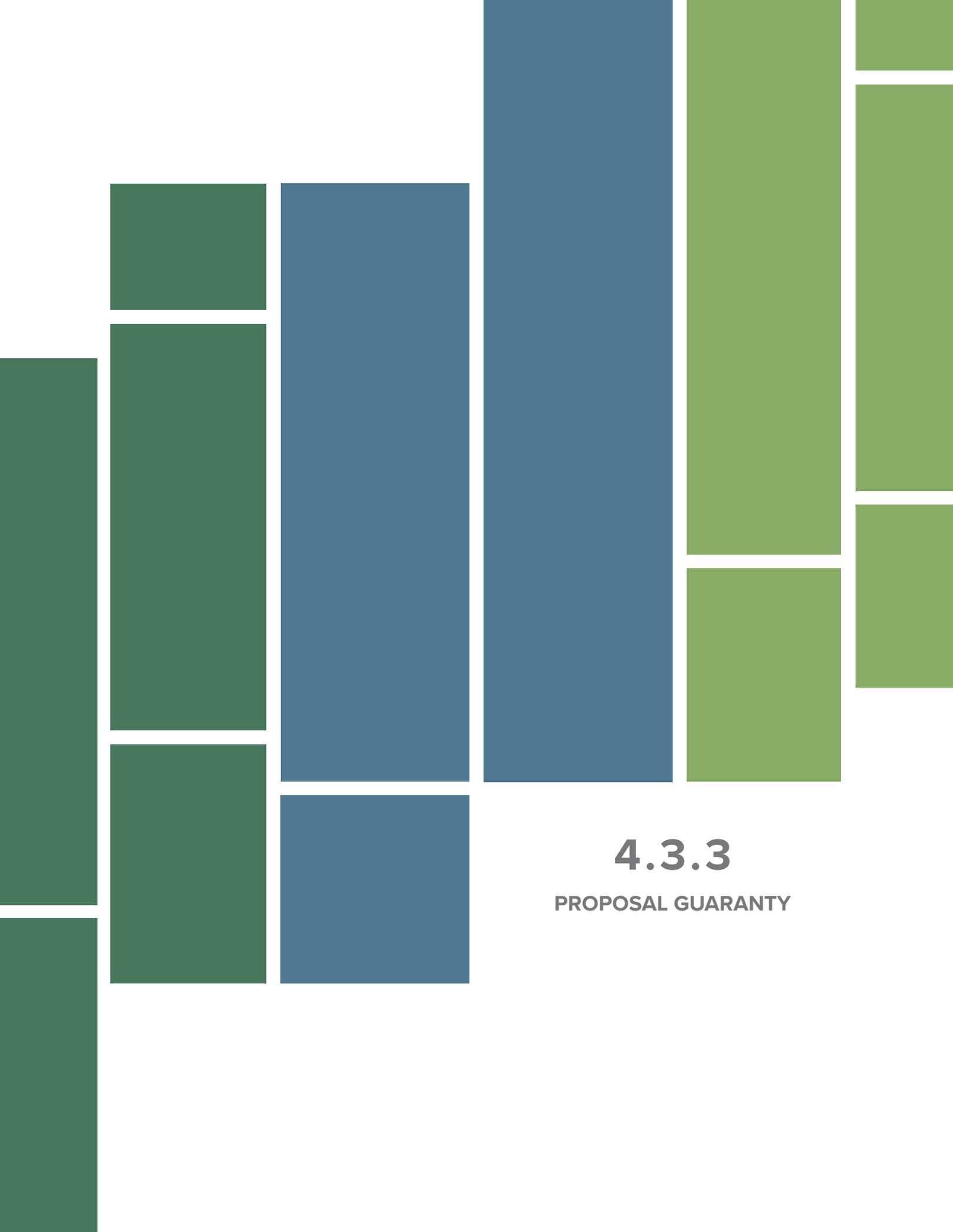
I elect not to use this provision

Date: 1/17/2023

Signature: 

Design-builder: Archer Western Construction, LLC

Vendor No.: A210



4.3.3

PROPOSAL GUARANTY

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY**

KNOW ALL MEN BY THESE PRESENTS, THAT WE Archer Western Construction, LLC As principal, and Travelers Casualty and Surety Company of America 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 18th Day of January, 20 23

WHEREAS, the above said principal is herewith submitting its proposal for: I-77 over Route 606 Bridge Replacement
From: 0.57 Miles South of Secondary Route 606
PROJECT NUMBER: State Project No.: 0077-010-834, P101, C501, B644 To: 0.37 Miles North of Secondary Route 606
Federal Project No.: NHFP-077-2(341) Bland County, Virginia
Contract ID Number: C00117110DB115

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.

Archer Western Construction, LLC
(Principal)
By: [Signature]
Daniel P. Walsh, (Officer, Partner or Owner) (Seal)
President

(Principal*)

Travelers Casualty and Surety Company of America
(Surety Company)
By: [Signature]
Patricia Collins, (Attorney-in-Fact**) (Seal)
Attorney-in-Fact

(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/Bidder Name _____ Signature and Title _____

**Attach copy of Power of Attorney

POWER OF ATTORNEY

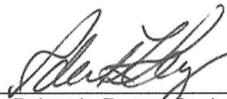
KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Patricia Collins** of **SARASOTA**, Florida, their true and lawful Attorney(s)-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 **21st** day of **April**, 2021.



State of Connecticut

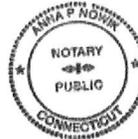
City of Hartford ss.

By: 
Robert L. Raney, Senior Vice President

On this the **21st** day of **April**, 2021, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies 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**, 2026




Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, 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

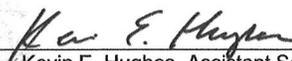
FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice 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.

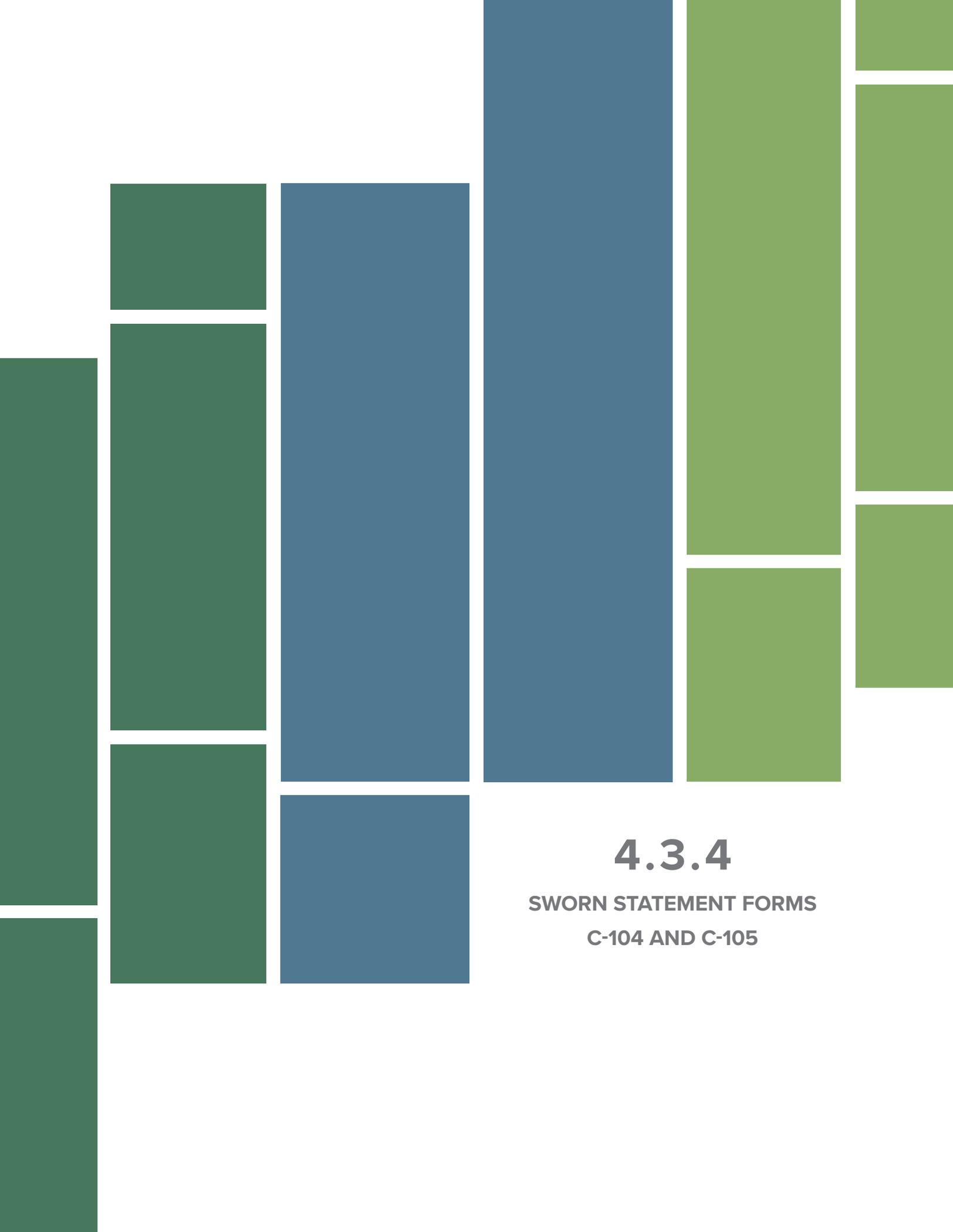
I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **18th** day of **January**, 2023




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(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.**



4.3.4

SWORN STATEMENT FORMS

C-104 AND C-105

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

PROJECT: 0077-010-834, P101, C501, B644

FHWA: NHFP-077-2(343)

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

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

AFFIDAVIT

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

Signed at Fairfax County (Herndon), Virginia, this 17 day of January, 20 23
County (City), STATE
Archer Western Construction, LLC By: [Signature] Vice President
(Name of Firm) (Signature) Title (print)
STATE of Virginia COUNTY (CITY) of Fairfax County (Herndon)

To-wit:

I Cindy Amaya, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day EJ O'Neill 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.

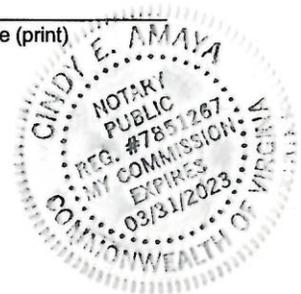
Subscribed and sworn to before me this 17 day of January, 20 23
[Signature] My Commission expires March 31, 2023
Notary Public

**OR
UNSWORN DECLARATION**

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

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

(Name of Firm) By: _____ (Signature) _____ Title (print)



ORDER NO.:
CONTRACT ID. NO.:

Form C-105
page 2

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

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

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

Signed at Fairfax County (Herndon), Virginia, this 17 day of January, 20 23
County (City), STATE
Archer Western Construction, LLC By: [Signature] Vice President
(Name of Firm) (Signature) Title (print)
STATE of Virginia COUNTY (CITY) of Fairfax County (Herndon)

To-wit: I Cindy Amaya, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day EJ O'Neill, Vice President

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 17 day of January, 20 23
My Commission expires March 31, 2023

[Signature]
Notary Public





 **Dewberry®**