COPY

Letter of Submittal:

A Design-Build Project
I-95 Safety Improvements at Route 3
City of Fredericksburg, VA

State Project No.: 0095-111-278 | Federal Project No.: OC-095-2(535) | Contract ID Number: C00107715DB91

January 4, 2017

FMC Since 1972 FORT MYER CONSTRUCTION VOLKERT

ATTACHMENT 4.0.1.1

I-95 Safety Improvements at Route 3

LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

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

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

ATTACHMENT 4.0.1.1

I-95 Safety Improvements at Route 3

LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Attachments to the Letter of Submittal	NA	Section 4.2	
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	5
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	6 7
Offeror's VDOT prequalification information	NA	Section 4.2.3	8
Evidence of obtaining bonding	NA	Section 4.2.4	9-11
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	13-14 15-16
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	12
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	12
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	17(a) 1-3
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	17(b) 1-3
Conceptual Roadway Plans	NA	Section 4.2.7	separate volume

ATTACHMENT 3.6

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFP NO. C00107715DB91

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

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

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

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

Jose Rodriguez — SIGNATURE

January 4, 2017 — DATE

Jose Rodriguez — PRINTED NAME

President — TITLE

FORT MYER CONSTRUCTION CORPORATION
2237 33rd Street, NE • Washington, DC • 20018 | p: 202.636.9535 | f: 202.526.8572

January 4, 2017

Mr. Steven D. Kindy, PE
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 8th Floor
Richmond, Virginia 23219

Re: Letter of Submittal: I-95 Safety Improvements at Route 3, City of Fredericksburg
Project No. 0095-111-278
Contract ID # C00107715DB91

Dear Mr. Kindy,

Fort Myer Construction Corporation (FMCC) is pleased to submit this Letter of Submittal for the I-95 Safety Improvements at Route 3 Design Build Project in the City of Fredericksburg, Virginia. FMCC has assembled a strong and efficient team of highly qualified professionals with the necessary expertise to successfully meet the goals and objectives of this project. FMCC has selected Volkert, Inc. as our lead Design Firm responsible for the overall design of this project.

As requested by the Department's RFP, our submission includes:

- One (1) original hardcopy of our Letter of Submittal and Attachments
- One (1) CD-ROM containing the entire original in a single PDF file
- One (1) original paper copy of the Price Proposal, submitted in a separate package
- One (1) CD-ROM containing the entire Price Proposal in a single PDF file, also submitted in the separate package

Fort Myer has thoroughly reviewed the Department's RFP. Following are responses to information and/or attachments requested in sections 4.1 and 4.2.

4.1.1/4.1.2 Offeror's Intent: It is Fort Myer Construction Corporation's intent as the offeror and legal entity, if selected, will enter into and execute a contract with VDOT for this project.

4.1.3 Price Proposal Timeframe: Pursuant to Part 1, Section 8.2, FMCC declares that the offer represented by the Price Proposal will remain in full force and effective for one hundred twenty (120) days after the date the proposal is submitted to VDOT.

4.1.4 Point of Contact: Manuel Fernandes – Senior Vice President, Address: 2237 33rd Street, NE, Washington, DC 20018. He can reached by phone at 202.636.9535 ext. 2805, by fax 202.526.8572, and by email at mfernandes@fortmyer.com.

4.1.5 Principal Officer: Jose Rodriguez – President, Address: 2237 33rd Street, NE, Washington, DC 20018. He can also be reached by phone at 202.636.9535 ext. 2309, by fax at 202.526.8572, and by email at jrodriguez@fortmyer.com.

4.1.6 Offeror's Structure, Financial Responsibility, and Bonding Approach: FMCC will be the design-build contracting entity for the I-95 Safety Improvements at Route 3 Design Build Project. Fort Myer will be the sole major participating firm and responsible party to the design-build contract with the Virginia Department of Transportation (VDOT). FMCC will hold all financial responsibility for the contract and will provide 100% performance bond and a single 100% payment bond for the project. (a surety letter is provided in the tabbed Section 4.2.4).

4.1.7 Full Legal Names of the Lead Contractor, Lead Designer, and QAM firm:

Lead Contractor	Fort Myer Construction Corporation
Lead Designer	Volkert, Inc.
QAM Firm	Volkert, Inc.

4.1.8 VDOT Prequalification Certification: FMCC is pre-qualified with VDOT (Vendor Number F034) – active to provide Major Structures, Asphalt Concrete Paving, Portland Cement Concrete Paving, Underground Utilities, and Bridge Repairs. The standard VDOT prequalification certificate is provided herein.

4.1.9 Commitment to DBE Participation Goal: Fort Myer Construction Corporation is committed to achieving a fourteen percent (14%) DBE participation goal for the entire value of the contract.

4.1.10 Final Completion Date: Fort Myer Construction Corporation is committed to a Final Completion Date of January 11, 2019

4.2.1 Affiliated and Subsidiary Companies: The full legal name and address of all affiliated and/or subsidiary companies are provided on Attachment 4.2.1.

4.2.2 Certificates Regarding Debarment: Certificates Regarding Debarment for the Upper Tier firms (Attachment 4.2.2 (a)) and the Lower Tier firms (Attachment 4.2.2 (b)) are included herein.

4.2.3 VDOT Prequalification Certification: An 8 ½" x 11" copy of the Fort Myer Construction Corporation VDOT Prequalification certificate evidence is provided in tabbed Section 4.2.3.

4.2.4 Evidence of Obtaining Bonding: Evidence of a letter of surety is found immediately following this letter in Section 4.2.4 stating that FMCC is capable of obtaining a performance and payment bond based on the current estimated design build contract value referenced. This bond will cover the project and any warranty period.

4.2.5 Compliance with Laws and Required Registration: Current SCC Certificates and DPOR licenses for the Lead Contractor, Lead Designer and QAM firm have been included in their own tabbed section within this document.

4.2.6 Work History Forms for both the Lead Contractor and Lead Designer: Attachment 4.2.6 (a) three (3) projects that have been completed in the last fifteen years and were constructed by the Lead Contractor and Attachment 4.2.6(b) three (3) projects that are in progress or have been completed in the last fifteen years and were designed by the Lead Designer have been included in their own tabbed section within this document.

4.2.7 Conceptual Roadway Plans: Plans that show the general project layout. (a) plan view indicating the number of lanes specified in the RFP Information Package, (b) typical sections of the proposed improvements to I-95, I-95 Ramps, and Route 3, (c) meet the requirements of the Design Criteria Table (attachment 2.2 of Part 2) are provided in their own separate volume delivered with this package, and (d) with an option to design and construct a noise barrier wall, including the associated improvements as required to support the construction of the wall, as shown on the RFP Conceptual Plans, from Cowan Boulevard to Fall Hill Avenue.

FMCC has a long and successful history serving Virginians on numerous projects. As a single, integrated Design-Build Team, we will design and construct I-95 Safety Improvements at Route 3 Design-Build Project in a manner to ensure the greatest opportunity for success. We will create a transparent working relationship with VDOT and third party stakeholders to promote trust, confidence, and collaboration. Thank you for the opportunity to submit our Statement of Qualifications.

We look forward to your favorable consideration of our proposal.

Sincerely,
Fort Myer Construction Corporation

Manuel Fernandes, Senior Vice President
mfernandes@fortmyer.com

4.2.1 Affiliated and/or Subsidiary Companies

ATTACHMENT 4.2.1

State Project No. 0095-111-278

Affiliated and Subsidiary Companies of the Offeror

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

☒ **The Offeror does not have any affiliated or subsidiary companies.**
☐ **Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address

4.2.2 Certification Regarding Debarment

4.2.2 (a) Primary Covered Transactions

ATTACHMENT 4.2.2(a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0095-111-278

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

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

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

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

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

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

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

Signature	**January 4, 2017** Date	**Jose Rodriguez, Presiden** Title

FORT MYER CONSTRUCTION CORPORATION

Name of Firm

4.2.2 (b) Lower Tier Covered Transactions

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

Project No.: 0095-111-278

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

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

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

Jennifer C. Morrison	January 4, 2017	Sr. Vice President
Signature	Date	Title

Volkert, Inc.

Name of Firm

4.2.3 Offeror’s VDOT Prequalification Certification Evidence

Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/3/2017
- F -

Vendor ID: F034
Vendor Name: FORT MYER CONSTRUCTION CORPORATION
Prequal Exp: 05/31/2017

-- PREQ Address --
2237-33RD ST., N.E.
WASHINGTON, DC 20018-1594
Phone: 202-636-9535
Fax: 202-526-8572

Work Classes (Listed But Not Limited To)
003 - MAJOR STRUCTURES
004 - ASPHALT CONCRETE PAVING
006 - PORTLAND CEMENT CONCRETE PAVING
045 - UNDERGROUND UTILITIES
055 - BRIDGE REPAIRS

Bus. Contact: SHRENSKY, LEWIS FRANK
Email: FORTMYER@FORTMYER.COM

-- DBE Information --

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

Vendor ID: F427
Vendor Name: FORTY-TWO CONTRACTING, INC.
Prequal Exp: 05/31/2017

-- PREQ Address --
938 E. 4TH STREET
RICHMOND, VA 23224-5532
Phone: 804-377-2270
Fax: 804-249-6513

Work Classes (Listed But Not Limited To)
004 - ASPHALT CONCRETE PAVING
101 - EXCAVATING

Bus. Contact: SNEAD, PETE
Email: PSNEAD@42CONTRACTING.COM

-- DBE Information --

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

4.2.4 Surety Letter

CNA SURETY

January 4, 2017

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

RE: VDOT # 107715 I-95 Safety Improvements at Route 3
Estimate- $14,900,000

To Whomever it may concern:

As surety for Fort Myer Construction Corporation, Western Surety Company, a C.N.A. company with AM Best Financial Strength rating (A) and Financial Size Category (XIII) is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enters into a contract for this project.

Sincerely,

Don K Kawamoto

Western Surety Company
Don K. Kawamoto, Attorney-in-fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

Joseph G Delaney, Karen M Earp, Don K Kawamoto, Aiza Lopez, Individually

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

- In Unlimited Amounts -

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

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

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 15th day of April, 2016.

WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 15th day of April, 2016, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
June 23, 2021

J. MOHR
NOTARY PUBLIC
SOUTH DAKOTA

J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this _____ day of JAN 04 2017, _____.

WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Form F4280-7-2012

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

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

4.2.5 Proposed Organizational Structure & Licensing Documentation

ATTACHMENT 4.2.5

State Project No. 0095-111-278

SCC and DPOR Information

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

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
Fort Myer Construction Corporation	**0150814-2**	Foreign Corporation	Active	2237 33rd St NE, Washington, DC 20018	Corporation - Contractor Class A	**2701015396**	08-31-2018
Volkert, Inc.	**F136659-2**	Foreign Corporation	Active	6225 Brandon Ave Ste 540 Springfield, VA 22150	Corporation – Business Entity	**0407002610**	12-31-2017

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4.2.5.1 SCC Registration Information for Lead Contractor, Lead Designer & QAM Firm

SCC eFile
FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

SCC eFile
- SCC eFile Home Page
- Check Name Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

FORT MYER CONSTRUCTION CORPORATION

General

SCC ID: 01508142
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 2/11/1974
Status: Active
Shares Authorized: 30000

Principal Office

2237 33RD ST NE
WASHINGTON DC20018

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX ROAD, SUITE 285
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 10/4/2013

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

SCC eFile
FAST. SIMPLE. SECURE.

SCC eFile
SCC eFile Home Page
Check Name Distinguishability
Business Entity Search
Certificate Verification
FAQs
Contact Us
Give Us Feedback
Business Entities
UCC or Tax Liens
Court Services
Additional Services

SCC eFile
Business Entity Details

Help

Volkert, Inc.

General

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

Principal Office

3809 MOFFETT RD
MOBILE AL36618

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
BANK OF AMERICA CENTER, 16TH FLOOR
1111 EAST MAIN ST.
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 7/13/2011

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File an annual report
Pay annual registration fee
Order a certificate of good standing
View eFile transaction history
Manage email notifications

New Search | Home

Screen ID: e1000

4.2.5.2 DPOR Registration Information for Lead Contractor, Lead Designer & QAM Firm

DPOR License Lookup License Number 2701015396

License Details

Name	FORT MYER CONSTRUCTION CORP
License Number	2701015396
License Description	Contractor
Firm Type	Corporation
Rank [1]	Class A
Address	2237 33RD ST NE, WASHINGTON, DC 20018-1594
Specialties[2]	Commercial Building (CBC) Electrical (ELE) Highway / Heavy (H/H) Residential Building (RBC)
Initial Certification Date	1976-06-22
Expiration Date	2018-08-31

1 Refer to the Statutory Definitions 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 and Specialty Definitions for detailed definitions of these classifications and specialties.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

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DPOR License Lookup build 1,192 (built 2016-06-23 09:13:05).

DPOR License Lookup License Number 0407002610

License Details

Name	VOLKERT INC
License Number	0407002610
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	6225 BRANDON AVE STE 540, SPRINGFIELD, VA 22150
Initial Certification Date	1983-07-29
Expiration Date	2017-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402021932	VARGAS, CESAR ENRIQUE	Professional Engineer License	Engineering	2017-01-31
0402031697	WEAKLEY, KEITH PAUL	Professional Engineer License	Engineering	2018-01-31
0402044791	MORRISON, DENNIS C	Professional Engineer License	Engineering	2018-06-30
0406001168	BOEHM, OLIVER	Landscape Architect License	Landscape Architecture	2017-09-30

Showing 1 to 4 of 4 entries

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The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland

4.2.6 Work History Forms

4.2.6(a) Lead Contractor Work History Forms

ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Rehabilitation of Interstate 66 Design Build Project Location: Route 50 to the Capital Beltway in Fairfax County, Virginia	Name: Volkert, Inc. – Lead Designer Springfield, VA	Name of Client.: : Virginia Department of Transportation Phone: **800.367.7623** Project Manager: **Ms. Susan Shaw, PE** Phone: **703.259.1995** Email: **susan.shaw@vdot.virginia.gov**	Nov. 2012	August 2012	$38M	$46M	$42M

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

Interstate Reconstruction Project with Coordinating/Monitoring MOT (Criteria #2)

Fort Myer was the Lead Contractor on this project which consisted of 46,000 square yards of full-depth concrete pavement patching, 140,000 tons of asphalt overlay associated geometric analysis and hydraulic design to maintain drainage and clearances for existing infrastructure, storm drainage, utilities, replacement of existing loop detection with non-intrusive traffic detection units, and coordination on I-66 between Route 50 and I-495, approximately 6.5 miles of interstate roadway. The project was located on a high-speed interstate with high traffic volumes and was constructed within very limited right-of-way. The Transportation Management Plan determined the best variety of construction phasing and temporary traffic control techniques to meet the construction schedule while maintaining traffic flow and safety. Various management strategies and alternatives to detours and lane closures were analyzed. Due to the very heavy traffic volumes, construction was conducted at night only. Two of three lanes -- plus the shoulder lane in both directions -- were open to traffic at all times during construction.

A critical component of the project required pivotal coordination between, VDOT, Fort Myer, Washington Metro Area Transit Authority (WMATA) and Flour Lane to conduct critical lane closures and perform construction on two of Virginia's highly congested Interstates, I-495 and I-66. As this Design Build project integrated with the Hot Lanes project on I-495, Fort Myer coordinated with Fluor-Lane to ensure that traffic restrictions, ramp and lane closures were minimized to reduce impediments to vehicular traffic. Another component for this project is the integration with VDOT's Intelligent Transportation Systems ("ITS") device upgrade. VDOT's acceptance required testing of counts, speed, classification and alignment of the RTMS units. These units transmit data via the fiber optic cable to the VDOT Traffic Management System. In conjunction with VDOT, Fort Myer was also responsible for implementing the RTMS units into the "Open Roads" Software. "OpenTMS" is the version this project will be migrated into.

Evidence of Good Performance

This I-66 rehabilitation project was recognized for quality asphalt by the National Asphalt Pavement Association (NAPA). The asphalt quality ranked extremely well in both smoothness and durability, meeting stringent material specifications. Another bonus of this new asphalt surface is noise reduction. Sound measurements were collected and showed a noticeable improvement for drivers. Ride quality in both directions on this interstate was improved by nearly 200%.

Our I-66 project is used as a symbol of excellence and has received awards and recognition for paving and its design. The project, completed early, was featured in the June 2013 edition of *Roads & Bridges Magazine*. The article says "the rehabilitation of I-66 demonstrates the ability to accomplish seemingly impossible projects through partnerships and innovation." FMCC gained valuable experience working with VDOT and coordinating with several related projects in the same geographical region on this large design-build project. FMCC's team is well-equipped with staff that can oversee the QA/QC process on large and fast tracked projects like this.

Relevancy

- Design-Build
- Multiple Stakeholders Involved
- VDOT Acceptance
- Night work
- Geotechnical
- Utility Relocation
- Drainage Upgrades
- Critical MOT
- Coordination with adjacent projects
- PR – Public Outreach

Staff from this project that are available for the I-95 Safety Improvements at Route 3 Design Build Project

Sam Patel, Design-Build Project Manager

ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Rehabilitation of Pennsylvania Avenue D-B-B Location: Washington, DC	Name: A. Morton Thomas and Associates, Inc., Rockville, MD	Name of Client.: District Department of Transportation Phone: **202.904.3911** Project Manager: Mr. Luan Tran Phone: **202.904.3911** Email: **laun.tran@dc.gov**	December 2009	December 2011	$25M	$28.7M	$20M

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

Primary Roadway Construction Project with demonstrated Signal and Intersection Work with Construction Phasing (Criteria #1 and Criteria #3)

Fort Myer was the Lead Contractor on this project which consisted of total replacement of existing roadway with flexible pavement 12" in thickness, installation of bio-retention ponds that supplement new water quality basins in pre-treatment of stormwater run offs and new water main. The project also entailed modification and enhancements to the existing *traffic signalization and street lighting system*, installation of median islands to create turning lanes for vehicular traffic, improvement of sidewalk for pedestrian and bikers, and installation of trees and shrubbery.

The project consisted of total rehabilitation of existing roadway, removal of existing curb and gutter, sidewalk, and construction of flexible pavement, granite stone curbs, PCC gutter, and exposed aggregate sidewalk as well as drainable asphalt bicycle path. The project also included rehabilitation of storm sewer and water distribution systems throughout the limits of project, *installation of new traffic signalization* and street lighting system using CCTV and speed cameras and hard and soft landscaping.

Due to the storm sewer and water rehabilitation portion of this project, the construction schedule was closely coordinated with utility companies within the area. *Construction was multi-phased to avoid conflicts and minimize delay in the overall project schedule.*

Given the high volume of pedestrian traffic and safety concerns in the area, Fort Myer Construction put an increased focus on the use of pedestrian guide signage and channelization through work zones. The signage was also used to alert motorists to the increased presence of pedestrians at high volume pedestrian crossings.

In addition to pedestrian safety, vehicular safety was also significant priority. This is also an area where bicyclists frequent, so maintaining a safe and accessible space for several types of commuters was paramount. To reduce the impact on the motorists, much of the work was completed overnight to maintain mobility in this highly-traveled hub in DC.

Evidence of Good Performance

This project demonstrates Fort Myer Construction's ability to mobilize in highly traveled and high-profile urban residential/commercial areas to perform required contract tasks within tight time and space constraints. This project also demonstrates Fort Myer Construction's capability to perform multidisciplinary activities such as pile and lagging and reinforced concrete retaining walls, provide and install electrical features, wiring, traffic signals, and placement of asphalt pavement.

Relevancy

- Design-Build
- Multiple Stakeholders Involved
- Night work
- Geotechnical
- Utility Relocation
- Drainage Upgrades
- Critical MOT
- Coordination with adjacent projects
- PR – Public Outreach

Staff from this project that are available for the I-95 Safety Improvements at Route 3 Design Build Project

Sam Patel, Design-Build Project Manager

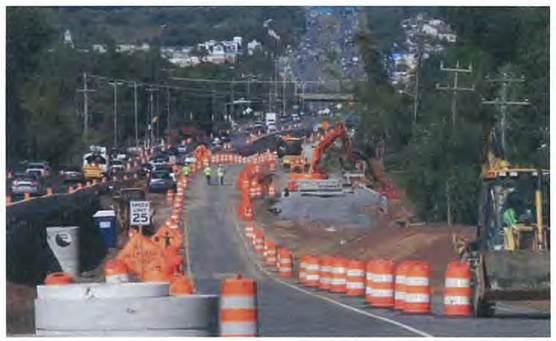
ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **B18 – Route 7 Roadway Widening D-B-B** Location: **Fairfax County, Virginia**	Name: Johnson, Mirmiran Thompson, Herndon VA	Name of Client.: **Virginia Department of Transportation** Phone: **(703) 259.1944** Project Manager: **Michael Gleasman, P.E.,** Phone: **(703) 259.1944** Email:**Michael.gleasman@vdot.virginia.gov**	April 2015	December 2016	$19M	$20M	$20M

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



Primary Roadway Construction Project with Intersection Work and Construction Phasing (Criteria #1 and #3)

Fort Myer was the Lead Contractor on a Design-Bid-Build for this roadway widening project in Northern Virginia, which relieved congestion and improved road operations, mobility for cyclists and pedestrians, air quality, and safety. This section of Route 7 (Leesburg Pike) carried 60,000 vehicles per day in this area and by 2034 is expected to carry 87,000 vehicles per day. The project widened Route 7 from four to six lanes, included facilities for cyclists and pedestrians, and made substantial (4) intersections, including signalization at each of the intersections, as well as other improvements along the corridor. Construction phasing was in four phases beginning with construction on the eastbound roadway, followed by westbound roadway and then median construction; the fourth phase included additional roadway construction at the intersection of and continuing northbound on Georgetown Pike.

The scope of improvements included, but was not limited to, earthwork, new pavement construction, existing pavement rehabilitation, drainage, stormwater management, erosion & sediment control, reforestation, landscaping, signing and marking, intersection/interchange lighting, construction of small structures such as culverts, utility coordination, and environmental permit acquisition. The project also accommodated future improvements for the Route 7 Corridor Improvements Project.

Relevancy

- Right of Way Acquisition
- Multiple Stakeholders Involved
- VDOT Acceptance
- Night work
- Multi-phase Construction Sequencing
- Critical MOT
- Traffic Signalization
- Geotechnical
- Utility Relocation
- Drainage Upgrades
- Coordination with adjacent projects
- PR – Public Outreach

Roadway improvements for which FMCC was responsible included: widening Route 7 from four to six lanes with a raised median, a 10-foot wide shared-use path in both directions; lengthened turn lanes; intersection/interchange at all major intersections; 12,600 SF of gravity walls; 15,195 LF of storm drain pipes; 404 LF of jack and bore; new pavement construction; roadway signs; pavement markings/symbols; and an example landscaping setup which will be followed by other projects along Route 7.

Reducing Impacts With Innovative Solutions

Due to unforeseen issues, such as contaminated soil and design conflicts, FMCC was able to develop a revised construction schedule and worked around the clock (at least six days a week) to meet the original contract deadline. The conflicts could have caused severe delays to the project but with the agreeance of the owner to compensate the revisions and FMCC's innovative approach to develop a revised construction schedule, the project was able to accelerate accordingly. With the revised construction schedule, the owner was able to implement additional changes to the contract such as changing all new guardrails to include a powder coating and adding rip rap to the drainage outfalls.

4.2.6(b) Lead Designer Work History Forms

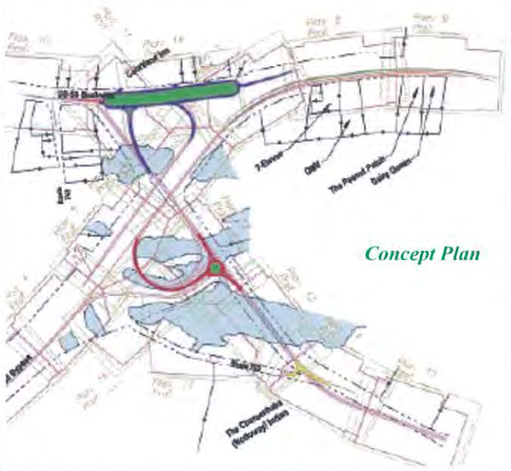
ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Courtland Interchange on Route 58** Location: **Southampton County, Virginia**	Name: **Curtis Contracting, Inc.**	Name of Client.: **VDOT Hampton Roads District** Phone: **(540) 332-9075** Project Manager: **Ty Lee, PE** Phone: **(757) 494-5485** Email: **nelson.lee@vdot.virginia.gov**	March 2016	December 2018	$15,000	$15,000	$2,601

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



Concept Plan

Primary Roadway Design Project: Interchange Design on Primary Roadway Consolidates Three Intersections and Provides Gateway to Courtland (Criteria #1 and #3)

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

As the Prime Designer working from offices in Springfield, Virginia, Volkert developed an Interchange Justification Report (IJR) in compliance with IIM-LD-200.8 on an accelerated schedule. Three alternatives were evaluated to justify the need for a new interchange: a grade-separated partial interchange, a grade-separated roundabout interchange with roundabout access to US 58 Business, and an at-grade intersection realigning the US 58 Business spur and Route 742. Motorists destined for the beach significantly increase traffic volumes along US 58 during the summer months. Therefore, seasonal variation factors were applied to the US 58 eastbound and westbound through trips based on historical traffic data. The study results demonstrated that the existing at-grade connections could not accommodate future traffic demands and a grade-separated interchange was recommended to provide unimpeded traffic flow and enhance mobility and vehicular safety through the corridor. Although both of the grade-separated interchange alternatives could accommodate future traffic demands, the roundabout interchange was the preferred alternative due to the added capacity and safety inherent to roundabouts. Additionally, the roundabout interchange alternative resulted in less right-of-way and environmental impacts, and with aesthetic enhancements, is designed to serve as a gateway into the town of Courtland.

Volkert provided project management and civil, structural, traffic, and hydraulic engineering services for the context-sensitive design of the selected alternative which consolidates three intersections while preserving the scenic and environmental resources of the area – wetlands and property owned by the Cheroenhaka Indian Tribal Heritage Foundation – and adds lasting value while achieving VDOT's goal for an operationally efficient and safe interchange. Volkert's unconventional design features two roundabouts, **a new interchange bridge and ramps**, a new bridge over wetlands, roadway widening to add an auxiliary lane and improvements, retaining walls, and signs and pavement markings. The innovatively constructed wetlands reduce wetland, right-of-way, and utility impacts; eliminate left turns; calm traffic and provide safer access.

Reducing Impacts With Innovative Solutions

Impacts to the ROW, wetlands, and utilities are reduced with the roundabout at the intersection of the Route 58 EB exit ramp and Route 742, MSE walls along Route 742, longer bridge spans, reducing the number of piers supporting the new bridge over the wetlands, and widening Route 58 in the median. The innovative stormwater management design includes 1.5 acres of surface-flow constructed wetlands. This cost-effective and innovative wetland technology is ideal for the high groundwater elevations in the area and is capable of removing pollutants while expanding the natural ecosystem.

Services also involved wetland permit sketches, development of a Type B Transportation Management Plan, plat preparation for right-of-way acquisition, supplemental survey, and geotechnical engineering. No detours are planned for construction. Temporary lane closures will be set up as needed for construction. Motorists and the public will be given prior notice for all lane closures.

Relevancy

- Primary roadway improvements
- Interchange design project
- Safety and operations improvements
- Intersection improvements via roundabout
- Roadway widening
- Drainage
- Stormwater management
- Signing and pavement marking
- Transportation Management Plan
- Minimize right-of -way acquisition
- Utility relocation within project limits

Staff from this project that are available for the I-95 Safety Improvements at Route 3 Design Build Project

Keith Weakley, PE, DBIA; Brian Graham, PE; Bharat Bhargava, PE; Perry Oates, PE; Jason Jiménez-Pisani, PE; Michael Glickman, PE, PTOE; Hari Thaker, PE, PTOE

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Route 58 (Martin Luther King Expressway) Extension [Design Build]** Location: **Portsmouth, Virginia**	Name: **SKW Constructors** (Skanska, Kiewit, Weeks Marine Joint Venture)	Name of Client.: **Elizabeth River Crossing, LLC and VDOT** Phone: **(757) 932-4400** Project Manager: **Jeff Sullivan** Phone: **(757) 673-9483** Email: **jeff.sullivan@kiewit.com**	October 2012	November 2016 Substantial Completion	$210,000	$210,000	$11,922

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

Primary Roadway Design Project and Interstate Interchange Design Project (Criteria #1 and #2)

Volkert managed engineering and design of the $210M Martin Luther King Expressway (Route 58) Extension — a significant component of the $2.1B Elizabeth River Crossing PPTA project — as a subconsultant to Lead Designer, WSP | Parsons Brinckerhoff. The design work was managed from Volkert's Springfield, Virginia office. Services included project management; civil, structural, traffic, and hydraulic engineering; landscape architecture; and construction phase services.

To provide controlled-access connectivity to historic downtown Portsmouth, port facilities, and the Midtown tunnel, Volkert developed the design of . . .

- A one-mile, four-lane, limited-access toll facility
- Two new **urban interchanges at I-264** and High Street
- Modifications to the London Boulevard interchange
- An urban plaza
- Two bridge widenings on I-264
- Widening of I-264 to add auxiliary lanes
- Side road improvements
- Retaining walls
- New stormwater management facilities

The context-sensitive design minimizes impacts to historic resources; maintains connectivity between neighborhoods with pedestrian friendly amenities; incorporates streetscape enhancements and an urban plaza on High Street to serve as a gateway into the historic district; incorporates aesthetic treatments on and under the bridges; and turned stormwater management ponds into attractive water features. The design of the BMP stormwater management facilities complies with the performance criteria of the Chesapeake Bay TMDL and maximizes the available space for stormwater management facilities to minimize impacts on an aging and over-taxed storm drain system.

Relevancy

- Primary roadway design with construction value over $10M
- Intersection work
- Interchange ramp modifications
- Adds auxiliary lane to improve merge area on interstate
- H&H, SWM, ESC, drainage
- Retaining walls
- Type C TMP
- Minimize right-of-way acquisition

Staff from this project that are available for the I-95 Safety Improvements at Route 3 Design Build

Michael Glickman, PE, PTOE; Cesar Vargas, PE; Jason Pisani-Jimenez, PE; Perry Oates, PE; Oliver Boehm, RLA, LEED AP, ENV SP; Brendon August; Hari Thaker, PE, PTOE

To minimize impacts to historic resources, Volkert carefully designed the ramps of the new interchange at I-264 to avoid Mt. Olive Cemetery, a historic African American cemetery, and provided documentation supporting a design exception for a ramp with a 20 mph design radius at the modified interchange at London Boulevard to preserve the historic Calvary Baptist Church. Retaining walls were used to preserve properties in the historic Prentiss Park neighborhood. In addition, the ramps of the new I-264 interchange were designed to avoid disturbance to a hazmat area.

Volkert developed the sequence-of-construction plan and a Type C TMP to maintain 70,000 vehicles per day traffic on I-264, existing interchanges, and side streets through four phases of construction.

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

Substantial Completion has been achieved and the MLK Expressway opened to traffic on November 30, 2016.

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **I-81, Exit 310 Interchange Modifications** Location: **Frederick County, Virginia**	Name: **General Excavation Inc.**	Name of Client.: **VDOT Staunton District** Phone: **(540) 332-9075** Project Manager: **Scott Alexander** Phone: **(540) 332-7758** Email: **scott.alexander@vdot.virginia.gov**	March 2015	May 2018	$24,968	$25,823	$2,747

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

Existing conditions

Interstate Interchange Design Project with Intersection Improvements and Signal Design (Criteria #2 and #3)

To prepare for anticipated commercial and residential development south of Winchester, Volkert was the Prime Designer of Phase 1 modifications to the I-81/Route 37 Interchange and the adjoining Route 37/Route 11 Interchange. The project was designed to alleviate tight turning movements, provide more lane capacity, improve the level-of-service and address safety concerns. The existing conventional rural diamond interchange will be converted to a full cloverleaf interchange in three phases, with each phase constructed as development and traffic volumes increase and as funding becomes available.

From offices in Springfield, Virginia, Volkert managed multidisciplinary engineering services and stakeholder coordination to design Phase 1, which involved the development of complete construction and right-of-way plans for a spread diamond interchange configuration. This configuration widens and relocates the ramps outward from their current intersections with Route 37, and serves as the foundation for future phases. The design relocates Tasker Road and Hillendale Lane on the east side of the interchange to make room for the ramp relocations. In addition, the design includes the **replacement of the Route 37 westbound ramp to Route 11 to introduce double left turns and a new signal**; the extension of the acceleration and deceleration lanes; modifications to Route 37 to add turn storage and double left- and right-turn movements; and **new signal at the I-81 and Route 11 interchanges**; and the extension of Route 37.

The design avoids the acquisition of approximately six acres of land by using reversionary permanent easements for two new ramps on Route 37 to Tasker Road. The ramps provide temporary connections to Tasker Road until Route 37 can be extended and a new interchange constructed east of I-81, at which time the land reverts back to the developer. This solution allows VDOT the right-of-way needed for phased construction of the I-81/Exit 310 interchange improvements and allows the developer to maintain ownership of the land after construction of the new Route 37 interchange is complete.

Construction of ramp modification to increase turn lane

The project involved a hydrologic and hydraulic analysis (using HEC-RAS) of a tributary to Opequon Creek, which crosses I-81. The purpose of the analysis was to verify conditions related to the I-81 box culvert and a private stormwater management facility and to determine the required extension of the I-81 box culvert where the road construction crosses or infringes on the major stream. The design includes drainage, stormwater management plans, and a multi-phased erosion and sediment control plan.

Volkert developed a Type C TMP which involved a Synchro analysis of each construction phase to determine construction impacts on the road network and identify the most feasible temporary traffic control strategies to mitigate impacts and maintain traffic for 52,000 vehicles per day on I-81 and 21,000 vehicles per day on Route 37 through five phases of construction.

General Excavation has been working on an accelerated schedule and is anticipated to complete construction early. Volkert has continued to be involved in the construction phase of this D-B-B project by providing constructability assistance to the contractor.

Relevancy

- Primary roadway improvements
- Interstate interchange design project
- Signal and intersection work
- Modification of an interstate interchange
- Alleviates interstate mainline traffic backups at the exit ramps
- Ramp realignment and widening accommodate increased turn lane storage
- Double turn lanes and new signals at ramp intersections improve operational efficiency
- Increases length of merge areas
- H&H, SWM, ESC, drainage
- Signs, pavement markings
- CCTV cameras
- Type C TMP
- Utility relocations within project limits
- Minimize right-of-way acquisition

Staff from this project that are available for the I-95 Safety Improvements at Route 3 Design Build Project

Michael Glickman, PE, PTOE; Cesar Vargas, PE; Jason Pisani-Jimenez, PE; Perry Oates, PE; Hari Thaker, PE, PTOE; Manuel Richardson, PE, PTOE

FMC Since 1972 FORT MYER CONSTRUCTION VOLKERT

COPY

Section 4.2.7: Conceptual Roadway Plans

A Design-Build Project

I-95 Safety Improvements at Route 3

City of Fredericksburg, VA

State Project No.: 0095-111-278 | Federal Project No.: OC-095-2(535)
Contract ID Number: C00107715DB91

January 4, 2017

FMC Since 1972 FORT MYER CONSTRUCTION

VOLKERT

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Plotted By: localuser

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4,1956

FOR INDEX OF SHEETS SEE SHEET 1B

STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
VA.	0C-095-2( ) (SEE TABULATION BELOW FOR SECTION NUMBERS)	95	(NFO)0095-III-278 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

FHWA 534 DATA 31103

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

RFP PLANS 9-12-2016

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

COMMONWEALTH OF VIRGINIA

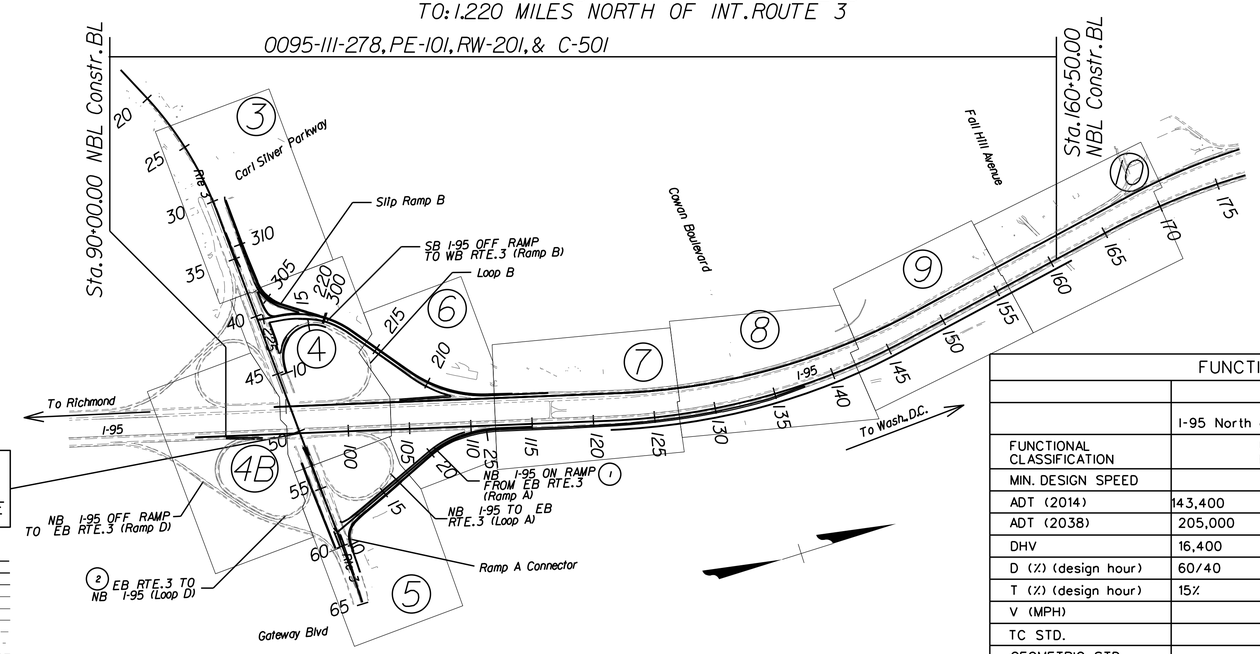
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

DESIGN-BUILD RFP

CITY OF FREDERICKSBURG
INTERSTATE 95
FROM: 0.115 MILES SOUTH OF INT. ROUTE 3
TO: 1.220 MILES NORTH OF INT. ROUTE 3

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



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

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

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

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

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

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

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

Population 24,286 (2010 Census, Fredericksburg)

Stafford County Population 128,961 (2010 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		TYPE PROJECT	DESCRIPTION
					FEET	FEET	MILES	FEET	MILES		
0095-111-278,	PE-101	0C-095-2(535)	PENG	107715		7050.00	1.335	7050.00	1.335	PRELIM. ENGR.	FROM: 0.115 MILES SOUTH OF INT. ROUTE 3 TO: 1.220 MILES NORTH OF INT. ROUTE 3
	RW-201	0C-095-2(535)	ROWA	107715		7050.00	1.335	7050.00	1.335	RIGHT OF WAY	
	C-501	0C-095-2(535)	1000	107715		7050.00	1.335	7050.00	1.335	CONSTRUCTION	

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

FORT MYER CONSTRUCTION Since 1972
VOLKERT

SCALE
0 600 1,200

PROJECT	SHEET NO.
0095-III-278	1

PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (FREDRICKSBURG DISTRICT)
SURVEYED BY, DATE Rice & Associates
DESIGN BY JASON HENRY, P.E. (804) 786-5975 (CENTRAL OFFICE)
SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

9/12/2016
2:34:38 PM

d10771500la.dgn
Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

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

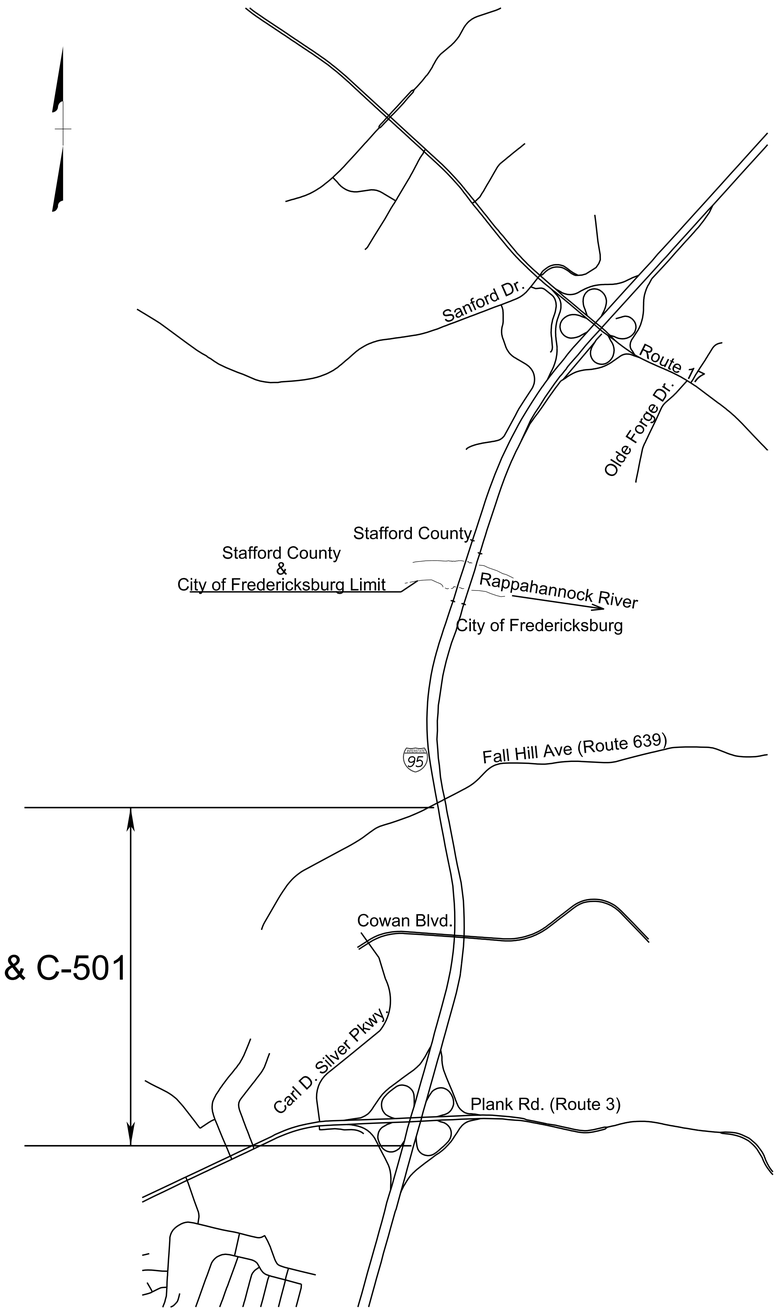
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

RFP PLANS

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

PROJECT LOCATION MAP

Stafford County/City of Fredericksburg



Project 0095-111-278, PE-101, RW-201, & C-501

Not To Scale

FMC FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	1A

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

INDEX OF SHEETS

RFP PLANS

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

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

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

TOTAL CROSS SECTION SHEETS 147 (SEE CROSS SECTION SHEET NUMBER 1 FOR INDEX OF SHEETS)

FMC FORT MYER CONSTRUCTION Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278,	1B

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY Rice & Associates
DESIGN SUPERVISED BY Jason Henry, P.E. Central Office (804) 786-5975
DESIGNED BY

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

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

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 088 - 0161 Project 0095-III-259, P101
Route I-95 City/County Spotsylvania Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD 83 (GPS)
Azimuth to Station 089-0227 Is 17°49'13"
Latitude 38°19'29.867185"N N (5decimal places)
Longitude 77°30'09.889129"W W (5decimal places)
Geoid Separation (N): -32.448
Ellipsoid Height (h): 12.954 (WGS 84)
Control Based on: Station (PID) HV8113
Project (monument no.) N/A Order: N/A
Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3,587,981.69 m
North (Y) 2,071,343,073 m
Ortho. Elevation 45.402 m

V. D. O. T. Project Coordinates

	Stafford Co.	Spotsylvania Co.
		(Shown for Reference)
East (X)	3,567,130.008 ft.	East (X) 3,567,058.669 ft.
North (Y)	241,297.042 ft.	North (Y) 241,292.217 ft.
Elevation	148.956 ft.	Elevation 148.956 ft.

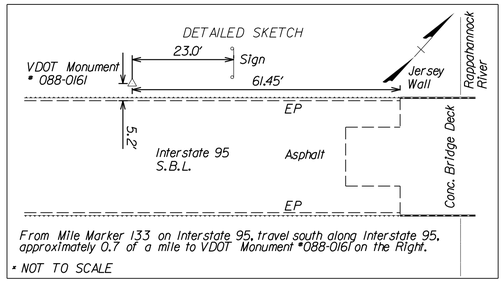
Zone (North) South (circle one)
Horizontal Closure ---------- Spotsy S. F. = 1.00004 Stafford S. F. = 1.00006

To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.280833333)
3. Multiply These Values by Combined Scale and Elevation Factor (1, see above) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description on Other Side *



From Mile Marker 133 on Interstate 95, travel south along Interstate 95, approximately 0.7 of a mile to VDOT Monument *088-0161 on the Right.

* NOT TO SCALE

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 088 - 0162 Project 0095-III-259, P101
Route I-95 City/County Spotsylvania Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD 83 (GPS)
Azimuth to Station 088-0163 Is 19°56'38"
Latitude 38°18'12.018778"N N (5decimal places)
Longitude 77°30'12.518629"W W (5decimal places)
Geoid Separation (N): -32.462
Ellipsoid Height (h): 40.585 (WGS 84)
Control Based on: Station (PID) HV8113
Project (monument no.) N/A Order: N/A
Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3,587,160.364 m
North (Y) 2,071,142.212 m
Ortho. Elevation 73.047 m

V. D. O. T. Project Coordinates

	Stafford Co. (Current Project)	Spotsylvania Co. (Shown for Reference)
East (X)	3,567,005.368 ft.	East (X) 3,566,934.033 ft.
North (Y)	233,419.745 ft.	North (Y) 233,415.077 ft.
Elevation	239.655 ft.	Elevation 239.655 ft.

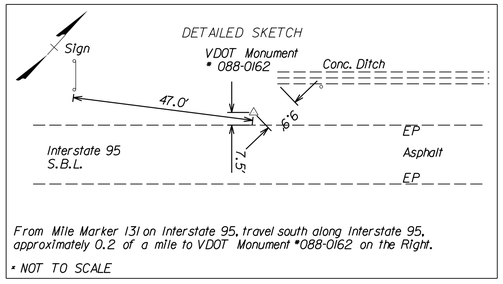
Zone (North) South (circle one)
Horizontal Closure ---------- Spotsy S. F. = 1.00004 Stafford S. F. = 1.00006

To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.280833333)
3. Multiply These Values by Combined Scale and Elevation Factor (1, see above) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description on Other Side *



From Mile Marker 131 on Interstate 95, travel south along Interstate 95, approximately 0.2 of a mile to VDOT Monument *088-0162 on the Right.

* NOT TO SCALE

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 088 - 0163 Project 0095-III-259, P101
Route I-95 City/County Spotsylvania Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD 83 (GPS)
Azimuth to Station 088-0162 Is 15°56'38"
Latitude 38°18'02.034171"N N (5decimal places)
Longitude 77°30'16.287674"W W (5decimal places)
Geoid Separation (N): -32.462
Ellipsoid Height (h): 41.969 (WGS 84)
Control Based on: Station (PID) HV8113
Project (monument no.) N/A Order: N/A
Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3,587,072.136 m
North (Y) 2,070,833.381 m
Ortho. Elevation 74.431 m

V. D. O. T. Project Coordinates

	Stafford Co. (Current Project)	Spotsylvania Co. (Shown for Reference)
East (X)	3,566,716.490 ft.	East (X) 3,566,645.160 ft.
North (Y)	232,406.461 ft.	North (Y) 223,401.813 ft.
Elevation	244.196 ft.	Elevation 244.196 ft.

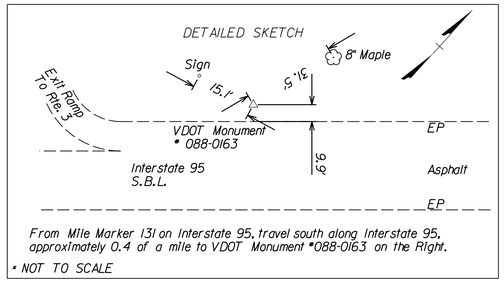
Zone (North) South (circle one)
Horizontal Closure ---------- Spotsy S. F. = 1.00004 Stafford S. F. = 1.00006

To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.280833333)
3. Multiply These Values by Combined Scale and Elevation Factor (1, see above) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description on Other Side *



From Mile Marker 131 on Interstate 95, travel south along Interstate 95, approximately 0.4 of a mile to VDOT Monument *088-0163 on the Right.

* NOT TO SCALE

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 088 - 0164 Project 0095-III-259, P101
Route I-95 City/County Spotsylvania Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD 83 (GPS)
Azimuth to Station 088-0165 Is 19°12'57"
Latitude 38°17'15.045588"N N (5decimal places)
Longitude 77°30'32.865139"W W (5decimal places)
Geoid Separation (N): -32.463
Ellipsoid Height (h): 41.195 (WGS 84)
Control Based on: Station (PID) HV8113
Project (monument no.) N/A Order: N/A
Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3,586,685.011 m
North (Y) 2,069,380.321 m
Ortho. Elevation 73.658 m

V. D. O. T. Project Coordinates

	Stafford Co. (Current Project)	Spotsylvania Co. (Shown for Reference)
East (X)	3,565,446.321 ft.	East (X) 3,565,375.016 ft.
North (Y)	227,638.927 ft.	North (Y) 227,634.375 ft.
Elevation	241.660 ft.	Elevation 241.660 ft.

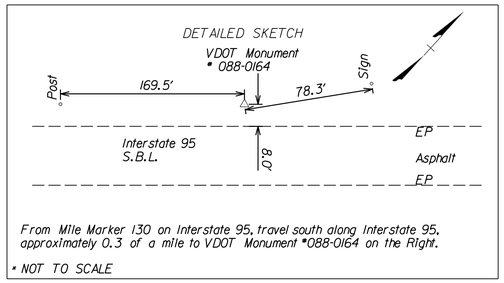
Zone (North) South (circle one)
Horizontal Closure ---------- Spotsy S. F. = 1.00004 Stafford S. F. = 1.00006

To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.280833333)
3. Multiply These Values by Combined Scale and Elevation Factor (1, see above) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description on Other Side *



From Mile Marker 130 on Interstate 95, travel south along Interstate 95, approximately 0.3 of a mile to VDOT Monument *088-0164 on the Right.

* NOT TO SCALE

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 088 - 0165 Project 0095-III-259, P101
Route I-95 City/County Spotsylvania Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD 83 (GPS)
Azimuth to Station 088-0164 Is 15°12'57"
Latitude 38°17'05.843338"N N (5decimal places)
Longitude 77°30'36.176421"W W (5decimal places)
Geoid Separation (N): -32.463
Ellipsoid Height (h): 40.485 (WGS 84)
Control Based on: Station (PID) HV8113
Project (monument no.) N/A Order: N/A
Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3,586,607.606 m
North (Y) 2,069,055.740 m
Ortho. Elevation 72.948 m

V. D. O. T. Project Coordinates

	Stafford Co. (Current Project)	Spotsylvania Co. (Shown for Reference)
East (X)	3,565,192.353 ft.	East (X) 3,565,121.053 ft.
North (Y)	226,705.208 ft.	North (Y) 226,700.675 ft.
Elevation	239.330 ft.	Elevation 239.330 ft.

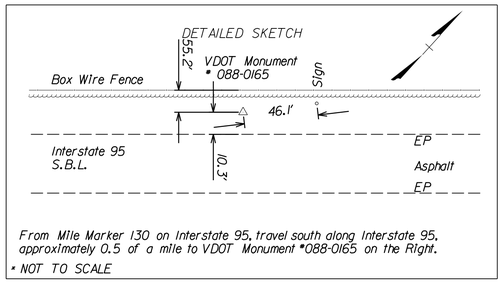
Zone (North) South (circle one)
Horizontal Closure ---------- Spotsy S. F. = 1.00004 Stafford S. F. = 1.00006

To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.280833333)
3. Multiply These Values by Combined Scale and Elevation Factor (1, see above) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description on Other Side *



From Mile Marker 130 on Interstate 95, travel south along Interstate 95, approximately 0.5 of a mile to VDOT Monument *088-0165 on the Right.

* NOT TO SCALE

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 089-0227 Project 0095-III-259, P101
Route 95 City/County Stafford Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD83
Azimuth to Station 088-0161 Is 197°49'12"
Latitude 38°19'44.10997" N (5decimal places)
Longitude 77°30'03.85978" W (5decimal places)
Geoid Separation (N): -32.447
Ellipsoid Height (h): 13.406 (WGS 84)
Control Based on: Station (name or PID) HV8113 or
Project (monument no.) ..... Order: First
Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3587339.832 m
North (Y) 2073983.765 m
Ortho. Elevation 45.853 m

V. D. O. T. Project Coordinates

	Stafford Co.	Spotsylvania Co.
		(Shown for Reference)
East (X)	3567594.808 ft.	East (X) 3567523.478 ft.
North (Y)	242742.966 ft.	North (Y) 242738.429 ft.
Elevation	150.436 ft.	Elevation 150.436 ft.

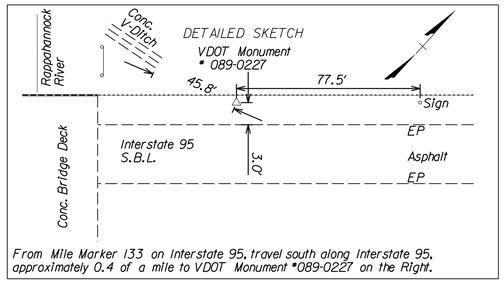
Zone (North) South (circle one)
Horizontal Closure ----------

To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.280833333)
3. Multiply These Values by Combined Scale and Elevation Factor (1.0006) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description Below *



From Mile Marker 133 on Interstate 95, travel south along Interstate 95, approximately 0.4 of a mile to VDOT Monument *089-0227 on the Right.

General Survey Notes:

1) This survey was completed without the benefit of a title report and may not reflect all easements, covenants or restrictions of record.

2) Limited Access Line shown is approximate location only, as the fence is no longer present in this area. VDOT plans 0095-089-101 created the Limited Access, but no data is present therein to accuractly depict its true location.

3) This file is the result of a Photogrammetric Survey with limited augmentation and the addition of Strom Drainage facilities. This file does not represent a complete "on the ground" survey.

4) This Map Was Photogrammetrically Compiled To Meet The National Map Accuracy Standards (NMAS) For 1" = 25' Scale Mapping With A One Foot Contour Interval As Of 06-07-2016

5) Noted Exceptions Are As Follows:
We Have Provided Contours In The Obscured Areas. These Areas Are Annotated As Obscured And Are Not To The Tolerance Required For This Survey. All Obscured Areas Must Be Field Checked And Or Surveyed. Rice Associates Is Not Responsible For Any Dtm Error In The Areas Annotated As Obscured, We Are Providing This Information For The Convenience Of A Contiguous Dtm

6) This Photogrammetric Survey Was Completed Under The Direct And Responsible Charge Of Frank M Sokoloski, Surveyor Photogrammetrist Duly Licensed In The Commonwealth Of Virginia (#040800036); The Imagery And/Or Original Data Was Obtained On 04-27-2014; And That This Digital Geospatial Data Meets Minimum Accuracy Standards Unless Otherwise Noted.

7) Per VDOT's request 2014 CADD Standards were utilized with the working units set to feet, not U.S. Survey Feet.

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

RFP PLANS

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

PROJECT	SHEET NO.
0095-III-278	IE

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

PROJECT MANAGER ..Byrd Holloway, P.E., (540) 374-3367 (Fredericksburg District)
SURVEYED BY.....Rice & Associates
DESIGN SUPERVISED BY..Jason Henry, P.E., Central Office, (804)786-5975
DESIGNED BY.....

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278, P-101, RW-201, C-501	IE(1)

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

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 089 - 0223 Project 0095-111-259, P101 ..... V. D. O. T. Project Coordinates
Route 95 City/County Stafford Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD83
Azimuth to Station 089-0224 Is 22°00'33"
Latitude: 38°21'09.00765" N (5decimal places)
Longitude: 77°28'43.07954" W (5decimal places)
Geoid Separation (N): -32.448
Ellipsoid Height (h): 37.704 (WGS 84)
Control Based on: Station (name or PID) HV8113 or
Project (monument no.) ..... Order: First

Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3589272.548 m
North (Y) 2076622.833 m
Ortho. Elevation 70.152 m

East (X) 3573936.108 ft.
North (Y) 2514O1.828 ft.
Elevation 230.157 ft.
Zone (North) South (circle one)
Horizontal Closure .....

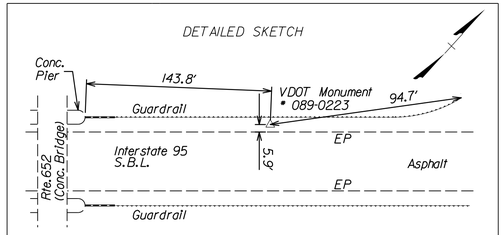
To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.2808333333)
3. Multiply These Values by Combined Scale and Elevation Factor (1.00006) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description Below *

DETAILED SKETCH



From Mile Marker 135 on Interstate 95, travel south along Interstate 95, approximately 0.3 of a mile to VDOT Monument *089-0223 on the Right.

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 089 - 0224 Project 0095-111-259, P101 ..... V. D. O. T. Project Coordinates
Route 95 City/County Stafford Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD83
Azimuth to Station 089-223 Is 42°00'30"
Latitude: 38°21'02.46140" N (5decimal places)
Longitude: 77°28'50.73613 W (5decimal places)
Geoid Separation (N): -32.447
Ellipsoid Height (h): 33.362 (WGS 84)
Control Based on: Station (name or PID) HV8113 or
Project (monument no.) ..... Order: First

Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3589088.901 m
North (Y) 2076418.940 m
Ortho. Elevation 65.809 m

East (X) 3573333.557 ft.
North (Y) 2507J2.849 ft.
Elevation 215.908 ft.
Zone (North) South (circle one)
Horizontal Closure .....

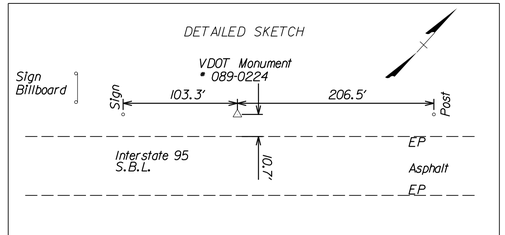
To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.2808333333)
3. Multiply These Values by Combined Scale and Elevation Factor (1.0006) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description Below *

DETAILED SKETCH



From Mile Marker 135 on Interstate 95, travel south along Interstate 95, approximately 0.5 of a mile to VDOT Monument *089-0224 on the Right.

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 089-0225 Project 0095-111-259, P101 ..... V. D. O. T. Project Coordinates
Route 95 City/County Stafford Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD83
Azimuth to Station 089-0226 Is 222°17'37"
Latitude: 38°20'30.71487" N (5decimal places)
Longitude: 77°29'27.32427" W (5decimal places)
Geoid Separation (N): -32.446
Ellipsoid Height (h): 40.231 (WGS 84)
Control Based on: Station (name or PID) HV8113 or
Project (monument no.) ..... Order: First

Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3588211.344 m
North (Y) 2075430.341 m
Ortho. Elevation 72.677 m

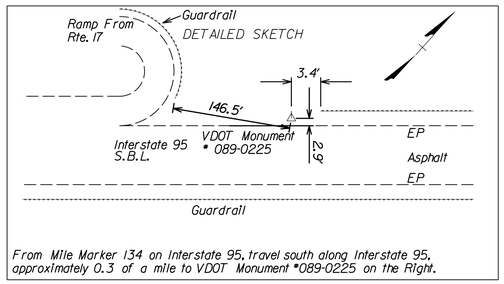
East (X) 3570454.266 ft.
North (Y) 247489.245 ft.
Elevation 238.441 ft.
Zone (North) South (circle one)
Horizontal Closure .....

To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.2808333333)
3. Multiply These Values by Combined Scale and Elevation Factor (1.0006) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description Below *



From Mile Marker 134 on Interstate 95, travel south along Interstate 95, approximately 0.3 of a mile to VDOT Monument *089-0225 on the Right.

LD-200 (REV. 8/2000)

Virginia Department of Transportation Horizontal Control

Control Station I.D. 089-0226 Project 0095-111-259, P101 ..... V. D. O. T. Project Coordinates
Route 95 City/County Stafford Date 03-31-14
Established By Rice Associates
Vertical Datum Based On NAVD 88 Geoid 07
Horizontal Datum Based On NAD83
Azimuth to Station 089-0225 Is 42°17'37"
Latitude: 38°20'22.70845" N (5decimal places)
Longitude: 77°29'36.77840" W (5decimal places)
Geoid Separation (N): -32.445
Ellipsoid Height (h): 40.849 (WGS 84)
Control Based on: Station (name or PID) HV8113 or
Project (monument no.) ..... Order: First

Virginia State Plane Coordinates – NAD 83 Metric Values
East (X) 3587984.487 m
North (Y) 2075180.980 m
Ortho. Elevation 73.294 m

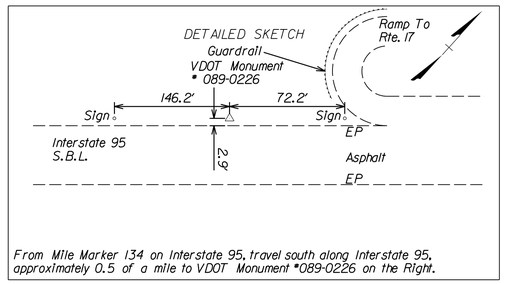
East (X) 3569709.941 ft.
North (Y) 246671.065 ft.
Elevation 240.465 ft.
Zone (North) South (circle one)
Horizontal Closure .....

To convert state plane metric units to VDOT project values, use the following formula.

1. Reduce the Easting Metric Values By 2.5 Million Meters. The South and North Zone Northing Metric Values By 1 and 2 Million Respectively.
2. Multiply These Values by the U.S. Survey Foot (3.2808333333)
3. Multiply These Values by Combined Scale and Elevation Factor (1.0006) for the County.

Reverse This Procedure to Transform VDOT Project Coordinates to NAD 83 Metric Plane Coordinates

* Sketch and Detailed Description Below *



From Mile Marker 134 on Interstate 95, travel south along Interstate 95, approximately 0.5 of a mile to VDOT Monument *089-0226 on the Right.

Interstate 95 - Survey Traverse

ID	Station	Bearing	Distance	Northing	Easting	Elevation
POB	10+00.00			226467.351	3565123.588	235.00
		N 14°05'19" E	750.12'			
PI	17+50.12			227194.905	3565306.182	244.03
		N 16°26'19" E	811.07'			
PI	25+61.19			227972.823	3565535.704	236.88
		N 14°23'29" E	903.27'			
PI	34+64.45			228847.744	3565760.207	221.18
		N 14°30'49" E	1011.19'			
PI	44+75.64			229826.663	3566013.621	217.97
		N 14°40'35" E	765.82'			
PI	52+41.46			230567.494	3566207.650	226.82
		N 15°59'59" E	905.20'			
PI	61+46.66			231437.634	3566457.154	235.58
		N 13°27'29" E	543.63'			
PI	66+90.30			231966.340	3566583.675	244.17
		N 14°59'56" E	587.09'			
PI	72+77.39			232533.427	3566735.614	245.35
		N 16°27'44" E	600.26'			
PI	78+77.65			233109.085	3566905.719	241.94
		N 15°22'19" E	689.27'			
PI	85+66.92			233773.697	3567088.434	235.16
		N 08°29'42" E	499.21'			
PI	90+66.14			234267.435	3567162.179	230.22
		N 02°25'25" E	692.27'			
PI	97+58.41			234959.090	3567191.454	231.49
		N 05°29'12" W	677.01'			
PI	104+35.42			235633.001	3567126.723	235.96
		N 11°43'37" W	755.58'			
PI	111+91.01			236372.814	3566973.151	242.01
		N 08°52'03" W	576.54'			
PI	117+67.54			236942.458	3566884.278	248.38
		N 11°35'31" W	538.90'			
PI	123+06.44			237470.365	3566775.990	248.59
		N 11°07'10" W	654.58'			
PI	129+61.02			238112.658	3566649.751	243.01
		N 04°12'03" W	822.57'			
PI	137+83.60			238933.023	3566589.494	214.47
		N 06°27'02" E	620.50'			
PI	144+04.10			239549.594	3566659.205	198.33
		N 11°57'41" E	851.48'			
PI	152+55.58			240382.584	3566835.674	173.14
		N 17°50'13" E	972.33'			
PI	162+27.91			241308.176	3567133.508	149.15
		N 17°23'32" E	1565.92			
PI	177+93.83			242802.503	3567601.580	149.73
		N 18°11'57" E	937.39'			
PI	187+31.22			243693.004	3567894.346	175.04
		N 22°12'26" E	836.39'			
PI	195+67.61			244467.351	3568210.467	199.37
		N 27°42'25" E	840.61'			
PI	204+08.21			245211.573	3568601.305	220.39
		N 34°19'53" E	838.25'			
PI	212+46.47			245903.794	3569074.060	229.97
		N 38°27'18" E	689.31'			
PI	219+35.78			246443.594	3569502.743	236.90
		N 42°01'44" E	690.90'			
PI	226+26.68			246956.801	3569965.304	243.77
		N 41°58'36" E	671.15'			
PI	232+97.83			247455.743	3570414.184	238.09
		N 40°48'44" E	577.88'			
PI	238+75.71			247893.117	3570791.876	223.43
		N 40°22'55" E	669.29'			
PI	245+45.00			248402.942	3571225.495	203.53
		N 43°31'32" E	746.05'			
PI	252+91.04			248943.874	3571739.281	181.49
		N 41°40'31" E	988.09'			
PI	262+79.13			249681.899	3572396.268	180.36
		N 41°25'57" E	700.95'			
	269+80.08			250207.427	3572860.112	197.62

Interstate 95 - Survey Traverse Continued

ID	Station	Bearing	Distance	Northing	Easting	Elevation
	269+80.08			250207.427	3572860.112	197.62
		N 40°52'12" E	842.42'			
PI	278+22.49			250844.459	3573411.340	218.07
		N 43°31'45" E	686.70'			
PI	285+09.19			251342.335	3573884.286	229.72
		N 40°33'39" E	845.03'			
PI	293+54.22			251984.317	3574433.769	230.86
		N 37°59'22" E	854.50'			
PI	302+08.72			252657.772	3574959.727	225.80
		N 33°04'11" E	1042.50'			
POE	312+51.22			253531.392	3575528.577	220.65

Route 3 - Survey Traverse

ID	Station	Bearing	Distance	Northing	Easting	Elevation
POB	300+00.00			230758.008	3564296.157	242.78
		N 89°51'47" E	831.32'			
PI	308+31.32			230759.995	3565127.479	244.49
		N 87°36'35" E	538.56'			
PI	313+69.88			230782.455	3565665.569	247.93
		N 86°46'07" E	543.11'			
PI	319+12.99			230813.068	3566207.811	255.56
		N 86°52'04" E	481.50'			
PI	323+94.49			230839.376	3566688.593	252.41
		N 87°10'58" E	555.48'			
PI	329+49.97			230866.677	3567243.398	242.28
		N 86°55'00" E	666.27'			
POE	336+16.23			230902.515	3567908.702	234.61

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

RFP PLANS

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

	PROJECT	SHEET NO.
	0095-111-278	IE(1)

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY Rice & Associates
DESIGN SUPERVISED BY Jason Henry, P.E., Central Office, (804)786-5975
DESIGNED BY

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

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

EXISTING STORM SEWER INVERT INFORMATION

Notes:

1. Inverts For Pipes And Structures Shown Hereon Are Based On Field Measurements, However They Should Be Verified Prior To Construction.
2. Pipe Sizes, Material Type And Invert Elevations As Indicated Are Based Upon Oberservations Made Above Ground. No Measurements Have Been Performed By Personnel In A Confined Space Situation.

RFP PLANS

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Biofiltration Structure # 200
Top = 241.00'
Top of Water = 239.08'
Bottom of Structure = 238.04'

Grate Top Inlet # 201
Top = 240.67'
Invert In = 237.50' (from # 200)
Invert Out = 236.93' (to # 202)

Storm Manhole # 202
Top = 240.56'
Invert In = 235.98' (from # 201)
Invert Out = 235.76' (to Offsite)

FES w/ Grate # 214
Top of Grate = 242.28'
Invert out = 240.09' (to # 206)

Drop Inlet # 207
Top = 242.52'
Invert Out = Recessed Pipe (to # 206)

Storm Manhole # 206
Top = 243.82'
Invert In (A) = 239.38' (from # 214)
Invert In (B) = 239.45' (from # 207)
Invert In (C) = 239.41' (Underdrain)
Invert Out = 239.18' (to # 205)

Drop Inlet # 205
Top = 243.22'
Invert In = 238.02' (from # 206)
Invert Out = 237.63' (to # 203)

Drop Inlet # 203
Top = 242.71'
Invert In = 236.68' (from # 205)
Invert Out = 236.66' (to # 204)

Drop Inlet # 204
Top = 241.64'
Invert In = 234.71' (from # 203)
Invert Out = 234.68' (to Offsite)

FES # 236
Top Conc. = 222.25'
Invert Out = 216.74' (to # 208)

Storm Manhole # 208
Top = 236.98'
Invert In (A) = 214.97' (from # 236)
Invert In (B) = 215.46' (from # 209)
Invert Out = 215.10' (to # 216)
Note: Invert Out Is Higher than Invert In from # 236
Water Flowing from # 236 to 208 to # 216 by Observation)

Grate Inlet # 209
Top = 238.59'
Invert Out = 217.69' (to # 208)

Concrete Headwall # 216
Top = 219.48'
Invert Out = 213.41' (from # 208)

Concrete Headwall # 217
Top = 216.50'
Invert Out = 212.20' (to # 210)

Storm Manhole # 210
Top = 224.41'
Invert In = 211.77' (from # 217)
Invert Out = 211.21' (to # 211)

Storm Manhole # 211
Top = 222.70'
C/L Structure = 210.07'
(Unable to Obtain Pipe Sizes and Inverts)

Drop Inlet # 212
Top = 234.13'
Invert Out = 229.22' (to # 218)

Grate Inlet # 219
Top = 230.55'
Invert Out = 227.30' (to # 213)

Storm Manhole # 213
Top = 226.57'
Invert In = 220.75' (from # 219)
Invert Out = 220.72' (to Offsite)

In Place 18" RCP # 229
Invert In = 238.69'

Storm Manhole # 228
Top = 242.10'
Invert In = 238.03' (from # 229)
Invert Out = 237.81' (to # 230)

Storm Manhole # 230
Top = 241.10'
Invert In (A) = 231.26' (from # 228)
Invert In (B) = 231.54' (from Offsite)
Invert Out = 230.71' (to Offsite)

Grate Top Inlet # 218
Top = 228.97'
Invert In = 227.63' (from # 212)

Grate Top Inlet #219
Top = 229.41'
Invert Out = 227.30' (to # 213)

In Place 18" RCP # 221
Invert In = 241.66'

Grate Top Inlet # 222
Top = 243.18
Invert Out = 241.72' (to # 223)

Grate Top Inlet # 223
Top = 241.06'
Invert In = 239.83' (from # 222)

Concrete Headwall # 224
Top = 239.47'
Invert Out = 234.12' (from # 226)

FES # 225
Invert In = 230.38' (to # 246)

Concrete Headwall # 226
Top = 240.42'
Invert In = 235.45' (to # 224)

Pipe Endwall w/ Load Carrying Grate # 227
Top = 242.65'
Invert In = 238.89' (to # 258)

Pipe Endwall w/ Load Carrying Grate # 231
Top = 238.10'
Invert Out = 234.31' (from # 233)

FES # 232
Invert Out = 234.10' (from # 259)

Pipe Endwall w/ Load Carrying Grate # 233
Top = 238.40'
Invert In = 234.67' (to # 231)

FES # 234
Invert In = 226.68' (to # 235)

FES # 235
Invert Out = 226.38' (from # 234)

FES # 236
Invert In = 216.74' (to # 208)

Grate Top Inlet # 237
Top = 234.13'
Invert Out = 225.38' (to # 238)

FES # 238
Invert Out = 224.33' (from # 237)

Concrete Headwall # 239
Top = 197.81'
Invert Out = 194.46' (to #240)

Concrete Headwall # 240
Top = 204.50'
Invert In = 200.61' (to #239)

Pipe Endwall w/ Load Carrying Grate # 241
Top = 220.02'
Invert Out = 217.11' (from # 242)

Pipe Endwall w/ Load Carrying Grate # 242
Top = 220.25'
Invert In = 217.47' (to # 241)

FES # 243
Invert Out = 225.23' (from # 245)

FES # 245
Invert In = 227.75' (to # 243)

FES # 246
Invert Out = 228.96' (from # 225)

FES # 247
Invert In = 239.47' (to #248)

FES # 248
Invert Out = 236.56' (from # 247)

FES # 249
Invert In = 233.98' (to # 257)

Pipe Endwall w/ Load Carrying Grate # 250
Top = 246.58'
Invert Out = 244.47' (from # 252)

Pipe Endwall w/ Load Carrying Grate # 252
Top = 246.49'
Invert Out = 244.49' (to # 250)

Pipe Endwall w/ Load Carrying Grate # 253
Top = 245.21'
Invert Out = 243.26' (from # 254)

Pipe Endwall w/ Load Carrying Grate # 254
Top = 245.79'
Invert In = 243.63' (to # 253)

6' x 8' Box Culvert # 255
Top Endwall = 207.56'
Inv Out = 197.80'

6' x 8' Box Culvert # 256
Top Endwall = 210.66
Inv In = 200.63

FES # 257
Invert Out = 232.57' (from # 249)

Pipe Endwall w/ Load Carrying Grate # 258
Top = 241.54'
Inv Out = 237.91' (from # 227)

FES # 259
Invert In = 236.24' (to #232)

In Place 12" Iron #2609
Inv In = 235.04
Inv Out = 234.75

(A) In.Pl.Conc.Dl
Rim= 239.12

(B) In.Pl.15" RCP
Inv.In= 234.60
Inv.Out= 233.09

(C) In.Pl.Conc.Dl
Rim= 239.64

(D) In.Pl.15" CMP
Inv.In= 233.07
Inv.Out= 231.54

(E) In.Pl.18" RCP
Inv.In= 230.71
Inv.Out= 223.80

(F) In.Pl.Metal Grate
Rim= 236.10

(G) In.Pl.24" CMP
Inv.In= 224.20
Inv.Out= 206.25

(H) In.Pl.24" CMP
Inv.In= 231.98
Inv.Out= 223.66

(J) In.Pl.SSMH
Rim= 240.38

(K) In.Pl.18" RCP with FES
(Surcharged)
Inv.In= 239.11
Inv.Out= 232.15

(L) In.Pl.18" RCP
Inv.In= 232.61
Inv.Out= 232.14

(M) In.Pl.Metal Grate
Rim= 240.26

(N) In.Pl.24" RCP
Inv.In= 236.08
Inv.Out= 232.74

(Q) In.Pl.Metal Grate
Rim= 240.30

(P) In.Pl.18" RCP
Inv.In= 236.12
Inv.Out= 232.83

(Q) In.Pl.Conc.Dl
Rim= 241.83

(R) In.Pl.15" RCP
Inv.In= 240.13
Inv.Out= 236.00

(S) In.Pl.Conc.Dl
Rim= 245.36

Storm Sewer Appearing on this Sheet was Surveyed by:
H&B Surveying and Mapping, LLC
March 29, 2016

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	IE(2)

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

EXISTING SANITARY SEWER INVERT INFORMATION

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278, P-101, RW-201, C-501	IE(3)

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

RFP PLANS

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* 100
In Pl. San. MH
Rim = 247.25'
Inv. In = 240.63' (6" PVC from Cleanout)
Inv. Out = 240.49' (8" PVC to * 101)

* 101
In Pl. San. MH
Rim = 249.49'
Inv. In = 238.90' (8" PVC from * 100)
Inv. Out = 238.73' (8" PVC to * 102)

* 102
In Pl. San. MH
Rim = 248.08'
Inv. In = 237.85' (8" PVC from * 101)
Inv. Out = 237.82' (8" PVC to Approx. Direction)

* 103
In Pl. San. MH
Rim = 238.76'
Inv. In = 231.31' (6" PVC from Approx. Direction)
Inv. In = 229.74' (8" Concrete from Approx. Direction)
Inv. Out = 229.70' (8" Concrete to * 104)

* 104
In Pl. San. MH
Rim = 235.12'
Inv. In = 228.55' (8" Concrete from * 103)
Inv. Out = 228.50' (8" Concrete to * 105)

* 105
In Pl. San. MH
Rim = 239.95'
Inv. In = 227.13' (8" Concrete from * 104)
Inv. In = 225.69' (12" Ductile Iron from * 108)
Inv. Out = 225.52' (12" Ductile Iron to Approx. Direction)

* 106
In Pl. San. MH
Rim = 240.38'
Inv. In = 227.19' (12" Ductile Iron from Approx. Direction)
Inv. Out = 227.10' (12" Ductile Iron to * 107)

* 107
In Pl. San. MH
Rim = 239.45'
Inv. In = 228.32' (6" PVC from Cleanout)
Inv. In = 226.23' (12" Ductile Iron from * 106)
Inv. Out = 226.15' (12" Ductile Iron to * 108)

* 108
In Pl. San. MH
Rim = 239.97'
Inv. In = 225.82' (12" Ductile Iron from * 107)
Inv. Out = 225.72' (12" Ductile Iron to * 105)

* 109
In Pl. San. MH
Rim = 239.50'
Inv. In = 224.84' (8" PVC from * 110)
Inv. In = 224.53' (12" Ductile Iron from Approx. Direction)
Inv. Out = 224.48' (12" Ductile Iron to Approx. Direction)

* 110
In Pl. San. MH
Rim = 242.06'
Inv. In = 228.91' (8" PVC from * 111)
Inv. Out = 228.76' (8" PVC to * 109)

* 111
In Pl. San. MH
Rim = 241.74'
Inv. In (A) = 233.50' (8" Ductile Iron from * 112 per GIS)
Inv. In (B) = 233.14' (8" PVC from Cleanout)
Inv. Out = 232.91' (8" PVC to * 110)

* 112
In Pl. San. MH
Rim = 239.85'
Inaccessible - Sealed Shut

* 113
In Pl. San. MH
Rim = 227.52'
Inv. In = 224.97' (2" PVC from Approx. Direction)
Inv. In = 224.83' (6" PVC from Cleanout)
Inv. Out = 224.61' (8" Ductile Iron to * 114)

* 114
In Pl. San. MH
Rim = 228.86'
Inv. In = 224.42' (6" Ductile Iron from Cleanout)
Inv. In = 223.79' (8" Ductile Iron from * 113)
Inv. Out = 223.63' (8" Ductile Iron to Approx. Direction)

* 115
In Pl. San. MH
Rim = 228.57'
Inv. In (Top Drop Stack) = 222.57' (6" Ductile Iron from Cleanout)
Inv. In (Bottom Drop Stack) = 218.02' (6" Ductile Iron from Cleanout)
Inv. In = 218.42' (8" PVC from Approx. Direction)
Inv. In = 217.24' (15" Ductile Iron from Approx. Direction)
Inv. Out = 217.20' (15" Ductile Iron to * 116)

* 116
In Pl. San. MH
Rim = 201.26'
Inv. In = 191.69' (15" Ductile Iron from * 115)
Inv. Out = 190.21' (15" Ductile Iron to * 117)

* 117
In Pl. San. MH
Rim = 195.31'
Inv. In = 190.01' (6" Ductile Iron from Sewer Vent)
Inv. In = 185.91' (8" PVC from * 118)
Inv. In = 185.03' (15" Ductile Iron from * 116)
Inv. Out = 184.84' (15" Ductile Iron to Approx. Direction)

* 118
In Pl. San. MH
Rim = 203.30'
Inv. In = 198.71' (8" PVC from * 119)
Inv. Out = 198.24' (8" PVC to * 117)

* 119
In Pl. San. MH
Rim = 222.90'
Inv. In (A) = 209.49' (8" PVC from Approx. Direction)
Inv. In (B) = 209.39' (8" PVC from Approx. Direction)
Inv. Out = 209.07' (8" PVC to * 118)

Notes:

1. Inverts For Pipes And Structures Shown Hereon Are Based On Field Measurements. However They Should Be Verified Prior To Construction.

2. Pipe Sizes, Material Type And Invert Elevations As Indicated Are Based Upon Oberservations Made Above Ground. No Measurements Have Been Performed By Personnel In A Confined Space Situation.

FMD FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	IE(3)

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

RFP PLANS

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-III-278, C-501	IF

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

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

Rte. 95 NBL

Chain 95NB contains:
A121 CUR 95NB2 CUR 95NB5

Beginning chain 95NB description
==========

Point A121 N 230,007.592 E 3,566,346.260 Sta 87+50.00

Course from A121 to PC 95NB2 N 15° 05' 18.95" E Dist 3,387.696

Curve Data

Curve 95NB2
P.I. Station 134+27.46 N 234,523.795 E 3,567,563.861
Delta = 25° 59' 04.76" (LT)
Degree = 1° 01' 29.89"
Tangent = 1,289.765
Length = 2,535.165
Radius = 5,590.000
External = 146.863
Long Chord = 2,513.494
Mid. Ord. = 143.103
P.C. Station 121+37.70 N 233,278.496 E 3,567,228.119
P.T. Station 146+72.86 N 235,790.308 E 3,567,320.059
C.C. N 234,733.642 E 3,561,830.837
Back = N 15° 05' 18.95" E
Ahead = N 10° 53' 45.81" W
Chord Bear = N 2° 05' 46.57" E

Course from PT 95NB2 to PC 95NB5 N 10° 53' 45.81" W Dist 1,861.630

Curve Data

Curve 95NB5
P.I. Station 173+22.19 N 238,391.870 E 3,566,819.263
Delta = 15° 42' 31.56" (RT)
Degree = 1° 00' 12.34"
Tangent = 787.695
Length = 1,565.509
Radius = 5,710.000
External = 54.075
Long Chord = 1,560.610
Mid. Ord. = 53.568
P.C. Station 165+34.49 N 237,618.376 E 3,566,968.159
P.T. Station 181+00.00 N 239,176.788 E 3,566,885.350
C.C. N 238,697.725 E 3,572,575.218
Back = N 10° 53' 45.81" W
Ahead = N 4° 48' 45.75" E
Chord Bear = N 3° 02' 30.03" W

==========
Ending chain 95NB description

Rte. 95 SBL

Beginning chain 95MLREV description
==========

Point A70 N 230,692.973 E 3,566,301.117 Sta 94+00.00

Course from A70 to PC 95MLREV-1 N 15° 05' 18.95" E Dist 2,818.216

Curve Data

Curve 95MLREV-1
P.I. Station 134+97.94 N 234,649.633 E 3,567,367.861
Delta = 26° 05' 12.39" (LT)
Degree = 1° 02' 13.98"
Tangent = 1,279.723
Length = 2,515.078
Radius = 5,524.000
External = 146.297
Long Chord = 2,493.410
Mid. Ord. = 142.522
P.C. Station 122+18.22 N 233,414.029 E 3,567,034.733
P.T. Station 147+33.29 N 235,905.851 E 3,567,123.718
C.C. N 234,851.994 E 3,561,701.176
Back = N 15° 05' 18.95" E
Ahead = N 10° 59' 53.44" W
Chord Bear = N 2° 02' 42.75" E

Course from PT 95MLREV-1 to PC 95MLREV-2 N 10° 59' 53.44" W Dist 1,970.135

Curve Data

Curve 95MLREV-2
P.I. Station 180+77.73 N 239,188.859 E 3,566,485.674
Delta = 28° 43' 13.81" (RT)
Degree = 1° 04' 02.49"
Tangent = 1,374.299
Length = 2,690.803
Radius = 5,368.000
External = 173.130
Long Chord = 2,662.720
Mid. Ord. = 167.721
P.C. Station 167+03.43 N 237,839.801 E 3,566,747.860
P.T. Station 193+94.23 N 240,497.938 E 3,566,904.017
C.C. N 238,863.896 E 3,572,017.267
Back = N 10° 59' 53.44" W
Ahead = N 17° 43' 20.37" E
Chord Bear = N 3° 21' 43.46" E

Course from PT 95MLREV-2 to PC 95MLREV-3 N 17° 43' 20.37" E Dist 3,019.180

Curve Data

Curve 95MLREV-3
P.I. Station 238+95.95 N 244,786.014 E 3,568,274.358
Delta = 19° 26' 00.12" (RT)
Degree = 0° 39' 42.36"
Tangent = 1,482.534
Length = 2,936.588
Radius = 8,658.000
External = 126.012
Long Chord = 2,922.532
Mid. Ord. = 124.204
P.C. Station 224+13.41 N 243,373.837 E 3,567,823.068
P.T. Station 253+50.00 N 245,967.590 E 3,569,169.783
C.C. N 240,738.305 E 3,576,070.185
Back = N 17° 43' 20.37" E
Ahead = N 37° 09' 20.49" E
Chord Bear = N 27° 26' 20.43" E

==========
Ending chain 95MLREV description

Route 3

Beginning chain ROUTE3 description
==========

Point A50 N 230,028.446 E 3,562,693.372 Sta 10+00.00

Course from A50 to PC ROUTE3-1 N 64° 17' 13.27" E Dist 972.253

Curve Data

Curve ROUTE3-1
P.I. Station 25+39.20 N 230,696.250 E 3,564,080.163
Delta = 22° 33' 21.61" (RT)
Degree = 2° 00' 55.18"
Tangent = 566.952
Length = 1,119.222
Radius = 2,843.000
External = 55.980
Long Chord = 1,112.009
Mid. Ord. = 54.899
P.C. Station 19+72.25 N 230,450.270 E 3,563,569.351
P.T. Station 30+91.47 N 230,727.473 E 3,564,646.255
C.C. N 227,888.788 E 3,564,802.824
Back = N 64° 17' 13.27" E
Ahead = N 86° 50' 34.88" E
Chord Bear = N 75° 33' 54.07" E

Course from PT ROUTE3-1 to PC C1 N 86° 50' 34.88" E Dist 3,062.238

Curve Data

Curve C1
P.I. Station 64+61.73 N 230,913.079 E 3,568,011.399
Delta = 6° 06' 27.59" (RT)
Degree = 0° 59' 32.56"
Tangent = 308.020
Length = 615.457
Radius = 5,773.580
External = 8.211
Long Chord = 615.166
Mid. Ord. = 8.199
P.C. Station 61+53.71 N 230,896.116 E 3,567,703.846
P.T. Station 67+69.17 N 230,897.224 E 3,568,319.011
C.C. N 225,131.298 E 3,568,021.808
Back = N 86° 50' 34.88" E
Ahead = S 87° 02' 57.53" E
Chord Bear = N 89° 53' 48.68" E

==========
Ending chain ROUTE3 description

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-III-278	IF

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

RFP PLANS

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-III-278, C-501	IF(1)

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

Route 3 Turn Lane

Chain RTE3TL2 contains:
A155 A156 A157

Beginning chain RTE3TL2 description
==========

Point A155 N 230,835.099 E 3,566,701.973 Sta 10+00.00

Course from A155 to A156 N 86° 50' 34.88" E Dist 304.317

Point A156 N 230,851.858 E 3,567,005.829 Sta 13+04.32

Course from A156 to A157 N 85° 34' 52.95" E Dist 495.683

Point A157 N 230,890.047 E 3,567,500.038 Sta 18+00.00

==========
Ending chain RTE3TL2 description

Ramp A

Chain NBRAMP contains:
A123 CUR NBRAMP1 CUR NBRAMP2 A124

Beginning chain NBRAMP description
==========

Point A123 N 230,881.083 E 3,567,431.286 Sta 10+00.00

Course from A123 to PC NBRAMP1 N 23° 00' 59.72" W Dist 988.794

Curve Data

Curve NBRAMP1
P.I. Station 21+36.21 N 231,926.842 E 3,566,987.031
Delta = 20° 27' 14.21" (RT)
Degree = 7° 00' 43.64"
Tangent = 147.416
Length = 291.694
Radius = 817.096
External = 13.192
Long Chord = 290.148
Mid. Ord. = 12.982
P.C. Station 19+88.79 N 231,791.161 E 3,567,044.670
P.T. Station 22+80.49 N 232,074.110 E 3,566,980.440
C.C. N 232,110.644 E 3,567,796.719
Back = N 23° 00' 59.72" W
Ahead = N 2° 33' 45.51" W
Chord Bear = N 12° 47' 22.61" W

Curve Data

Curve NBRAMP2
P.I. Station 24+46.62 N 232,240.079 E 3,566,973.011
Delta = 17° 39' 04.46" (RT)
Degree = 5° 21' 17.08"
Tangent = 166.135
Length = 329.637
Radius = 1,070.000
External = 12.821
Long Chord = 328.335
Mid. Ord. = 12.669
P.C. Station 22+80.49 N 232,074.110 E 3,566,980.440
P.T. Station 26+10.13 N 232,400.486 E 3,567,016.258
C.C. N 232,121.952 E 3,568,049.370
Back = N 2° 33' 45.51" W
Ahead = N 15° 05' 18.95" E
Chord Bear = N 6° 15' 46.72" E

Course from PT NBRAMP2 to A124 N 15° 05' 18.95" E Dist 265.194

Point A124 N 232,656.537 E 3,567,085.292 Sta 28+75.32

==========
Ending chain NBRAMP description

Ramp A Connector

Chain NBRAMP2 contains:
CUR NBRAMP21 CUR NBRAMP22 CUR NBRAMP23 A126

Beginning chain NBRAMP2 description
==========

Curve Data

Curve NBRAMP21
P.I. Station 11+23.72 N 230,959.978 E 3,567,673.960
Delta = 1° 46' 44.76" (LT)
Degree = 0° 43' 08.52"
Tangent = 123.724
Length = 247.429
Radius = 7,968.438
External = 0.960
Long Chord = 247.419
Mid. Ord. = 0.960
P.C. Station 10+00.00 N 230,961.981 E 3,567,797.668
P.T. Station 12+47.43 N 230,954.135 E 3,567,550.373
C.C. N 222,994.589 E 3,567,926.707
Back = S 89° 04' 19.65" W
Ahead = S 87° 17' 34.89" W
Chord Bear = S 88° 10' 57.27" W

Curve Data

Curve NBRAMP22
P.I. Station 13+59.77 N 230,948.829 E 3,567,438.155
Delta = 65° 23' 51.93" (RT)
Degree = 32° 44' 25.60"
Tangent = 112.343
Length = 199.746
Radius = 175.000
External = 32.957
Long Chord = 189.078
Mid. Ord. = 27.734
P.C. Station 12+47.43 N 230,954.135 E 3,567,550.373
P.T. Station 14+47.18 N 231,048.651 E 3,567,386.613
C.C. N 231,128.939 E 3,567,542.108
Back = S 87° 17' 34.89" W
Ahead = N 27° 18' 33.17" W
Chord Bear = N 60° 00' 29.14" W

Course from PT NBRAMP22 to PC NBRAMP23 N 27° 18' 33.17" W Dist 21.328

Curve Data

Curve NBRAMP23
P.I. Station 15+05.98 N 231,100.902 E 3,567,359.634
Delta = 4° 17' 33.45" (RT)
Degree = 5° 43' 46.48"
Tangent = 37.478
Length = 74.920
Radius = 1,000.000
External = 0.702
Long Chord = 74.903
Mid. Ord. = 0.702
P.C. Station 14+68.50 N 231,067.601 E 3,567,376.828
P.T. Station 15+43.42 N 231,135.396 E 3,567,344.980
C.C. N 231,526.393 E 3,568,265.372
Back = N 27° 18' 33.17" W
Ahead = N 23° 00' 59.72" W
Chord Bear = N 25° 09' 46.45" W

Course from PT NBRAMP23 to A126 N 23° 00' 59.72" W Dist 32.187

Point A126 N 231,165.020 E 3,567,332.395 Sta 15+75.61

==========
Ending chain NBRAMP2 description

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-III-278	IF(1)

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

RFP PLANS

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-III-278, C-501	IF(2)

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FORT MYER CONSTRUCTION
Since 1972
VOLKERT

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

Ramp B

Beginning chain OFFRAMP3A description
==========

Point A110 N 232,862.923 E 3,566,860.776 Sta 200+00.00

Course from A110 to PC OFFRAMP3A_1 S 15° 05' 18.95" W Dist 491.903

Curve Data

Curve OFFRAMP3A_1
P.I. Station 208+37.37 N 232,054.418 E 3,566,642.797
Delta = 37° 17' 09.82" (RT)
Degree = 5° 35' 43.05"
Tangent = 345.470
Length = 666.383
Radius = 1,024.000
External = 56.706
Long Chord = 654.686
Mid. Ord. = 53.731
P.C. Station 204+91.90 N 232,387.978 E 3,566,732.728
P.T. Station 211+58.29 N 231,843.510 E 3,566,369.178
C.C. N 232,654.538 E 3,565,744.031
Back = S 15° 05' 18.95" W
Ahead = S 52° 22' 28.77" W
Chord Bear = S 33° 43' 53.86" W

Course from PT OFFRAMP3A_1 to PC OFFRAMP3A_2 S 52° 22' 28.77" W Dist 597.177

Curve Data

Curve OFFRAMP3A_2
P.I. Station 220+71.05 N 231,286.273 E 3,565,646.253
Delta = 45° 31' 53.89" (LT)
Degree = 7° 37' 08.83"
Tangent = 315.584
Length = 597.597
Radius = 752.000
External = 63.535
Long Chord = 581.996
Mid. Ord. = 58.585
P.C. Station 217+55.46 N 231,478.936 E 3,565,896.202
P.T. Station 223+53.06 N 230,972.937 E 3,565,608.651
C.C. N 230,883.337 E 3,566,355.294
Back = S 52° 22' 28.77" W
Ahead = S 6° 50' 34.88" W
Chord Bear = S 29° 36' 31.83" W

Course from PT OFFRAMP3A_2 to A111 S 6° 50' 34.88" W Dist 195.054

Point A111 N 230,779.273 E 3,565,585.411 Sta 225+48.11

==========
Ending chain OFFRAMP3A description

LOOP B

Beginning chain LOOPB description
==========

Curve Data

Curve LOOPB1
P.I. Station 10+60.56 N 230,869.816 E 3,566,007.699
Delta = 15° 40' 28.04" (RT)
Degree = 13° 01' 18.37"
Tangent = 60.564
Length = 120.371
Radius = 440.000
External = 4.149
Long Chord = 119.996
Mid. Ord. = 4.110
P.C. Station 10+00.00 N 230,873.151 E 3,566,068.170
P.T. Station 11+20.37 N 230,882.943 E 3,565,948.574
C.C. N 231,312.484 E 3,566,043.939
Back = S 86° 50' 34.88" W
Ahead = N 77° 28' 57.08" W
Chord Bear = N 85° 19' 11.10" W

Curve Data

Curve LOOPB2
P.I. Station 12+36.13 N 230,908.032 E 3,565,835.569
Delta = 47° 59' 57.37" (RT)
Degree = 22° 02' 12.62"
Tangent = 115.757
Length = 217.814
Radius = 260.000
External = 24.605
Long Chord = 211.500
Mid. Ord. = 22.478
P.C. Station 11+20.37 N 230,882.943 E 3,565,948.574
P.T. Station 13+38.18 N 231,008.798 E 3,565,778.596
C.C. N 231,136.762 E 3,566,004.926
Back = N 77° 28' 57.08" W
Ahead = N 29° 28' 59.71" W
Chord Bear = N 53° 28' 58.39" W

LOOP B (Cont.)

Curve Data

Curve LOOPB3
P.I. Station 14+76.37 N 231,129.086 E 3,565,710.587
Delta = 58° 50' 48.03" (RT)
Degree = 23° 23' 09.64"
Tangent = 138.182
Length = 251.632
Radius = 245.000
External = 36.281
Long Chord = 240.717
Mid. Ord. = 31.602
P.C. Station 13+38.18 N 231,008.798 E 3,565,778.596
P.T. Station 15+89.82 N 231,249.515 E 3,565,778.345
C.C. N 231,129.380 E 3,565,991.869
Back = N 29° 28' 59.71" W
Ahead = N 29° 21' 48.32" E
Chord Bear = N 0° 03' 35.70" W

Curve Data

Curve LOOPB4
P.I. Station 16+16.68 N 231,272.927 E 3,565,791.516
Delta = 10° 24' 21.52" (RT)
Degree = 19° 25' 20.62"
Tangent = 26.862
Length = 53.577
Radius = 294.999
External = 1.221
Long Chord = 53.504
Mid. Ord. = 1.215
P.C. Station 15+89.82 N 231,249.515 E 3,565,778.345
P.T. Station 16+43.39 N 231,293.574 E 3,565,808.700
C.C. N 231,104.863 E 3,566,035.444
Back = N 29° 21' 48.32" E
Ahead = N 39° 46' 09.84" E
Chord Bear = N 34° 33' 59.08" E

==========
Ending chain LOOPB description

Slip Ramp B

Beginning chain SLIPRPB description
==========

Point A149 N 231,309.545 E 3,565,735.738 Sta 300+00.00

Course from A149 to PC SLIPRPB1 S 34° 31' 30.11" W Dist 375.723

Curve Data

Curve SLIPRPB1
P.I. Station 305+25.04 N 230,876.977 E 3,565,438.164
Delta = 50° 34' 59.25" (RT)
Degree = 18° 07' 53.67"
Tangent = 149.316
Length = 278.978
Radius = 316.000
External = 33.501
Long Chord = 270.006
Mid. Ord. = 30.290
P.C. Station 303+75.72 N 230,999.995 E 3,565,522.791
P.T. Station 306+54.70 N 230,864.244 E 3,565,289.392
C.C. N 231,179.093 E 3,565,262.445
Back = S 34° 31' 30.11" W
Ahead = S 85° 06' 29.36" W
Chord Bear = S 59° 48' 59.74" W

Course from PT SLIPRPB1 to PC SLIPRPB2 S 85° 06' 29.36" W Dist 212.823

Curve Data

Curve SLIPRPB2
P.I. Station 309+56.77 N 230,838.486 E 3,564,988.428
Delta = 1° 44' 05.52" (RT)
Degree = 0° 58' 19.48"
Tangent = 89.242
Length = 178.470
Radius = 5,894.150
External = 0.676
Long Chord = 178.463
Mid. Ord. = 0.675
P.C. Station 308+67.52 N 230,846.096 E 3,565,077.344
P.T. Station 310+45.99 N 230,833.571 E 3,564,899.322
C.C. N 236,718.776 E 3,564,574.720
Back = S 85° 06' 29.36" W
Ahead = S 86° 50' 34.88" W
Chord Bear = S 85° 58' 32.12" W

Course from PT SLIPRPB2 to A150 S 86° 50' 34.88" W Dist 50.000

Point A150 N 230,830.818 E 3,564,849.397 Sta 310+95.99

==========
Ending chain SLIPRPB description

Ultimate NB CD-Road

<* 1 DESCRIBE CHAIN 95NBCDRD

Chain 95NBCDRD contains:
CUR CDWALL22 CUR CDWALL23 A143

Beginning chain 95NBCDRD description
==========

Curve Data

Curve CDWALL22
P.I. Station 41+22.02 N 233,865.727 E 3,567,464.119
Delta = 12° 39' 35.70" (LT)
Degree = 1° 00' 41.04"
Tangent = 628.420
Length = 1,251.723
Radius = 5,665.000
External = 34.749
Long Chord = 1,249.178
Mid. Ord. = 34.537
P.C. Station 34+93.60 N 233,258.972 E 3,567,300.533
P.T. Station 47+45.32 N 234,493.583 E 3,567,490.749
C.C. N 234,733.642 E 3,561,830.837
Back = N 15° 05' 18.95" E
Ahead = N 2° 25' 43.25" E
Chord Bear = N 8° 45' 31.10" E

Curve Data

Curve CDWALL23
P.I. Station 53+53.75 N 235,101.467 E 3,567,516.531
Delta = 13° 13' 16.37" (LT)
Degree = 1° 05' 28.85"
Tangent = 608.431
Length = 1,211.457
Radius = 5,250.000
External = 35.138
Long Chord = 1,208.771
Mid. Ord. = 34.905
P.C. Station 47+45.32 N 234,493.583 E 3,567,490.749
P.T. Station 59+56.78 N 235,699.136 E 3,567,402.601
C.C. N 234,716.056 E 3,562,245.465
Back = N 2° 25' 43.25" E
Ahead = N 10° 47' 33.13" W
Chord Bear = N 4° 10' 54.94" W

Course from PT CDWALL23 to A143 N 10° 47' 33.13" W Dist 1,588.878

Point A143 N 237,259.909 E 3,567,105.078 Sta 75+45.66

==========
Ending chain 95NBCDRD description

	PROJECT	SHEET NO.
	0095-III-278	IF(2)

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

TYPICAL SECTIONS

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

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FORT MYER CONSTRUCTION
Since 1972
VOLKERT

RFP PLANS

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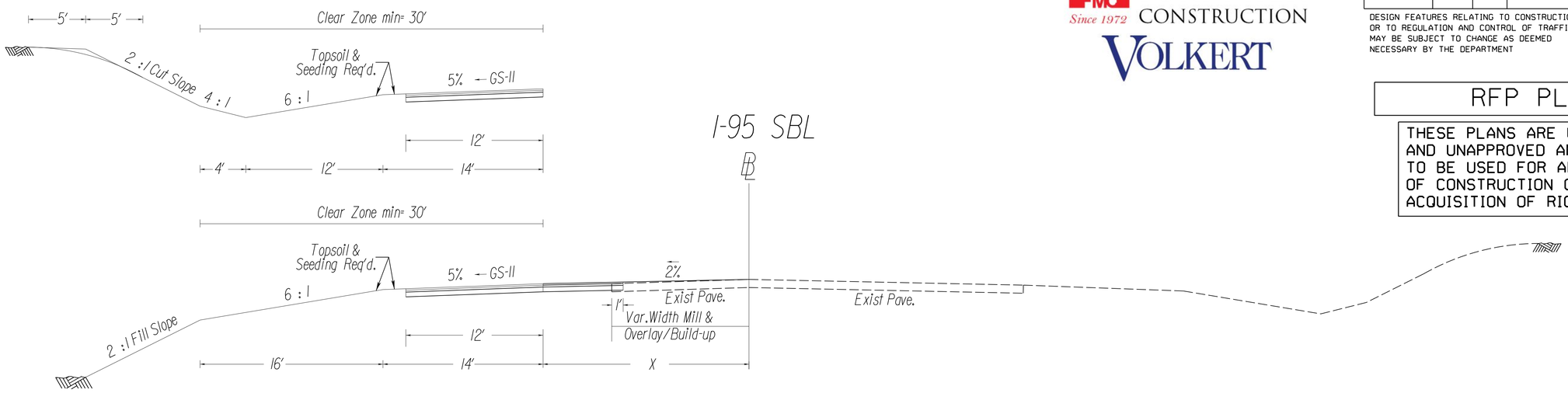
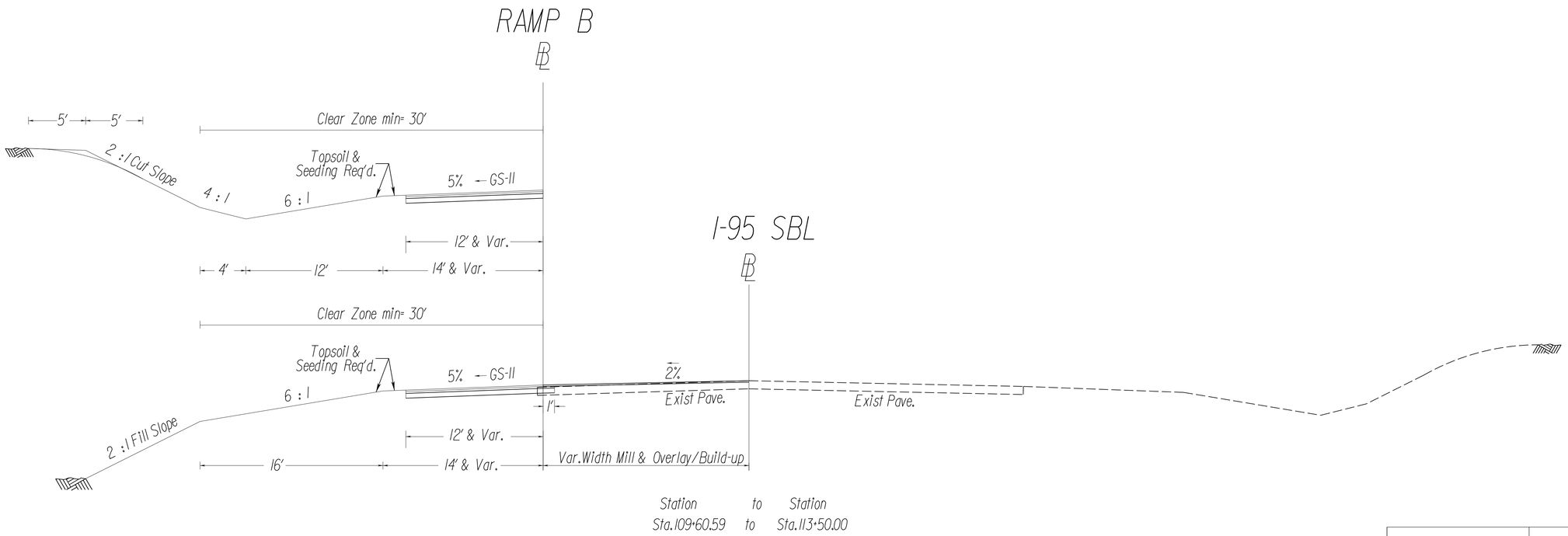


Station	to	Station	X
Sta. 104+26.04	to	Sta. 108+46.04	12' to 24'
Sta. 108+46.04	to	Sta. 109+60.59	24.5' & Var



Station	to	Station
Sta. 109+60.59	to	Sta. 113+50.00

PROJECT	SHEET NO.
0095-111-278	2B

d107715002c.dgn
Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

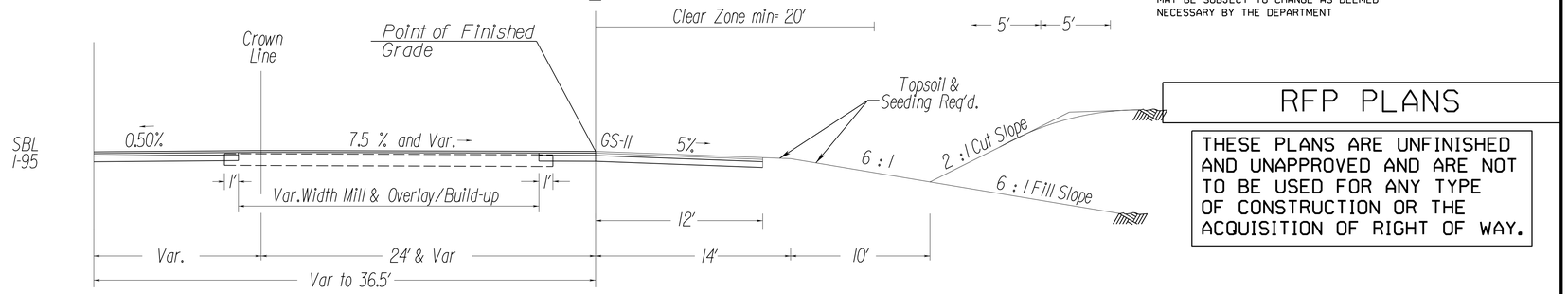
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

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

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

TYPICAL SECTIONS

Ramp B



Station to Station
Sta. 206+76.83 to Sta. 207+87.91

RFP PLANS

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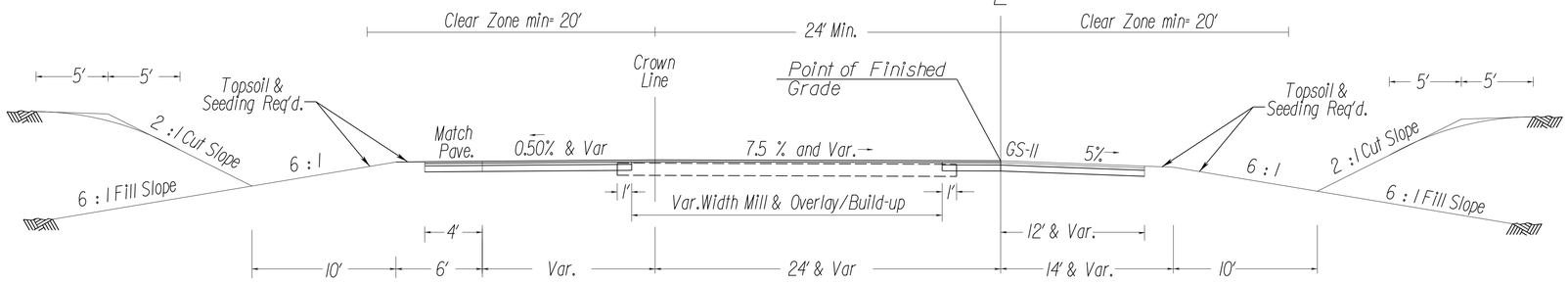
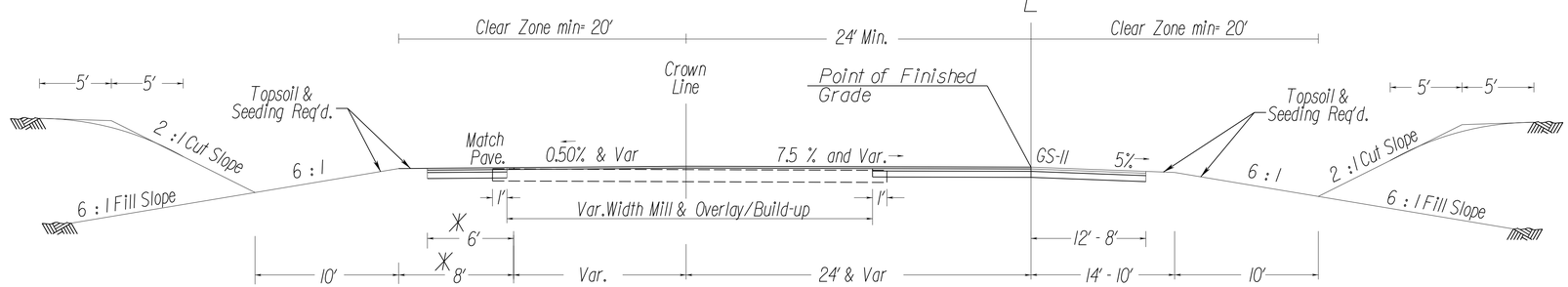
Ramp B



Station to Station
Sta. 207+87.91 to Sta. 209+75.00

Ramp B



Station to Station
Sta. 209+75.00 to Sta. 212+07.91

Var. from 209+75.00 to 210+00.00

PROJECT	SHEET NO.
0095-111-278	2C

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

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

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

TYPICAL SECTIONS

RFP PLANS

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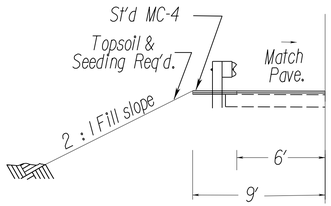
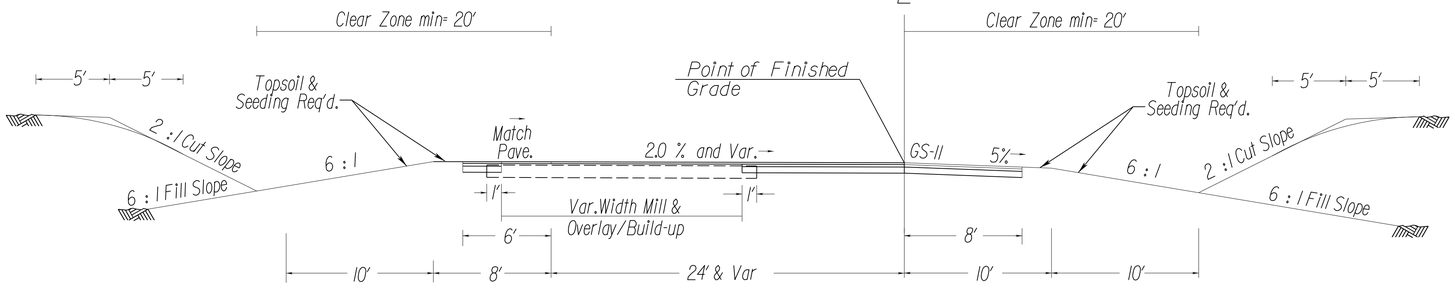
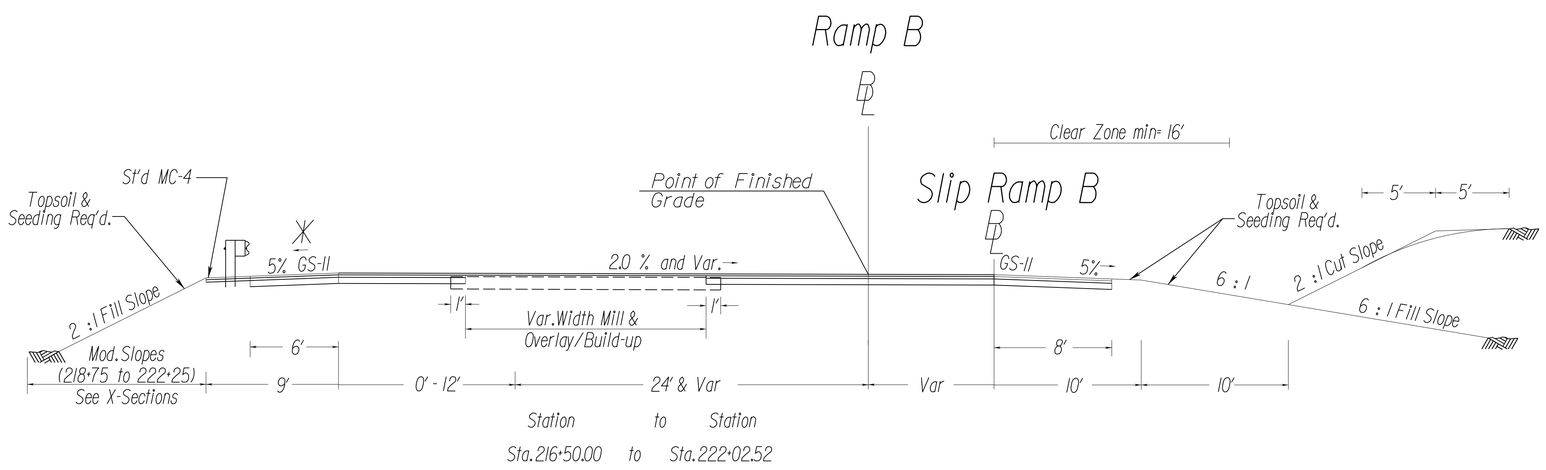


Ramp B



Station to Station
Sta. 212+07.91 to Sta. 216+50.00

Ramp B



Station to Station
Sta. 216+50.00 to Sta. 222+02.52

⁂ Transition shoulder slope from match proposed pavement to -5% (St'd GS-11) from sta. 218+25 to sta. 218+50.83

	PROJECT	SHEET NO.
	0095-111-278	2D

d1077l5002e.dgn
Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

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TYPICAL SECTIONS

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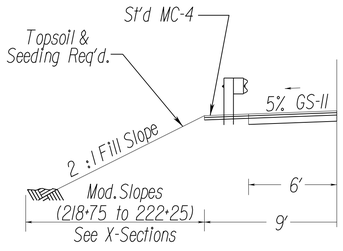
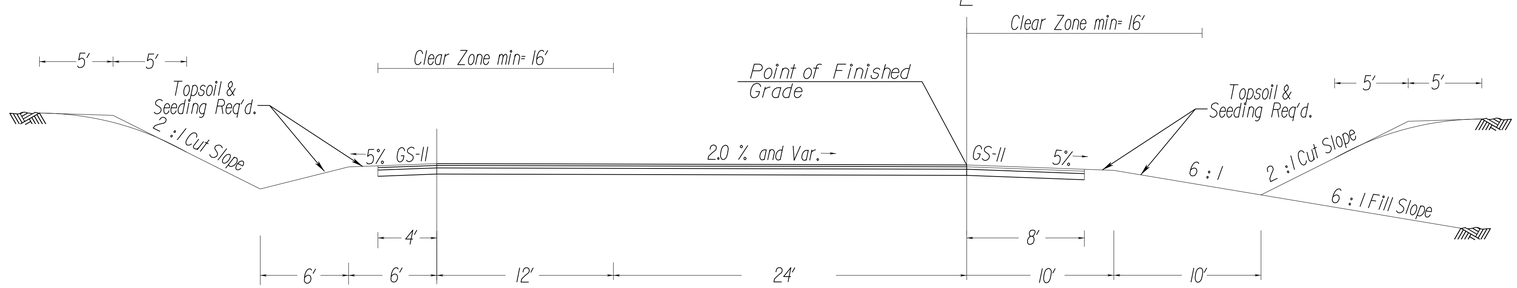


Ramp B



Station to Station
Sta. 222+02.52 to Sta. 224+67.74

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	2E

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

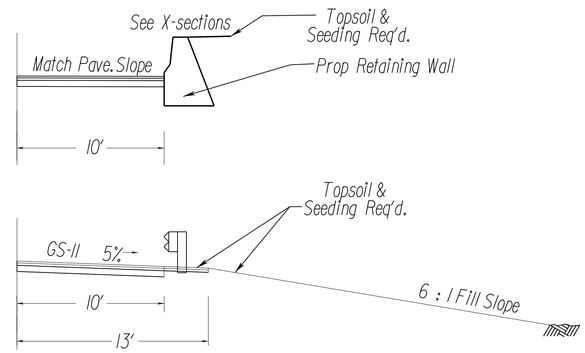
PROJECT MANAGER Byrd Holloway, P.E. (540) 374-3367 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY Jason Henry, P.E. (804) 786-5975 (Central Office)
SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

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

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

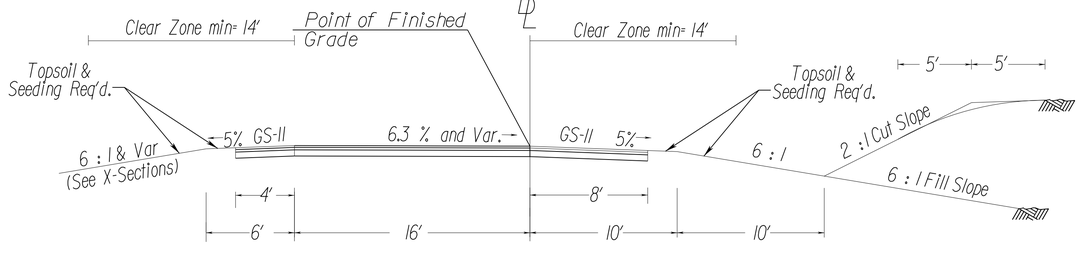
FORT MYER CONSTRUCTION
Since 1972
VOLKERT

TYPICAL SECTIONS



Slip Ramp B

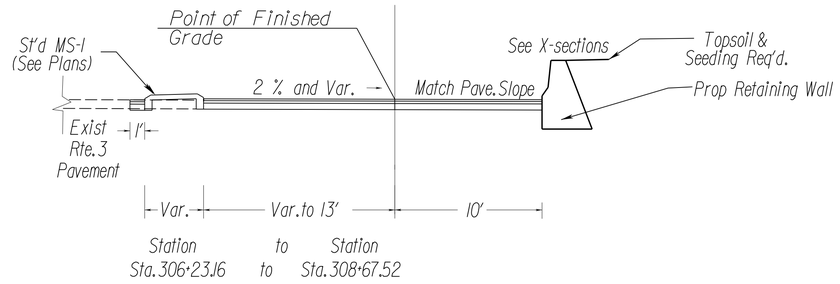
℄



Station Sta. 302+18.65 to Station Sta. 306+23.16

Slip Ramp B

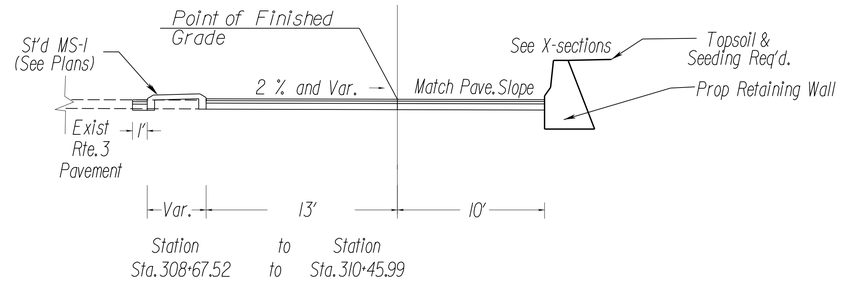
℄



Station Sta. 306+23.16 to Station Sta. 308+67.52

Slip Ramp B

℄



Station Sta. 308+67.52 to Station Sta. 310+45.99

RFP PLANS

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LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

TYPICAL SECTIONS

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

FMD FORT MYER CONSTRUCTION Since 1972
VOLKERT

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

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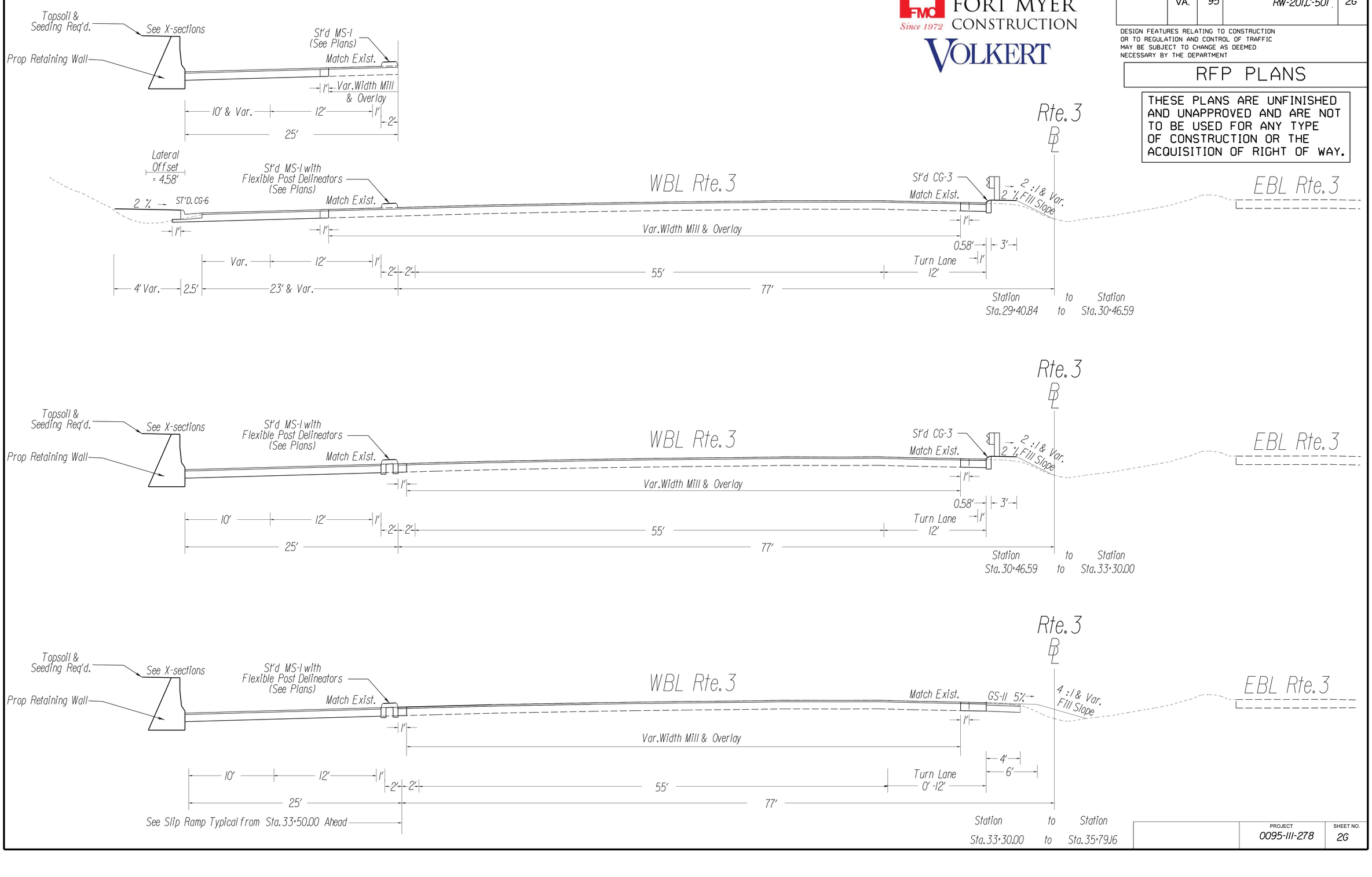

PROJECT	SHEET NO.
0095-111-278	2G

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

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

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

TYPICAL SECTIONS

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

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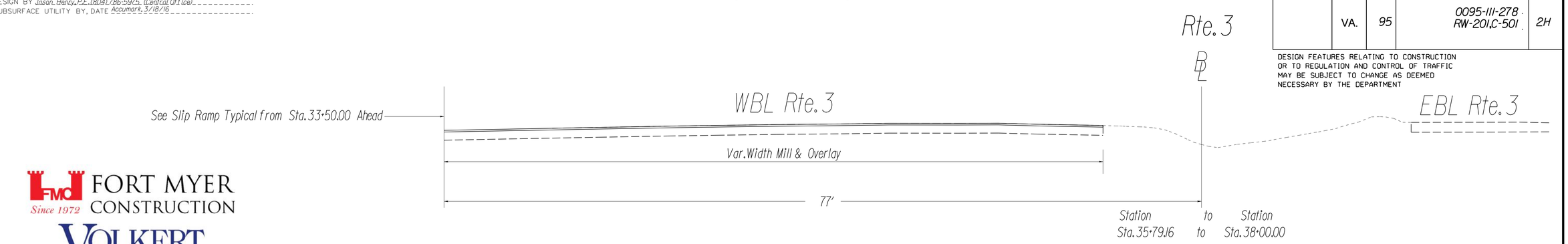

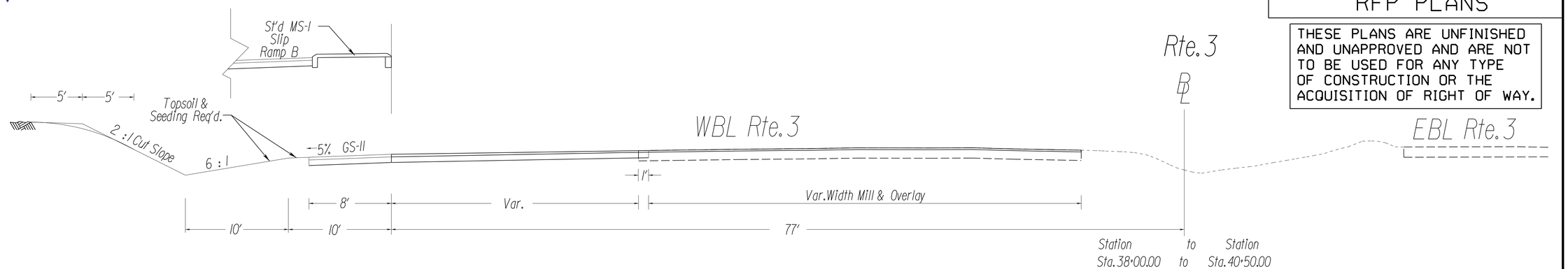

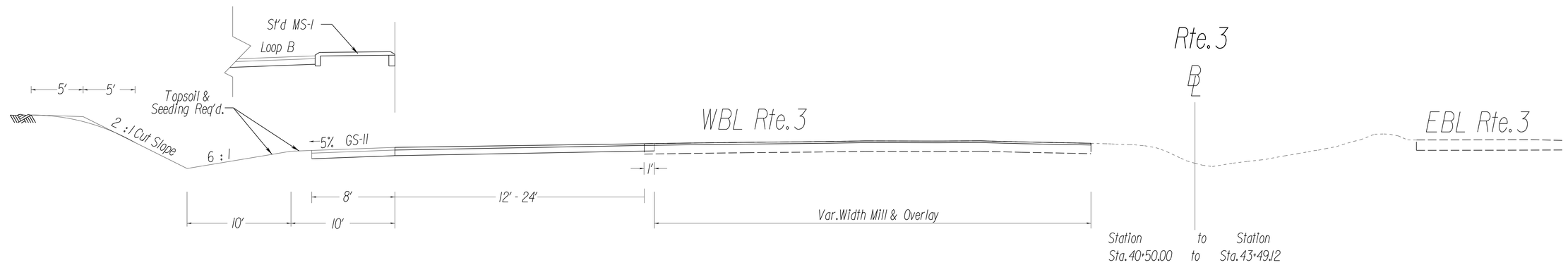

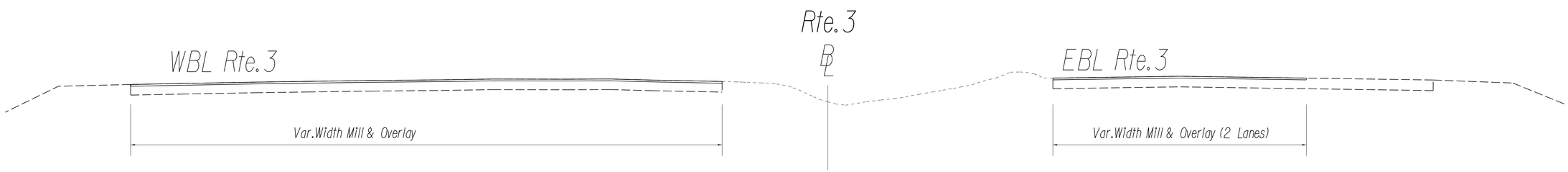

	PROJECT	SHEET NO.
	0095-111-278	2H

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

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TYPICAL SECTIONS

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-111-278 RW-201,C-501	21

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

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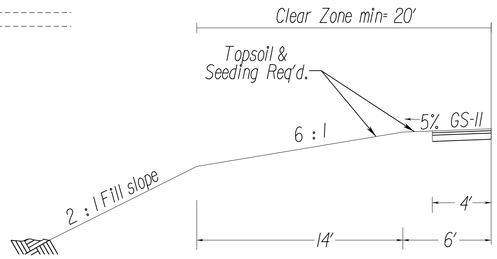
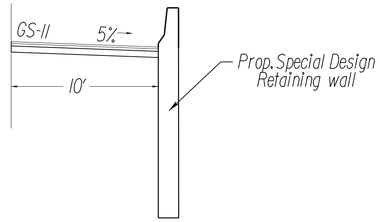
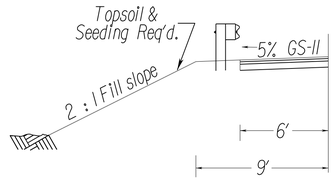
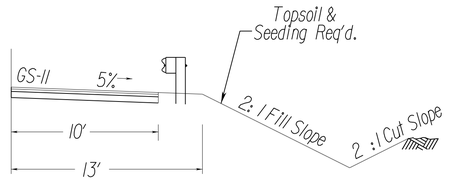
FORT MYER CONSTRUCTION
Since 1972
VOLKERT



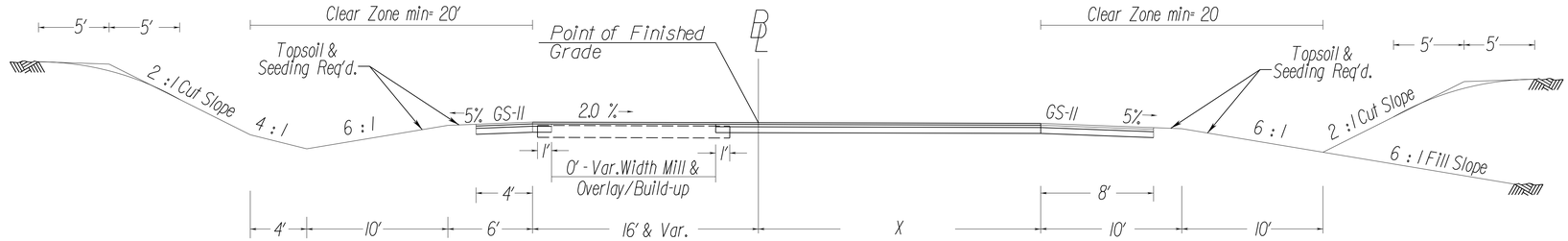


Station to Station
Sta. 11+75.00 to Sta. 14+00.00



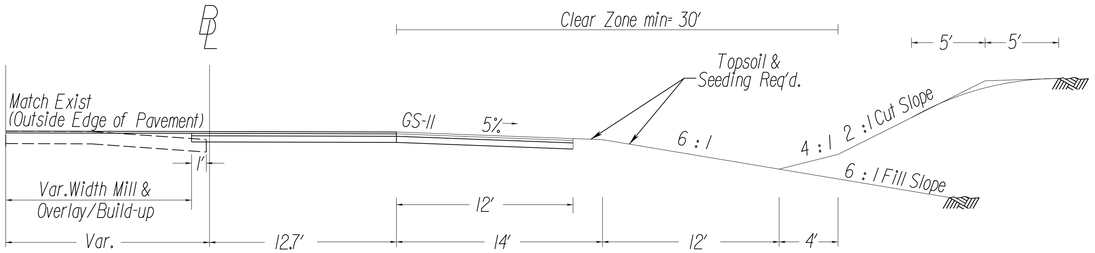


Ramp A



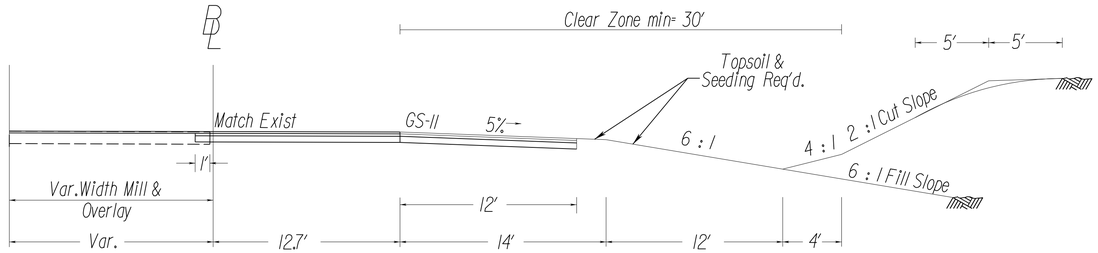
Station	to	Station	X
Sta. 10+57.73	to	Sta. 15+20.00	20'
Sta. 15+20.00	to	Sta. 21+20.00	20' - 12.7'
Sta. 21+20.00	to	Sta. 23+25.00	12.7'

Ramp A



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

Ramp A



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

PROJECT	SHEET NO.
0095-111-278	21

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

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

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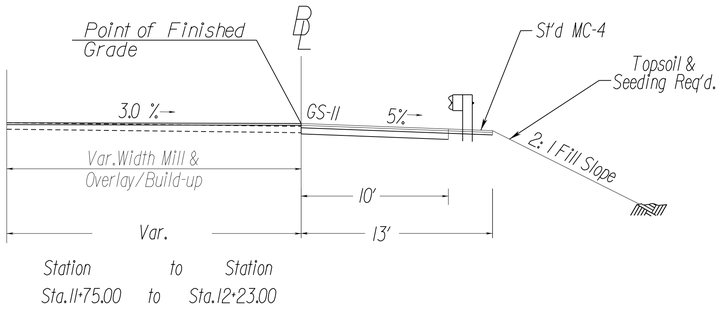
SURVEYED BY, DATE Rice & Associates
DESIGN BY Jason Henry, P.E. (804) 786-5975, (Central Office)
SUBSURFACE UTILITY BY, DATE Accumark 3/18/16

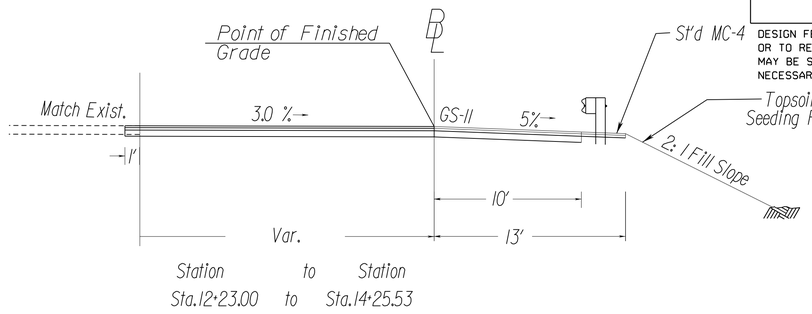
TYPICAL SECTIONS

Ramp A Connector



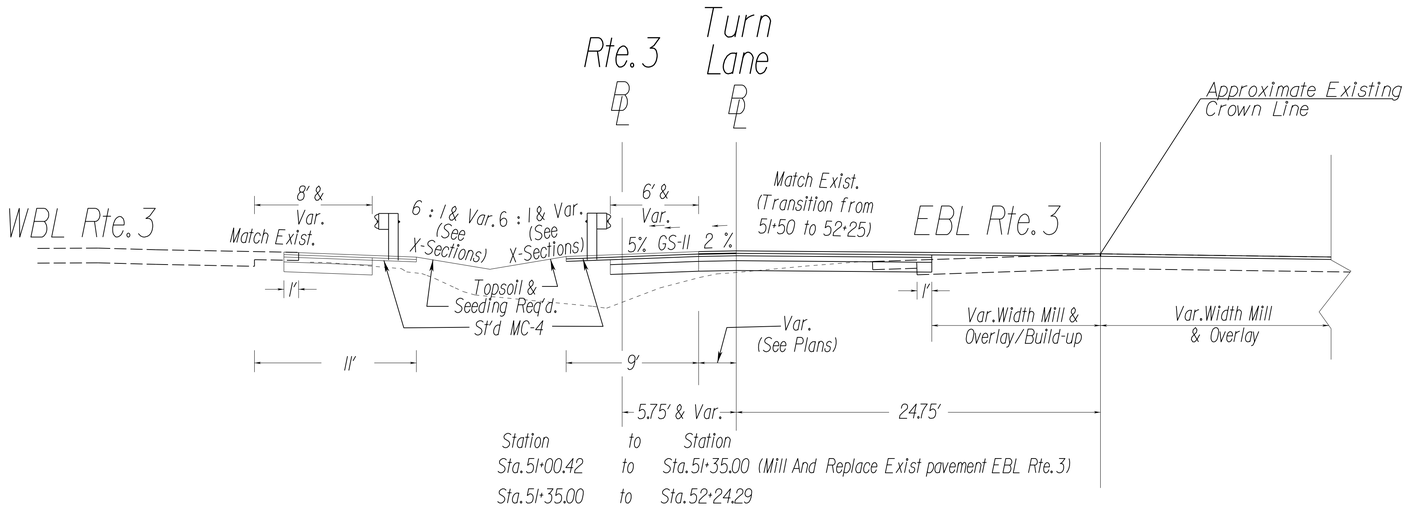
Station to Station
Sta.11+75.00 to Sta.12+23.00

Ramp A Connector

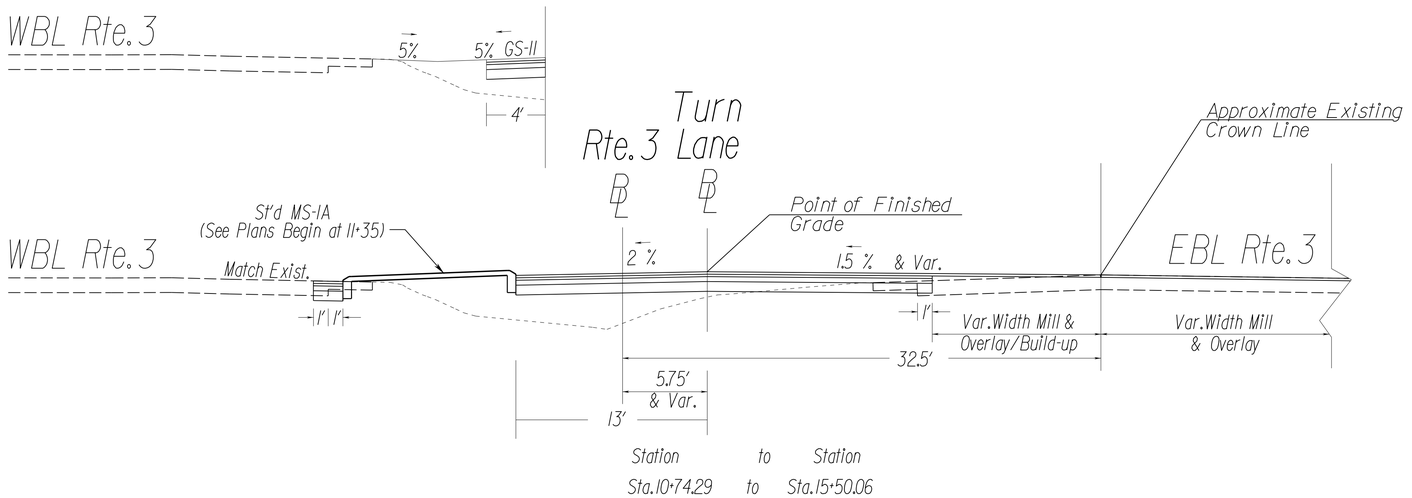


Station to Station
Sta.12+23.00 to Sta.14+25.53

Rte. 3 Turn Lane



Station to Station
Sta.51+00.42 to Sta.51+35.00 (Mill And Replace Exist pavement EBL Rte. 3)
Sta.51+35.00 to Sta.52+24.29



Station to Station
Sta.10+74.29 to Sta.15+50.06

RFP PLANS

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FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	2J

9/16/2016
9:11:46 AM

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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

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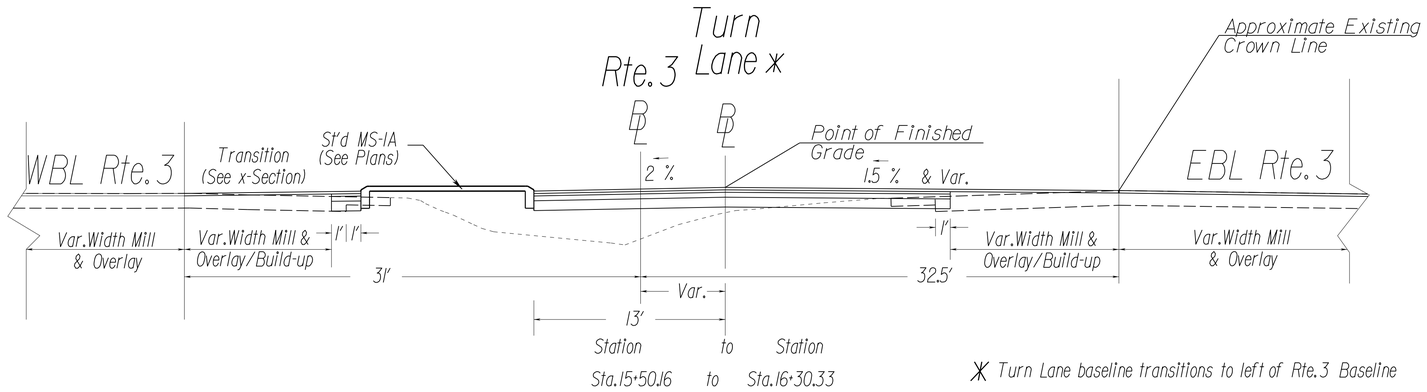
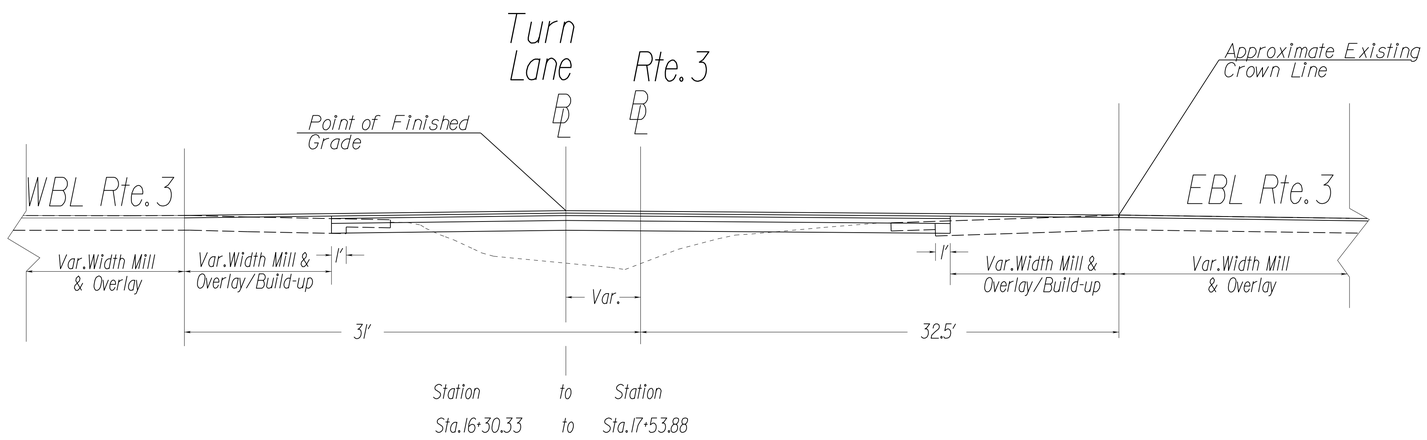
SUBSURFACE UTILITY BY, DATE Accumark, 3/18/16

TYPICAL SECTIONS





FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	2K

9/16/2016
9:12:56 AM

d107715002Ldgn
Plotted By: localuser

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

TYPICAL SECTIONS

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

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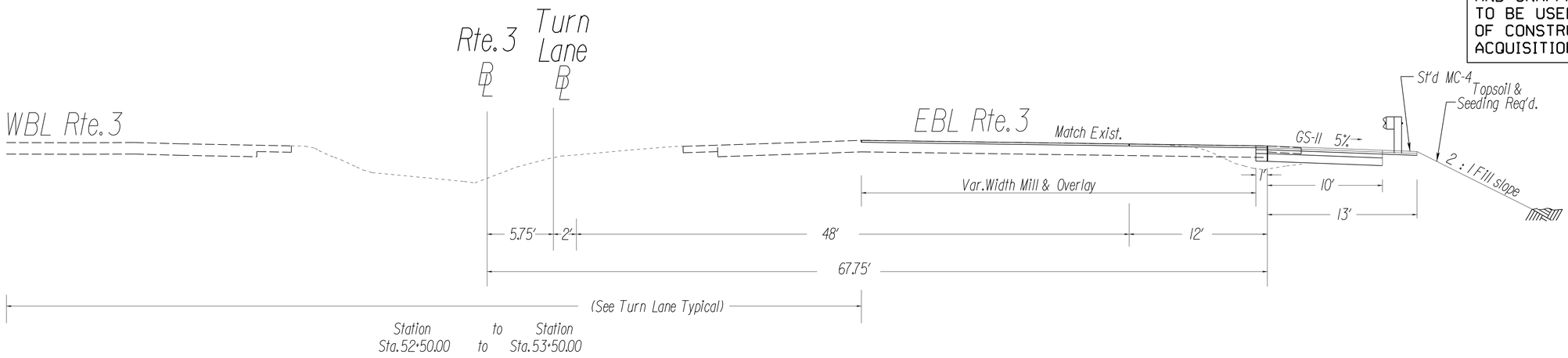

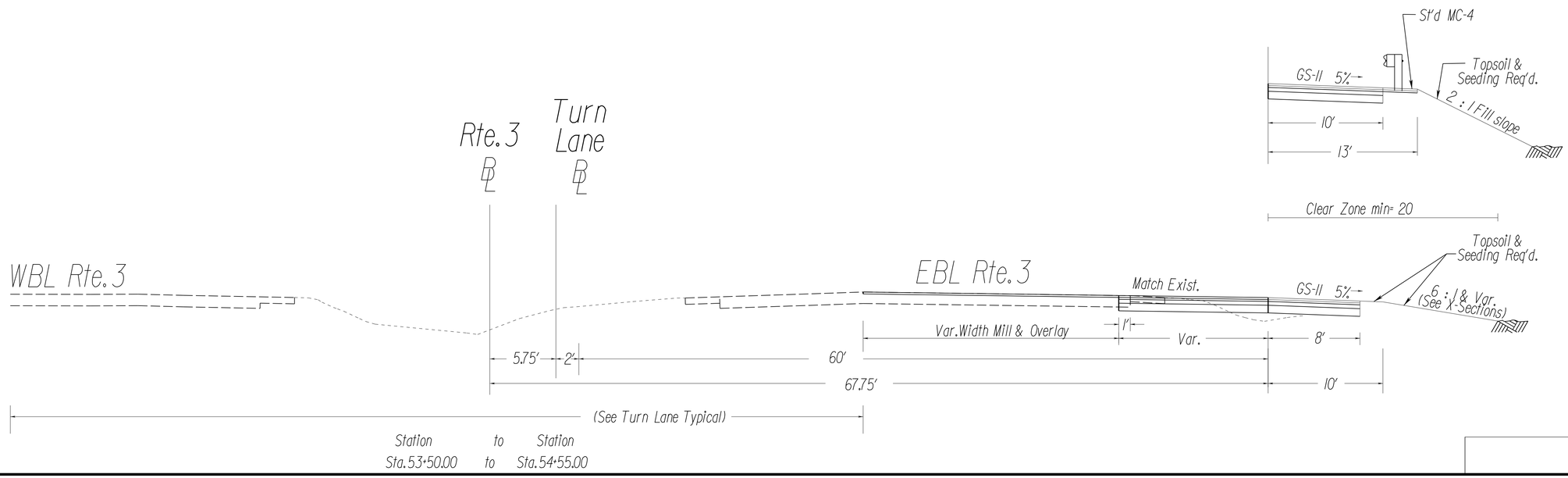

PROJECT	SHEET NO.
0095-111-278	2L

9/16/2016
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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

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

TYPICAL SECTIONS

FMD FORT MYER CONSTRUCTION Since 1972
VOLKERT

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

RFP PLANS

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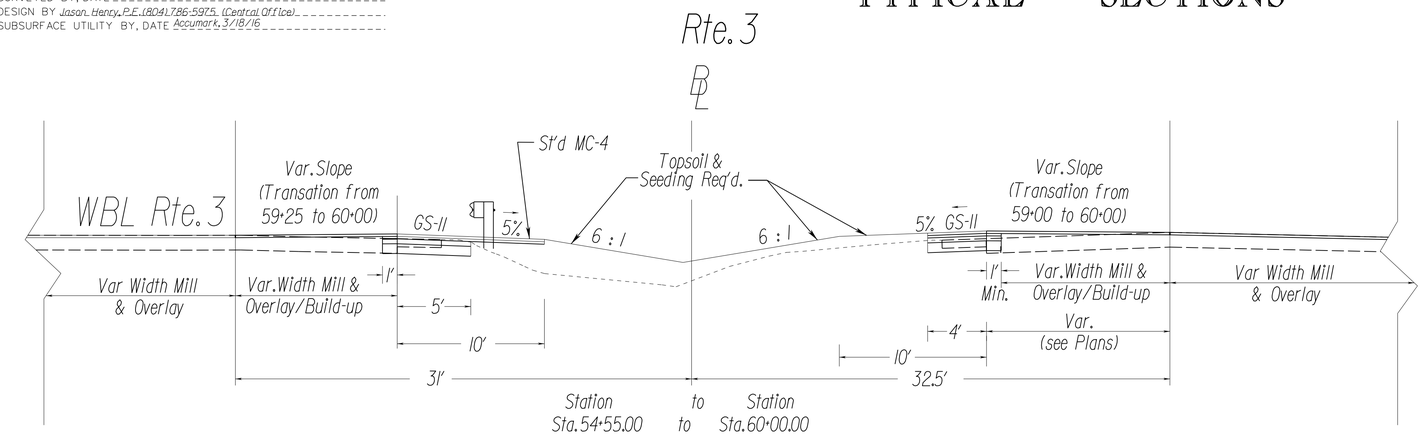

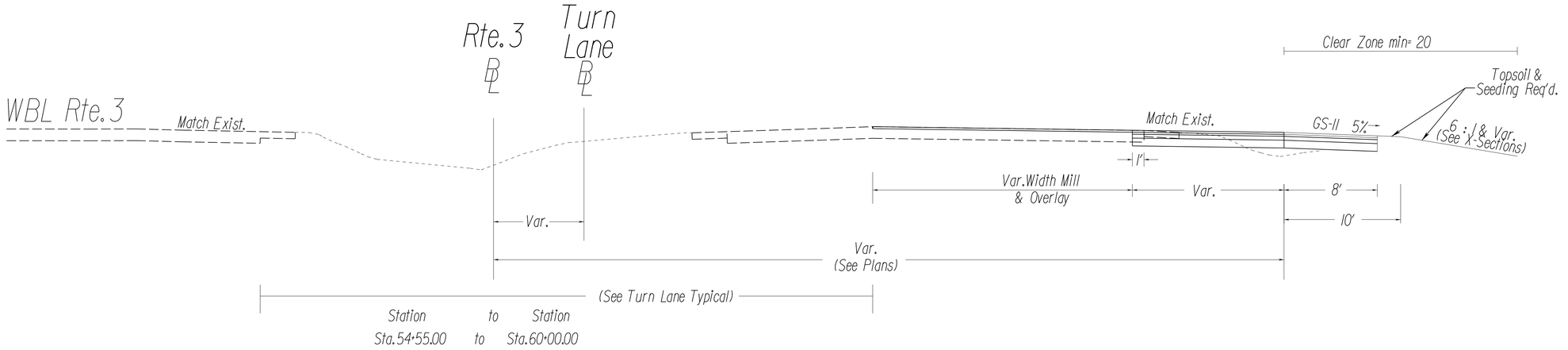

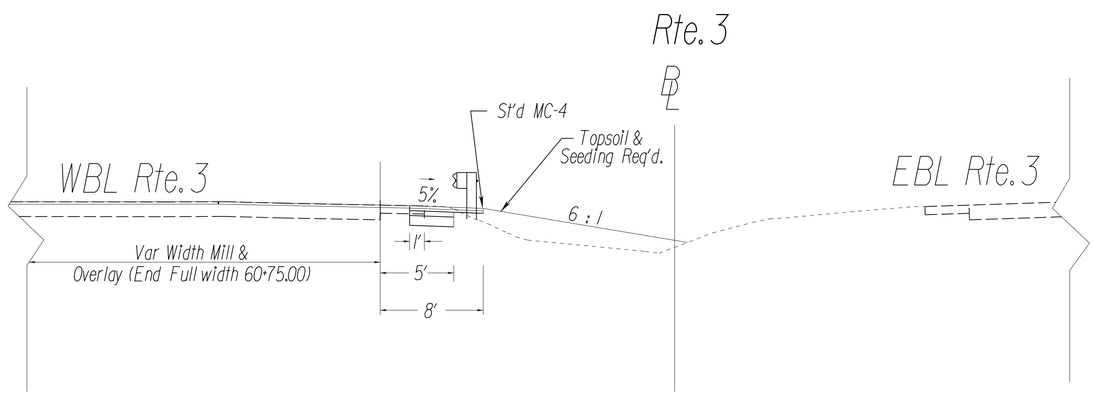

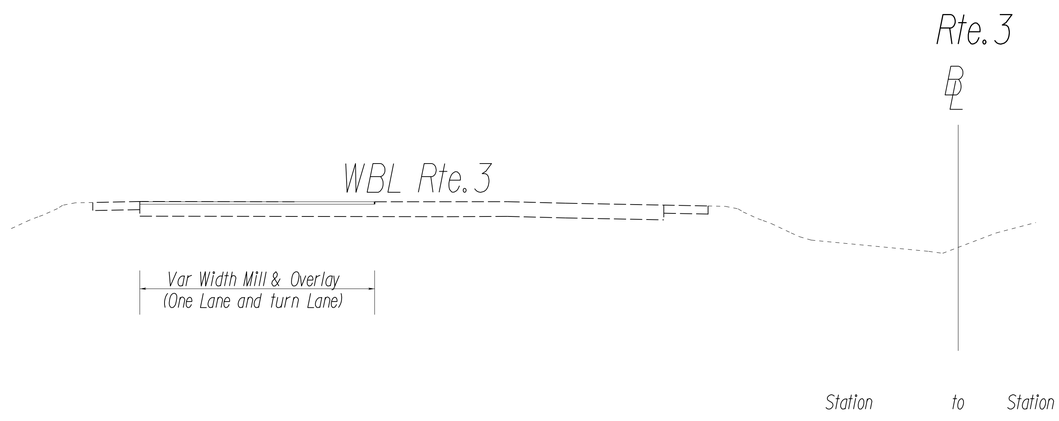

	PROJECT	SHEET NO.
	0095-111-278	2M

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

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

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

RFP PLANS

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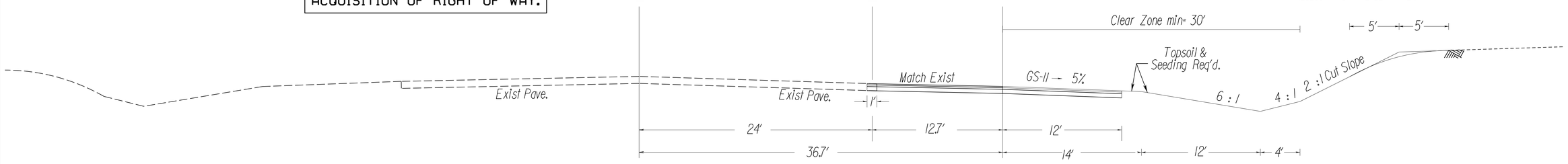
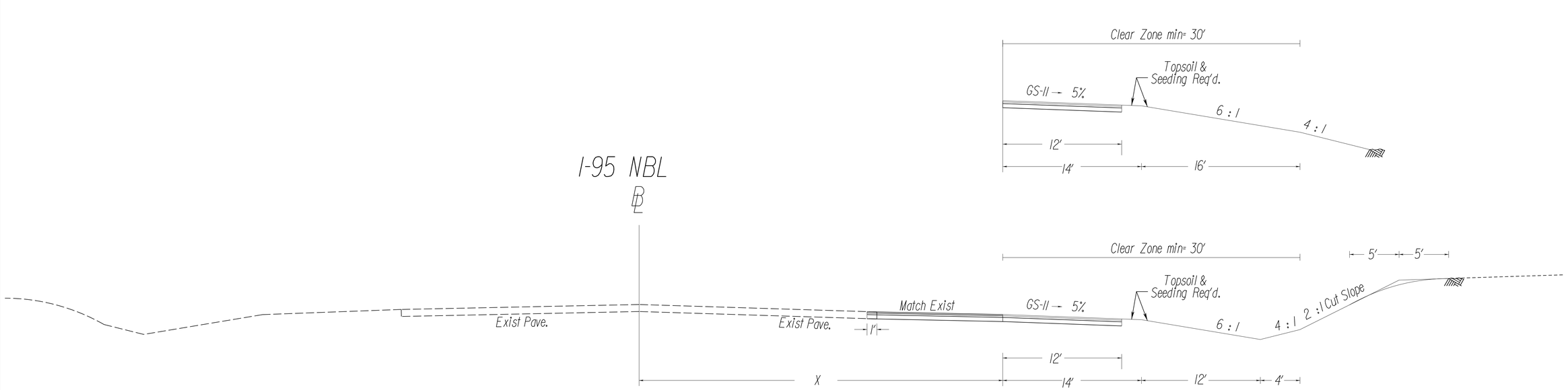
TYPICAL SECTIONS

I-95 NBL & Ramp A



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

I-95 NBL



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

FMC FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	2N

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-111-278 RW-201,C-501	2-0

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

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

RFP PLANS

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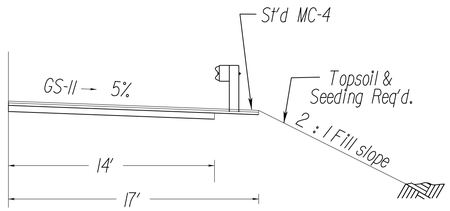
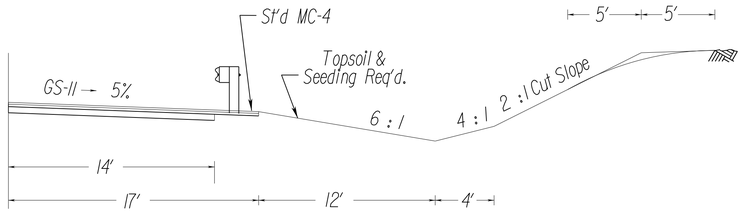
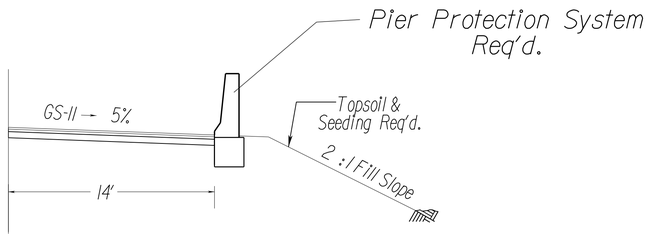
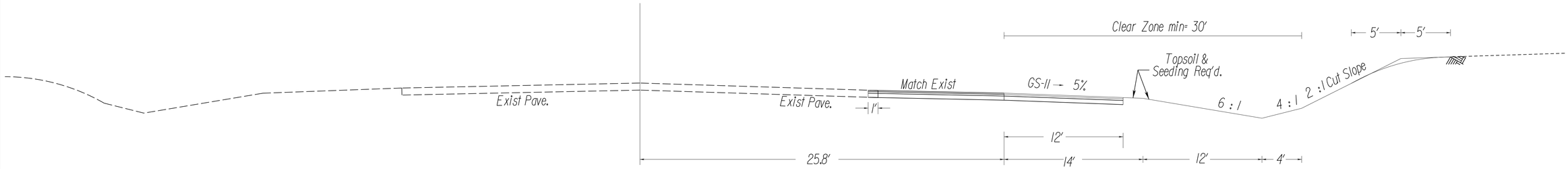
TYPICAL SECTIONS









Station	to	Station
Sta. 125+90.00	to	Sta. 133+30.00

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

PROJECT	SHEET NO.
0095-111-278	2-0

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

RFP PLANS

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TYPICAL SECTIONS

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

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

I-95 NBL

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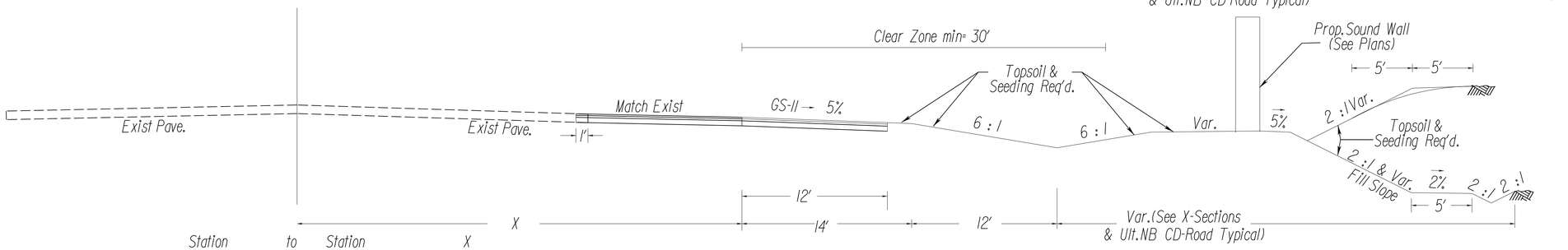
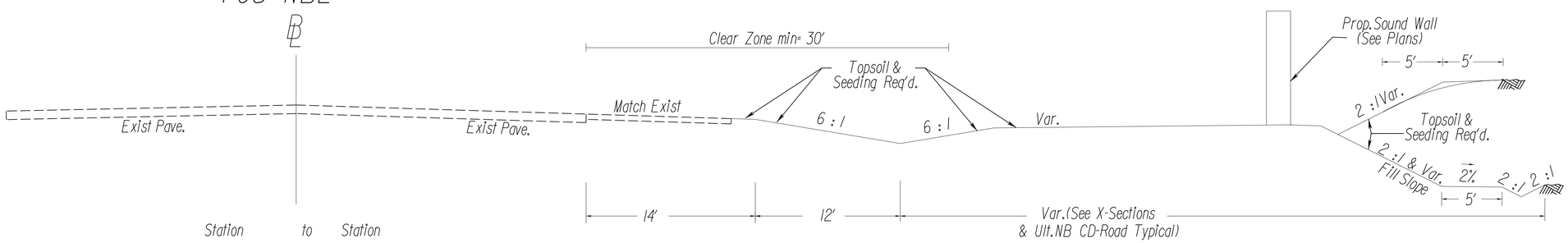


Station	to	Station	X
Sta.133+30.00	to	Sta.134+50.00	25.8"
Sta.134+50.00	to	Sta.137+50.00	Var.(Taper)

I-95 NBL

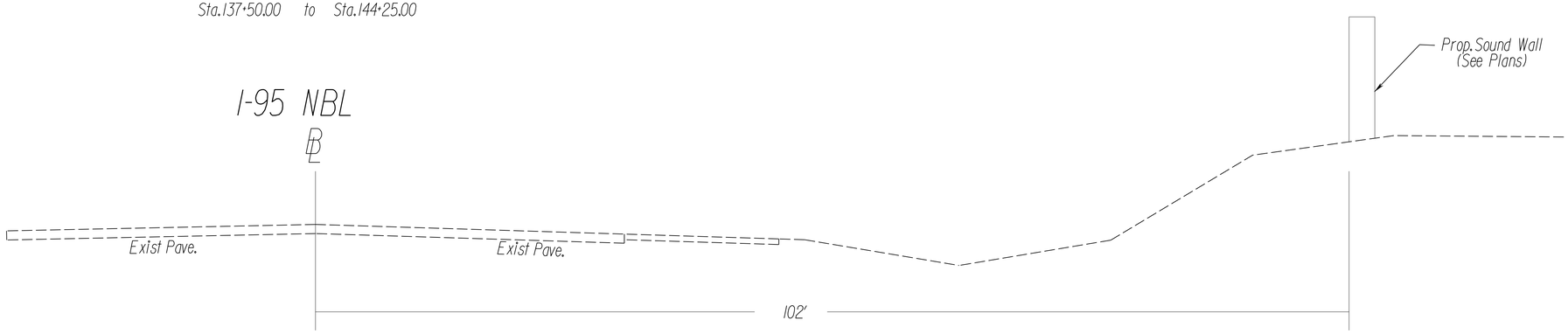
℄



Station	to	Station
Sta.137+50.00	to	Sta.144+25.00

I-95 NBL

℄



Station	to	Station
Sta.144+25.00	to	Sta.160+50.00

FMC FORT MYER CONSTRUCTION
Since 1972
VOLKERT

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

	PROJECT	SHEET NO.
	0095-111-278	2P

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Plotted By: localuser

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

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-111-278 RW-201,C-501	20

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

RFP PLANS

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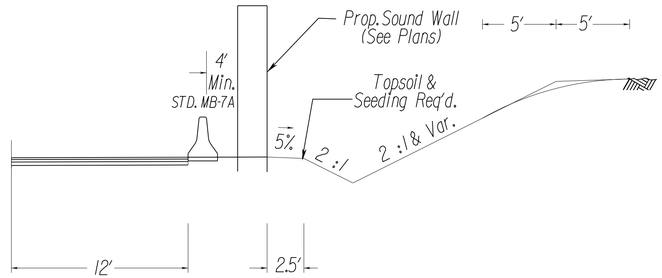
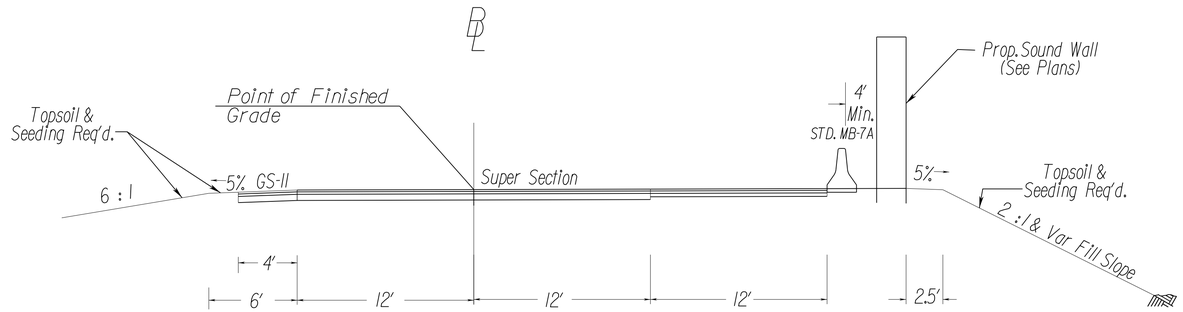
TYPICAL SECTIONS



Ultimate NB CD-Road



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

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

PROJECT	SHEET NO.
0095-111-278	20

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

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

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

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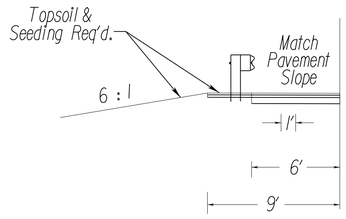
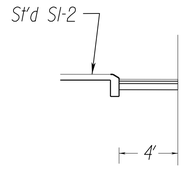
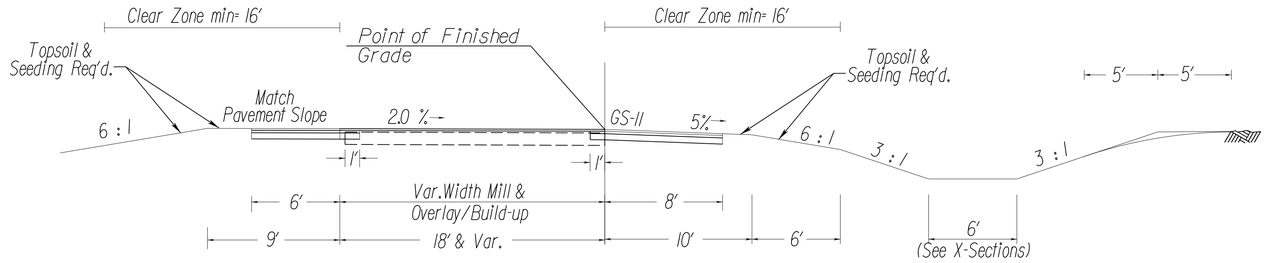
TYPICAL SECTIONS



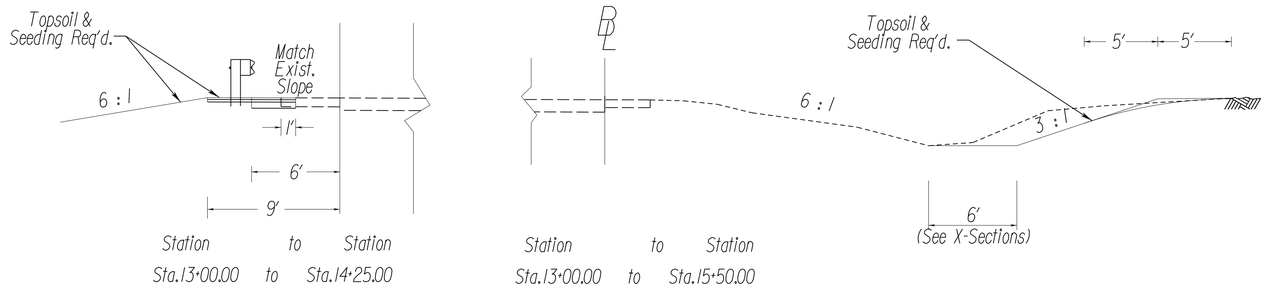


Loop B



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

Loop B



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

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

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	2R

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

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

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

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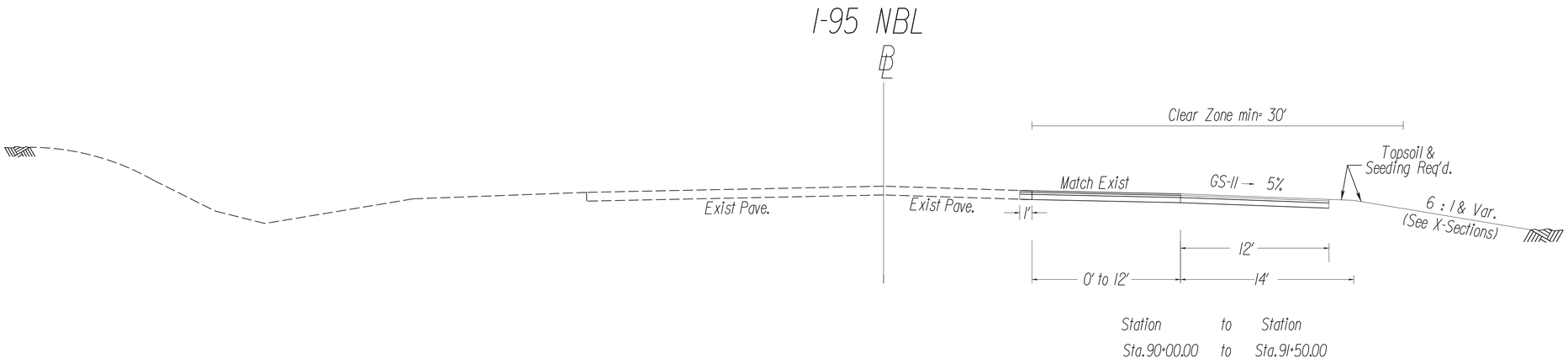
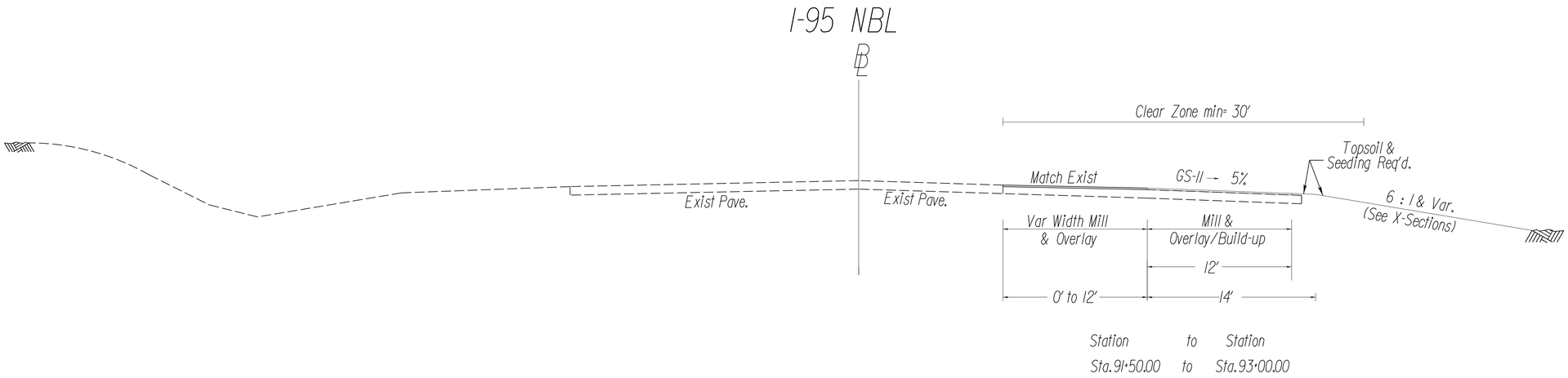
TYPICAL SECTIONS



Station to Station
Sta. 90+00.00 to Sta. 91+50.00



Station to Station
Sta. 91+50.00 to Sta. 93+00.00

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	2S

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Plotted By: localuser
LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

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

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

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

RFP PLANS

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FORT MYER CONSTRUCTION
Since 1972
VOLKERT

Utility Owners:

Water and Sewer: City of Fredericksburg
Department of Public Works
Bassam Amin
City of Fredericksburg
P.O. Box 7447
Fredericksburg, VA 22404
(540)-372-1023 ext. 251
bamin@fredericksburgva.gov

Power: Dominion Virginia Power
Susan Smith
7500 West Broad Street
Richmond, VA 23294
Mobile: (804)-839-9960
susan.s.smith@dom.com

Telecomm: Comcast (CMC)
Mark Sheriff
4391 Dale Blvd
Woodbridge, VA 22193
(804)-385-6664
Mark_Sheriff@cable.comcast.com

Verizon (VZN)
William (Bill) Lacy
Verizon Project Designer / Highway Relocations
9401 Peabody Street Manassas, VA 20110
office (703)-369-9571 fax (703)-330-7323
cell (540)-520-1905
william.lacy@verizon.com

SummitIG (SIG)
Steve Ragland
22375 Broadrick Dr.
Suite 165
Dulles, VA 20166
(804)-317-4483
sragland@summitig.com

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

PEG Bandwidth (PEG)
Michael Llamas
8532 Skip Jack Pl
Pasadena, MD 21122
(443)-827-1786
mllamas@pegbandwidth.com

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

Gas: Columbia Gas
NISource Damage Prevention Screening
1600 Dublin Road
Marble Cliff, Ohio 43215
Cell: (614)-315-6524
Office: (614)-481-1456
Fax: (614)-481-1264
CDCDamagePreventionCenter@nisource.com

Anderson Propane
Brian Stanley
(540)-295-5831

Curve ROUTE 3-1
PI = 25+39.20
DELTA = 22° 33' 21.61" (RT)
D = 2° 00' 55"
T = 566.95'
L = 1119.22'
R = 2,843.00'
PC = 19+72.25
PT = 30+91.47

Curve SLIPRPB2
PI = 309+56.77
DELTA = 1° 44' 05.52" (RT)
D = 0° 58' 19"
T = 89.24'
L = 178.47'
R = 5,894.15'
PC = 308+67.52
PT = 310+45.99
E = Normal Crown
V=25 MPH

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

Beg Construction Rte.3
Station 29+40.84 Constr.BL

End Construction Slip Ramp B
Station 310+45.99 Constr.BL

Matchline Sta. 38+00.00 Sheet 4

obsc Denotes Survey Obscured Areas

C Denotes Construction Limits In Cuts

F Denotes Construction Limits In Fills

Note: Figures in parenthesis and dot - dot - dashed lines denote Temporary Easements.

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

Denotes mill and overlay existing pavement

Denotes area of proposed pavement

Denotes area of proposed paved shoulder

Denotes area of demolition of pavement

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

Slip Ramp B Profile	4A
Survey Alignment Data	1E-1E(1)
Prop. Alignment Data	1F-1F(2)
Exist Drainage Inform.	1E(2)
Exist Sanitary Sewer Inform.	1E(3)

SCALE 0 50' 100'

PROJECT	SHEET NO.
0095-III-278	3

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
Ramp B Profile	4A
Slip Ramp B Profile	4A
Turn Lane Profile	4C
Loop B Profile	4D
Survey Alignment Data	1E-1E(1)
Prop. Alignment Data	1F-1F(2)
Exist Drainage Inform.	1E(2)
Exist Sanitary Sewer Inform.	1E(3)

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

VDOT Location and Design
Richmond, Virginia
HYDRAULIC ENGINEER

RFP PLANS

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278 RW-201, C-501	4.

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

Matchline Sta. 216+00.00 Sheet 6

Matchline Sta. 103+50.00 Sheet 6

Begin Construction Slip Ramp B
Station 302+18.65 Constr. BL

End Construction Loop B
Station 15+50.00 Constr. BL

Begin Construction Loop B
Station 10+00.00 Constr. BL

End Construction Ramp B
Station 224+67.74 Constr. BL

End Construction Rte. 3
Station 46+92.98 Constr. BL

Begin Construction Turn Lane
Station 10+74.29 Constr. BL

Beg Construction Rte. 3
Station 51+00.42 Constr. BL

POT 225+48.11

POT 10+00.00 Turn Lane

POT 51+50.00 (5.75' Lt)

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

Curve LOOPB1
PI = 10+60.56
DELTA = 15° 40' 28.04" (RT)
D = 13° 01' 18"
T = 60.56'
L = 120.37'
R = 440.00'
PC = 10+00.00
PCC = 11+20.37
V = 25 MPH

Curve LOOPB2
PI = 12+36.13
DELTA = 47° 59' 57.37" (RT)
D = 22° 02' 13"
T = 115.76'
L = 217.81'
R = 260.00'
PCC = 11+20.37
PCC = 13+38.18
E = 6.8%
V = 25 MPH

Curve LOOPB3
PI = 14+76.37
DELTA = 58° 50' 48.03" (RT)
D = 23° 23' 10"
T = 138.18'
L = 251.63'
R = 245.00'
PCC = 13+38.18
PCC = 15+89.82

Curve LOOPB4
PI = 16+16.68
DELTA = 10° 24' 21.52" (RT)
D = 19° 25' 21"
T = 26.86'
L = 53.58'
R = 295.00'
PCC = 15+89.82
PT = 16+43.39

Curve OFFRAMP3A_2
PI = 220+71.05
DELTA = 45° 31' 53.89" (LT)
D = 7° 37' 09"
T = 315.58'
L = 597.60'
R = 752.00'
PC = 217+55.46
PT = 223+53.06
V = 25 MPH
e = 4.0%

Intersection Angle = 80° 00' 00.00"
Chain ROUTE 3
Sta. 40+32.06
Chain OFFRAMP3A
Sta. 225+48.11

Intersection Angle = 108° 14' 44.07"
Route 3 Constr. Baseline Sta. 50+17.08
Route 95 NBL Constr. Baseline Sta. 96+05.42

Intersection Route 3 Constr. Baseline Sta. 71+45.93 Route 95 SBL Constr. Baseline Sta. 95+32.23

Ramp B Sta. 219+89.74
Slip Ramp B Sta. 300+00.00

MACH II MCB SILVER PORTFOLIO OWNER ONE, LLC
Inst. # 150003302
PB 9 PG 164
GPIN# 7769-72-3980

CENTRAL PARK LODGE, LLC
Inst. # 0000005
PB 1 PG 69
GPIN# 7769-72-2015

009

POSSIBLE SWM FACILITY

Loop B

Loop A

Ramp B

Slip Ramp B

Rte. 3 WB

Rte. 3 EB

I-95 SB

I-95 NB

N 15° 05' 19" E

S 85° 06' 29" W

S 86° 50' 35" W

N 86° 50' 35" E

S 6° 50' 35" W

S 32° 22' 29" W

S 34° 31' 30" W

N 29° 28' 00" W

N 1° 29' 21" E

N 1° 29' 46" E

N 1° 29' 46" W

N 7° 29' 57" W

Sr'd. GR-FOA-2 Type 2 Req'd.
Sr'd. GR-2 Req'd.
Sr'd. GR-9 Req'd.
Sr'd. MC-4 Req'd.
Sr'd. GR-1 Req'd.
Sr'd. GR-2 Req'd.
Sr'd. 51-2 Req'd.
Sr'd. 17 Sr'd. MB-3 Req'd.
Sr'd. 13 Sr'd. MC-4 Req'd.
Sr'd. GR-2 Req'd.
Sr'd. GR-FOA-3 Type 1 Req'd.
Sr'd. GR-2 Req'd.
Sr'd. MS-1A Req'd.
Sr'd. MC-4 Req'd.
Sr'd. GR-2 Req'd. Sawcut
Sr'd. GR-FOA-3 Type 2 Req'd.
Sr'd. GR-2 Req'd.
Sr'd. MC-4 Req'd.

Sawcut
Wide Spec Design Attenuator Approx. 10.5' Wide - 22.08' Length
150' Taper
180' + Taper
200' Taper
300' Storage
Transition
Shoulder
Curb & Gutter
Ex. 6" Water Line
Ex. 8" Water Line
Ex. 12" Water Line
Ex. 8" Sanitary Sewer Line
Ex. 8" Gas Line
Ex. 8" Storm Sewer Line
Ex. 24" Storm Sewer Line
Ex. 6" Underground Power Line
Ex. 6" Underground Telephone Line
Ex. Overhead Power Line
Ex. Overhead Telephone Line
Ex. Overhead Power & Telephone Line
Ex. Drop Inlet
Ex. Curb Inlet
Ex. Storm Manhole
Ex. Sanitary Manhole
Ex. Gas Valve
Ex. Water Valve
Ex. Fire Hydrant
Ex. Light Pole
Ex. Power Pole
Ex. Telephone Pole
Ex. Power & Telephone Pole
Ex. Guy Wire
Ex. Sign
Ex. Mailbox
Ex. Monument
Ex. Tree
Ex. Shrub
Ex. Bush
Ex. Fence
Ex. Building
Ex. Concrete
Ex. Asphalt
Ex. Gravel
Ex. Pavement
Ex. Edge of Pavement
Ex. Ditch
Ex. Contour
Ex. Index Contour
Ex. Intermediate Contour
Ex. Depression Contour
Ex. Depression Index Contour
Ex. Depression Intermediate Contour
Ex. Right of Way
Ex. Property Line
Ex. Adjacent Property Line
Ex. Easement
Ex. Adjacent Easement
Ex. Limited Access Right of Way
Ex. Adjacent Limited Access Right of Way
Ex. Centerline
Ex. Adjacent Centerline
Ex. Baseline
Ex. Adjacent Baseline
Ex. Survey Control Point
Ex. Adjacent Survey Control Point
Ex. Benchmark
Ex. Adjacent Benchmark
Ex. Survey Point
Ex. Adjacent Survey Point
Ex. Survey Line
Ex. Adjacent Survey Line
Ex. Survey Curve
Ex. Adjacent Survey Curve
Ex. Survey Tangent
Ex. Adjacent Survey Tangent
Ex. Survey Chord
Ex. Adjacent Survey Chord
Ex. Survey Radius
Ex. Adjacent Survey Radius
Ex. Survey Arc
Ex. Adjacent Survey Arc
Ex. Survey Angle
Ex. Adjacent Survey Angle
Ex. Survey Distance
Ex. Adjacent Survey Distance
Ex. Survey Bearing
Ex. Adjacent Survey Bearing
Ex. Survey Azimuth
Ex. Adjacent Survey Azimuth
Ex. Survey Coordinate
Ex. Adjacent Survey Coordinate
Ex. Survey Elevation
Ex. Adjacent Survey Elevation
Ex. Survey Station
Ex. Adjacent Survey Station
Ex. Survey Offset
Ex. Adjacent Survey Offset
Ex. Survey Tie
Ex. Adjacent Survey Tie
Ex. Survey Traverse
Ex. Adjacent Survey Traverse
Ex. Survey Network
Ex. Adjacent Survey Network
Ex. Survey Control
Ex. Adjacent Survey Control
Ex. Survey Datum
Ex. Adjacent Survey Datum
Ex. Survey Reference
Ex. Adjacent Survey Reference
Ex. Survey Monument
Ex. Adjacent Survey Monument
Ex. Survey Marker
Ex. Adjacent Survey Marker
Ex. Survey Pin
Ex. Adjacent Survey Pin
Ex. Survey Rod
Ex. Adjacent Survey Rod
Ex. Survey Tape
Ex. Adjacent Survey Tape
Ex. Survey Chain
Ex. Adjacent Survey Chain
Ex. Survey Transit
Ex. Adjacent Survey Transit
Ex. Survey Level
Ex. Adjacent Survey Level
Ex. Survey Theodolite
Ex. Adjacent Survey Theodolite
Ex. Survey Total Station
Ex. Adjacent Survey Total Station
Ex. Survey GPS
Ex. Adjacent Survey GPS
Ex. Survey Laser
Ex. Adjacent Survey Laser
Ex. Survey Scanner
Ex. Adjacent Survey Scanner
Ex. Survey Camera
Ex. Adjacent Survey Camera
Ex. Survey Drone
Ex. Adjacent Survey Drone
Ex. Survey Software
Ex. Adjacent Survey Software
Ex. Survey Hardware
Ex. Adjacent Survey Hardware
Ex. Survey Data
Ex. Adjacent Survey Data
Ex. Survey Report
Ex. Adjacent Survey Report
Ex. Survey Plan
Ex. Adjacent Survey Plan
Ex. Survey Map
Ex. Adjacent Survey Map
Ex. Survey Drawing
Ex. Adjacent Survey Drawing
Ex. Survey Sheet
Ex. Adjacent Survey Sheet
Ex. Survey Book
Ex. Adjacent Survey Book
Ex. Survey Field Book
Ex. Adjacent Survey Field Book
Ex. Survey Notebook
Ex. Adjacent Survey Notebook
Ex. Survey Log
Ex. Adjacent Survey Log
Ex. Survey Record
Ex. Adjacent Survey Record
Ex. Survey Archive
Ex. Adjacent Survey Archive
Ex. Survey Library
Ex. Adjacent Survey Library
Ex. Survey Office
Ex. Adjacent Survey Office
Ex. Survey Crew
Ex. Adjacent Survey Crew
Ex. Survey Party
Ex. Adjacent Survey Party
Ex. Survey Team
Ex. Adjacent Survey Team
Ex. Survey Group
Ex. Adjacent Survey Group
Ex. Survey Company
Ex. Adjacent Survey Company
Ex. Survey Contractor
Ex. Adjacent Survey Contractor
Ex. Survey Consultant
Ex. Adjacent Survey Consultant
Ex. Survey Client
Ex. Adjacent Survey Client
Ex. Survey Owner
Ex. Adjacent Survey Owner
Ex. Survey Agency
Ex. Adjacent Survey Agency
Ex. Survey Department
Ex. Adjacent Survey Department
Ex. Survey Division
Ex. Adjacent Survey Division
Ex. Survey Section
Ex. Adjacent Survey Section
Ex. Survey Unit
Ex. Adjacent Survey Unit
Ex. Survey Subunit
Ex. Adjacent Survey Subunit
Ex. Survey Branch
Ex. Adjacent Survey Branch
Ex. Survey Office
Ex. Adjacent Survey Office
Ex. Survey Crew
Ex. Adjacent Survey Crew
Ex. Survey Party
Ex. Adjacent Survey Party
Ex. Survey Team
Ex. Adjacent Survey Team
Ex. Survey Group
Ex. Adjacent Survey Group
Ex. Survey Company
Ex. Adjacent Survey Company
Ex. Survey Contractor
Ex. Adjacent Survey Contractor
Ex. Survey Consultant
Ex. Adjacent Survey Consultant
Ex. Survey Client
Ex. Adjacent Survey Client
Ex. Survey Owner
Ex. Adjacent Survey Owner
Ex. Survey Agency
Ex. Adjacent Survey Agency
Ex. Survey Department
Ex. Adjacent Survey Department
Ex. Survey Division
Ex. Adjacent Survey Division
Ex. Survey Section
Ex. Adjacent Survey Section
Ex. Survey Unit
Ex. Adjacent Survey Unit
Ex. Survey Subunit
Ex. Adjacent Survey Subunit
Ex. Survey Branch
Ex. Adjacent Survey Branch

FMC FORT MYER CONSTRUCTION
Since 1972
VOLKERT

For Utility Owners, refer to Sheet 3.

C ___ Denotes Construction Limits In Cuts
F ___ Denotes Construction Limits In Fills
asc Denotes Survey Obscured Areas

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

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

SCALE 0 50' 100'

Matchline Sta. 38+00 Sheet 3
Matchline Sta. 53+00 Sheet 5
Matchline Sta. 94+50.00 Sheet 4B
Matchline Sta. 95+00.00 Sheet 4B

PROJECT	SHEET NO.
0095-111-278	4

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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

RFP PLANS

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

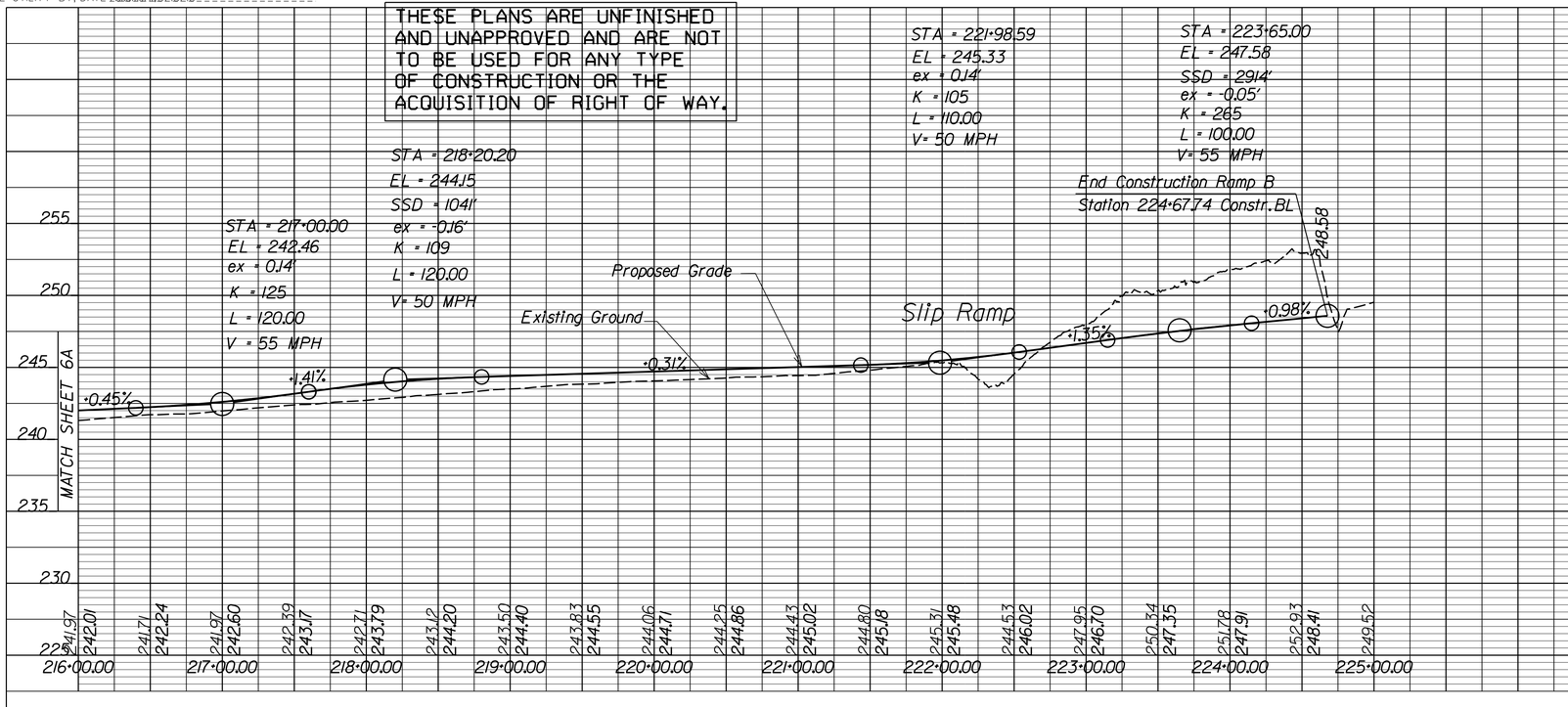
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-III-278 RW-201,C-501	4A

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

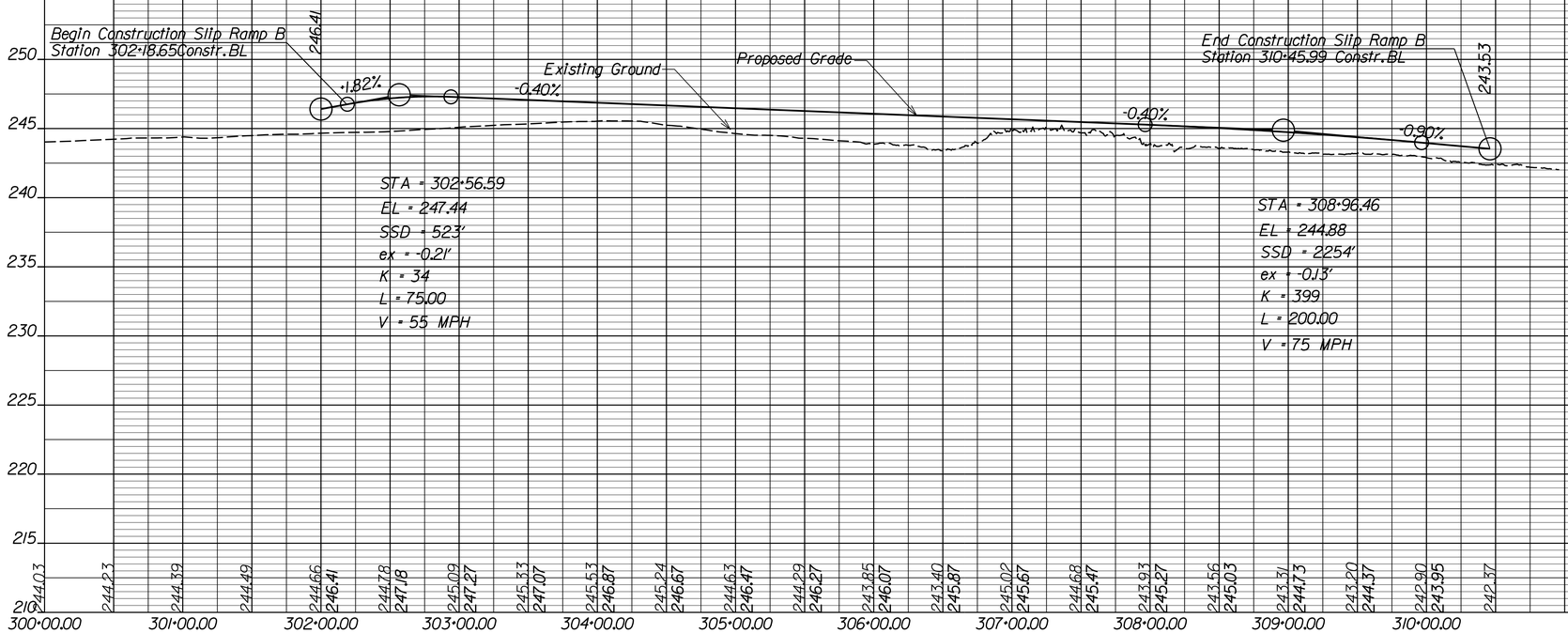
VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

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

RAMP B



SLIP RAMP B



FORT MYER CONSTRUCTION
Since 1972
VOLKERT

PROJECT	SHEET NO.
0095-III-278	4A

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2:55:50 PM

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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

For Utility Owners, refer to Sheet 3.

RFP PLANS

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278, P-101, RW-201, C-501	4B

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

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

Matchline Sta. 94+50.00 Sheet 4
Matchline Sta. 95+00.00 Sheet 4
Matchline Sheet 5
Matchline Sheet 5

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

Beg. Project & Constr. 0095-111-278, PE-101, RW-201 & C-501
Station 90+00.00 NBL Constr. BL

I-95 SB
I-95 NB
Loop C
Loop D
Ramp D

N 15°05'19" E
POT 94+00.00
POT 87+50.00
C|F
F|C
Shoulder Transition
Sawcut
30' Taper
35.00'
00.00'

KAL, LLC
Inst.# 120002640
PB 10 PG 40-43
1244 AC.
GPIN# 7769-92-2021

HOME DEPOT, U.S.A. INC
DB 33 PG 84
PB 10, PG 10
19725 AC.
GPIN# 7769-91-0250

Denotes Survey Obscured Areas

C ___ Denotes Construction Limits In Cuts

F __ Denotes Construction Limits In Fills

Note : Figures In parenthesis and dot - dot - dashed lines denote Temporary Easements.

Note : Figures In brackets and dot - dashed lines denote Permanent Easements.

Denotes mill and overlay existing pavement

Denotes area of proposed pavement

Denotes area of proposed paved shoulder

Denotes area of demolition of pavement

SCALE
0 50' 100'

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

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

PROJECT	SHEET NO.
0095-111-278	4B

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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

RFP PLANS

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278, P-101, RW-201, C-501	4C

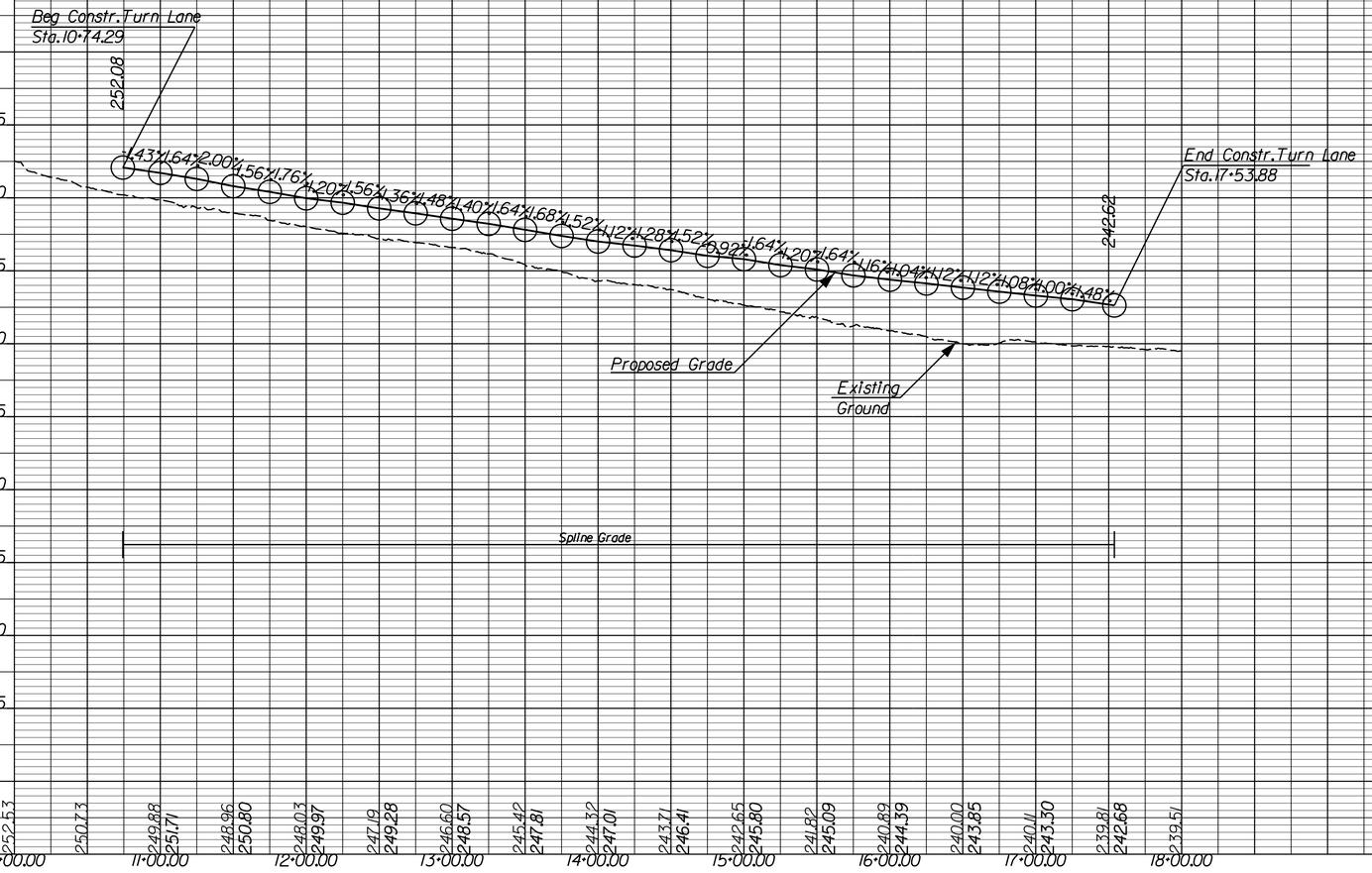
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

VDOT Location and Design
Richmond, Virginia
ROADWAY ENGINEER

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

TURN LANE RTE.3 EXTENDED

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



FORT MYER CONSTRUCTION
Since 1972
VOLKERT

PROJECT	SHEET NO.
0095-111-278	4C

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2:09:33 PM

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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278 RW-201,C-501	4D

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

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

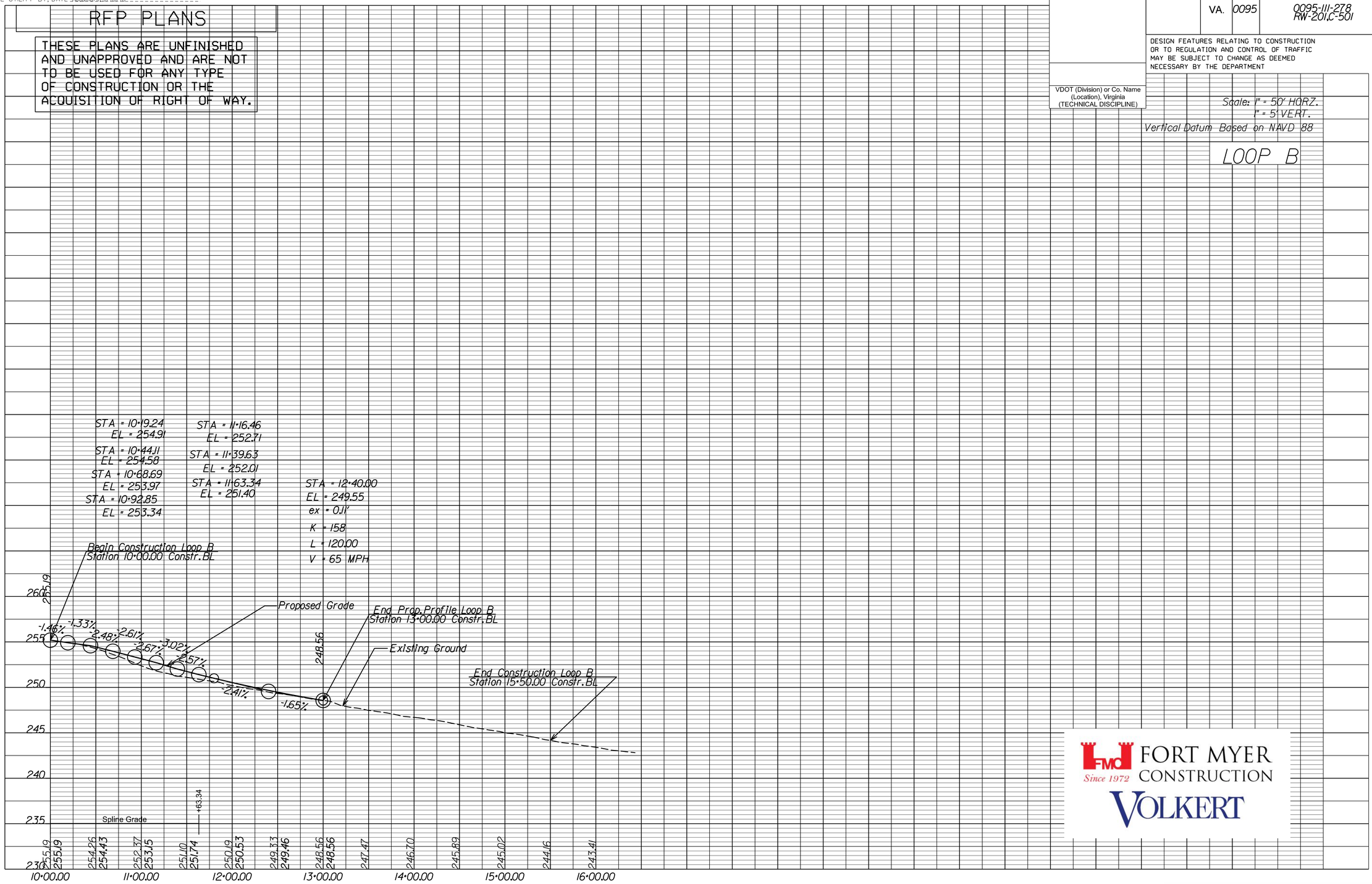
Scale: 1" = 50' HORZ.
1" = 5' VERT.

Vertical Datum Based on NAVD 88

RFP PLANS

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

LOOP B



FORT MYER CONSTRUCTION
Since 1972
VOLKERT

PROJECT	SHEET NO.
0095-111-278	4D

9/15/2016
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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

For Utility Owners, refer to Sheet 3.

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278, P-101, RW-201, C-501	5

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

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

RFP PLANS

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

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

Curve NBRAMP21
PI = 11+23.72
DELTA = 1° 46' 44.76" (LT)
D = 0° 43' 09"
T = 123.72'
L = 247.43'
R = 7,968.44'
PC = 10+00.00
PRC = 12+47.43
E = 3.0%

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

Curve NBRAMP22
PI = 13+59.77
DELTA = 65° 23' 51.93" (RT)
D = 32° 44' 26"
T = 112.34'
L = 199.75'
R = 175.00'
PRC = 12+47.43
PT = 14+47.18
E = 3.0%

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

SCALE
0 50' 100'

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

PROJECT	SHEET NO.
0095-111-278	5

9/12/2016
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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

RFP PLANS

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

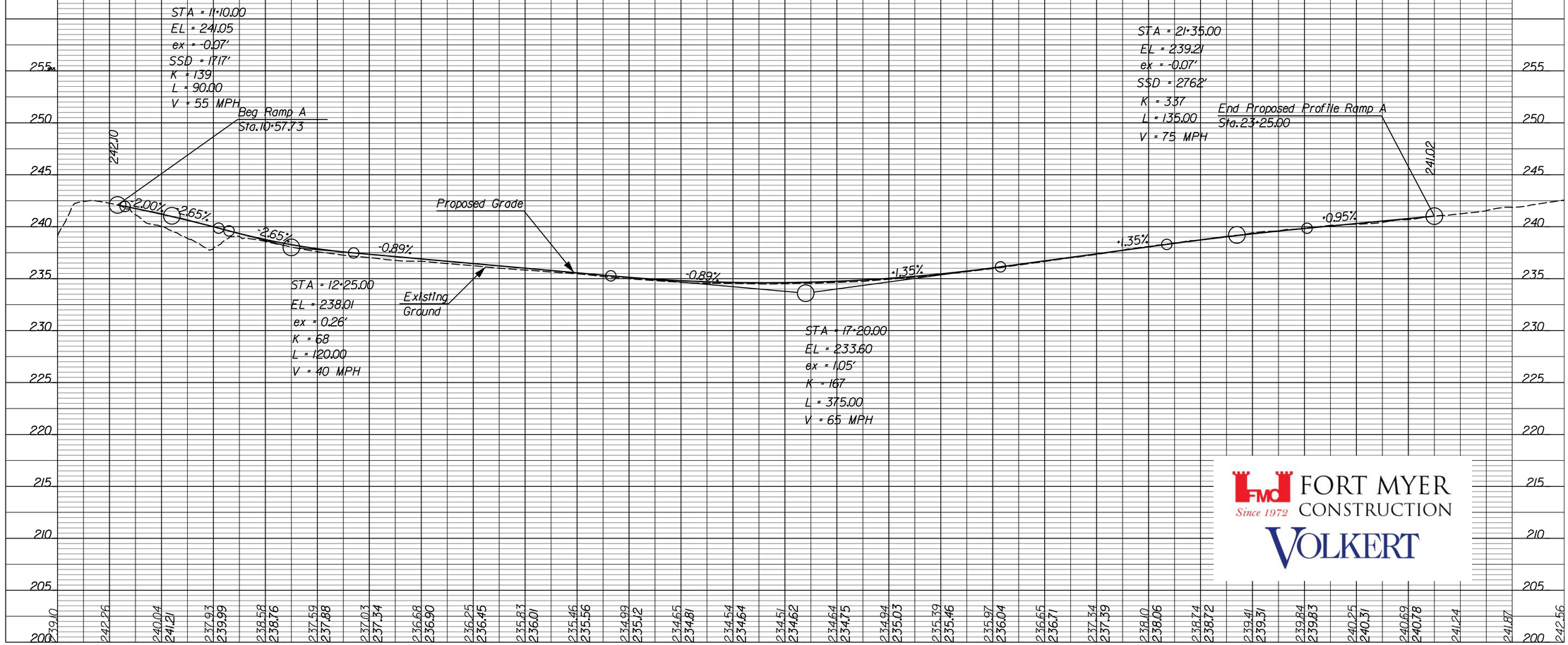
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-III-278, P-101, RW-201, C-501	5A

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

VDOT Location and Design
Richmond, Virginia
ROADWAY ENGINEER

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

RAMP A



FORT MYER CONSTRUCTION
Since 1972
VOLKERT

PROJECT	SHEET NO.
0095-III-278	5A

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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

RFP PLANS

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

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278, P-101, RW-201, C-501	5B

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

VDOT Location and Design
Richmond, Virginia
ROADWAY ENGINEER

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

RAMP A CONNECTOR

STA = 12+00.00
EL = 240.08
STA = 12+25.00
EL = 240.32
STA = 12+50.00
EL = 240.52
STA = 12+75.00
EL = 240.65
STA = 12+94.77
EL = 240.62
STA = 13+25.00
EL = 240.59
STA = 13+50.00
EL = 240.47
STA = 13+67.22
EL = 240.30
STA = 13+75.00
EL = 240.23
STA = 14+00.00
EL = 239.90

Beg Ramp A Connector
Sta.11+75.00

End Ramp A Connector
Sta.14+25.53

239.81
239.44

-0.97%
-0.78%
-0.55%
-0.17%
-0.10%
-0.49%
-0.96%
-0.93%
-1.32%
-1.80%
1.08%

Proposed Grade
Existing Ground
Spline Grade

245
240
235
230
225
220
215
210
205

238.16 238.58 239.05 239.63 240.03 240.08 240.32 240.48 240.52 240.65 240.73 240.61 240.59 240.32 240.47 240.23 239.48 239.90 238.25 236.71 233.19

10+00.00 11+00.00 12+00.00 13+00.00 14+00.00 15+00.00

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

	PROJECT	SHEET NO.
	0095-111-278	5B

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278 RW-201,C-501	6

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

RFP PLANS

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

VDOT Location and Design
Richmond, Virginia
ROADWAY ENGINEER

VDOT Location and Design
Richmond, Virginia
HYDRAULIC ENGINEER

FMO FORT MYER CONSTRUCTION
Since 1972
VOLKERT

For Utility Owners, refer to Sheet 3.

Matchline Sta.204+50 Sheet 7

Matchline Sta.112+00 Sheet 7

Matchline Sta.216+00 Sheet 4

Matchline Sta.103+50.00 Sheet 4

Matchline Sta.17+50.00 Sheet 5

Curve OFFRAMP3AJ
PI • 208+37.37
DELTA • 37° 17' 09.82" (RT)
D • 5° 35' 43"
T • 345.41'
L • 666.38'
R • 1024.00'
PC • 204+91.50
PT • 211+58.29
e • 7.5%
V • 50 MPH

Curve NBRAMP2
PI • 24+46.62
DELTA • 17° 39' 04.46" (RT)
D • 5° 21' 17"
T • 166.13'
L • 329.64'
R • 1070.00'
PCC • 22+80.49
PT • 26+10.13

Curve NBRAMP1
PI • 21+35.21
DELTA • 20° 27' 14.21" (RT)
D • 7° 00' 44"
T • 147.42'
L • 291.69'
R • 817.10'
PC • 19+88.79
PCC • 22+80.49
e • 8.0%
V • 50 MPH

Begin Constr. Ramp B
Station 206+16.83 Constr.BL

Begin Constr. I-95 SB
Station 104+26.04 Constr.BL

Ramp A

Ramp B

I-95 NB

I-95 SB

POSSIBLE SWM FACILITY

Loop B

Shoulder Transition

420' Taper

100' Shoulder Transition

Prop. RW & Prop. Limited Access Line

Str'd FE-WI Reqd

Str'd GR-2 Reqd.

Str'd GR-9 Reqd.

Str'd MC-4 Reqd.

PCC 22+80.49

PCC 19+88.79

Sawcut

C Denotes Construction Limits In Cuts

F Denotes Construction Limits In Fills

Note : Figures in parenthesis and dot - dot - dashed lines denote Temporary Easements.

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

Denotes Survey Obscured Areas

Denotes area of proposed pavement

Denotes area of proposed paved shoulder

Denotes area of demolition of pavement

Denotes mill and overlay existing pavement

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

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

SCALE
0 50' 100'

PROJECT	SHEET NO.
0095-111-278	6

9/12/2016
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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

RFP PLANS

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

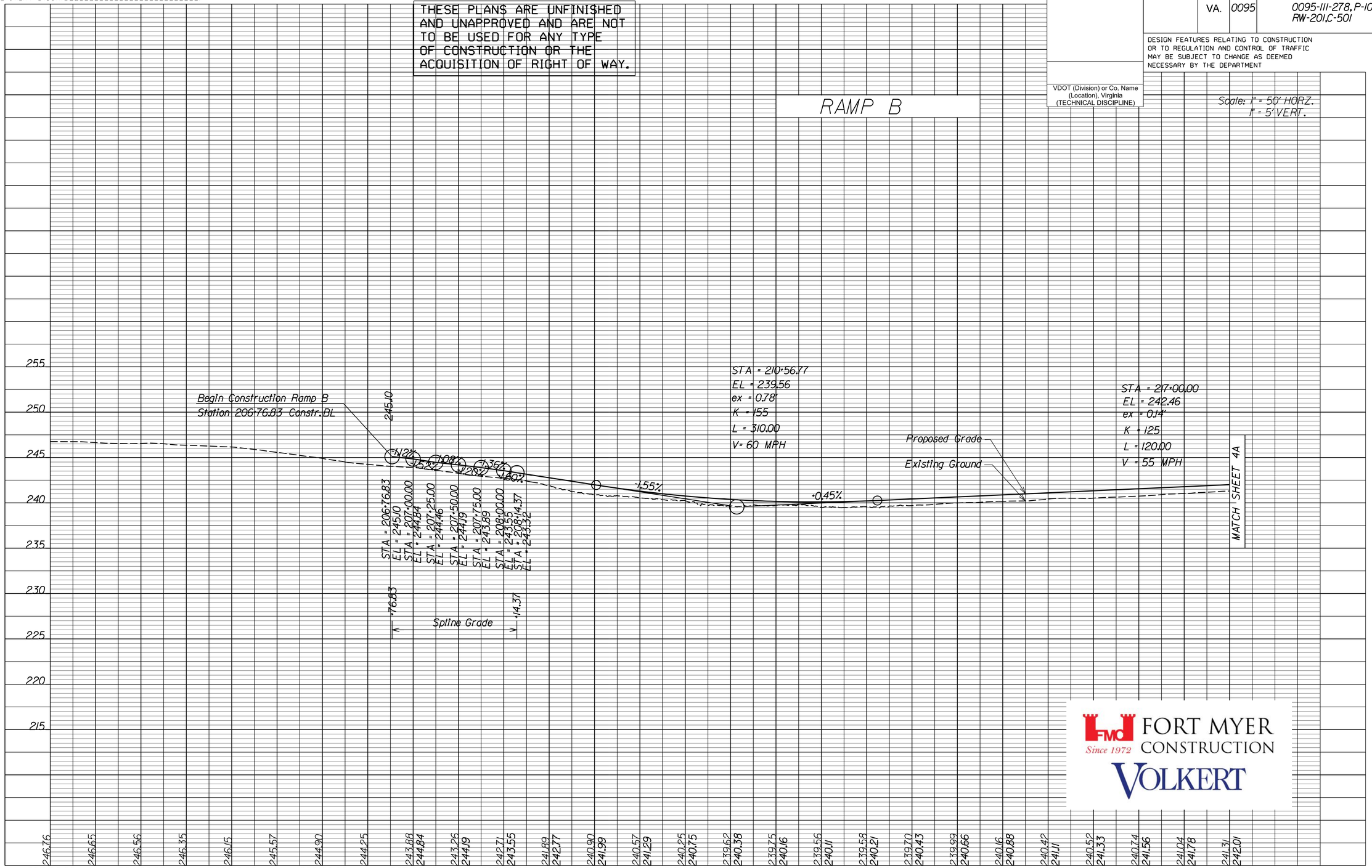
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278, P-101, RW-201, C-501	6A

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

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

RAMP B

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



FMD Since 1972 FORT MYER CONSTRUCTION
VOLKERT

PROJECT	SHEET NO.
0095-111-278	6A

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Plotted By: localuser

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY — By Resolution of Highway Commission dated October 4,1956

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

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278, P-101, RW-201,C-501	7

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

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

RFP PLANS

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

For Utility Owners, refer to Sheet 3.

Ⓓ MACH II SILVER PORTFOLIO OWNER ONE, LLC
Inst.# 150003106
PB 17 PG 29-30
0.1251 AC.
GPIN# 7769-84-5147

Ⓔ THE CENTRAL PARK PROPERTY OWNERS ASSOCIATION, INC
DB 256 PG 628
PB 8 PG 66
PB 13 PG 45
0.230 AC.(Per PB 13 PG 45)
GPIN# 7769-84-5470

FREDERICKSBURG CP, LLC
Inst.# 050009539
PB 13 PG 45
6.873 AC.
GPIN# 7769-84-3492

MACH II MCB SILVER PORTFOLIO OWNER ONE, LLC
Inst.# 150003501
PB 13 PG 45
2.264 AC.
GPIN# 7769-84-5694

FREEDOM BBY 22401, LLC
Inst.# 130003205
PB 8 PG 72
4.0358 AC.
GPIN# 7769-84-4861

THE CENTRAL PARK PROPERTY OWNERS ASSOCIATION, INC.
DB 301 PG 794
(3.408 AC. Per DB 661)
GPIN# 7769-85-3760

Curve 95MLREV-1
PI = 134+97.94
DELTA = 26° 05' 12.39" (LT)
D = 1° 02' 14"
T = 1,279.72'
L = 2,515.08'
R = 5,524.00'
PC = 122+18.22
PT = 147+33.29

Matchline Sta.204+50.00 Sheet 6

Shoulder Transition

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

S 15° 05' 19" W

I-95 SB

N 15° 05' 19" E

POT 200+00.00

PC 122+18.22

I-95

Matchline Sta.127+00.00 Sheet 8

Matchline Sta.112+00.00 Sheet 6

POT 28+75.32

N 15° 05' 19" E

I-95, NB

PC 121+37.70

PC 34+93.60

Ultimate NB CD-Road

N 15° 05' 19" E

Prop. RW & Prop. Limited Access Line

Sta'd FE-WI Req'd

840' Transition

End Construction Ramp A
Station 26+10.13 Constr. BL

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

HYLTON VENTURE LLC.
Inst.# 060000272
60.1361 AC.
75,533.247 AC.(Total)
GPIN# 7769-94-7825

001

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

C _ _ _ Denotes Construction Limits In Cuts

F _ _ _ Denotes Construction Limits In Fills

Note : Figures in parenthesis and dot - dot - dashed lines denote Temporary Easements.

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

—— obsc —— Denotes Survey Obscured Areas

Denotes mill and overlay existing pavement

Denotes area of proposed pavement

Denotes area of proposed paved shoulder

Denotes area of demolition of pavement

Ultimate CD-Road
Curve CDWALL22
PI = 41+22.02
DELTA = 12° 39' 35.70" (LT)
D = 1° 00' 41"
T = 628.42'
L = 1,251.72'
R = 5,665.00'
PC = 34+93.60
PCC = 47+45.32

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

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

Curve 95NB2
PI = 134+27.46
DELTA = 25° 59' 04.76" (LT)
D = 1° 01' 30"
T = 1,289.76'
L = 2,535.16'
R = 5,590.00'
PC = 121+37.70
PT = 146+72.86

SCALE 0 50' 100'

PROJECT	SHEET NO.
0095-111-278	7

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY — By Resolution of Highway Commission dated October 4,1956

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

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

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

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

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

RFP PLANS

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

Curve 95NB2
PI = 134+27.46
DELTA = 25° 59' 04.76" (LT)
D = 1° 01' 30"
T = 1,289.76'
L = 2,535.16'
R = 5,590.00'
PC = 121+37.70
PT = 146+72.86

Curve 95MLREV-1
PI = 134+97.94
DELTA = 26° 05' 12.39" (LT)
D = 1° 02' 14"
T = 1,279.72'
L = 2,515.08'
R = 5,524.00'
PC = 122+18.22
PT = 147+33.29

THE CONTRARY CREEK COMPANY CONAN, LLC
Inst'l 070003773
PB 15 PG 23-24
1.0922 AC
GPIN# 7769-85-5954

THE CENTRAL PARK PROPERTY OWNERS ASSOCIATION, INC.
DB 59 PG 734
13.408 AC (Tax GIS)
GPIN# 7769-85-3760

NELSON A. GRAVES, JR. & JOYCE D. GRAVES
DB 599 PG 474
14.2009 AC (Tax GIS)
GPIN# 7769-76-9331

GLORIA B. WHITTAKER, CAROL B. COLEMAN & BONNIE B. CARTER
DB 208 PG 1 (Tax GIS)
20.479 AC (Tax GIS)
GPIN# 7769-87-3255

HYLTON VENTURE, LLC
Inst'l 150000072
6.6361 AC
75.5324 AC (Total)
GPIN# 7769-94-7825

Matchline Sta.127+00.00 Sheet 7

Matchline Sta.142+00.00 Sheet 9

I-95 SB

I-95 NB

I-95

N 15° 05' 19" E

N 10° 59' 53" W

N 10° 53' 46" W

N 2° 25' 43" E 860'

Ultimate NB CD-Road

Ultimate CD Road

Std. GR-6 Req'd.

Std. GR-FOA-2 Type 1 Req'd.

Std. GR-FOA-2 Type 2 Req'd.

Std. FE-WI Req'd

PIER PROTECTION SYSTEM REQ'D

Std. Guardrail Terminal GR II Req'd

PCC 41+45.32

Shoulder Transition

300 Taper

Prop. RW & Prop Limited Access Line

Existing VDOT Limited Access R/W per Plans 0095-089-101

Ex. 20' Sanitary Sewer Esmt. (Approx. Location)

Ultimate CD-Road
Curve CDWALL22
PI = 41+22.02
DELTA = 12° 39' 35.70" (LT)
D = 1° 00' 41"
T = 628.42'
L = 1,251.72'
R = 5,665.00'
PC = 34+93.60
PCC = 47+45.32

Ultimate CD-Road
Curve CDWALL23
PI = 53+53.75
DELTA = 13° 13' 16.37" (LT)
D = 1° 05' 29"
T = 608.43'
L = 1,211.46'
R = 5,250.00'
PC = 47+45.32
PCC = 59+56.78
PT

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

001 HYLTON VENTURE, LLC Inst'l 150000072 6.6361 AC 75.5324 AC (Total) GPIN# 7769-94-7825

002 THE CENTRAL PARK PROPERTY OWNERS ASSOCIATION, INC. Inst'l 150000072 HOMEOWNERS ASSOCIATION OF 4.25 AC TM #: 7769-96-4560

003 AUSTIN MATTHEW A & ROBIN 25,867 SQ FT

004 GUTIERREZ FRANCISCO JAVIER & DENISE 21,324 SQ FT

005 DAY MALCHA T 19,055 SQ FT

006 KRAMER KYLE W & AMY A 21,916 SQ FT

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

Note : Figures in parenthesis and dot - dot - dashed lines denote Temporary Easements.

For Utility Owners, refer to Sheet 3.

C ___ Denotes Construction Limits in Cuts

F ___ Denotes Construction Limits in Fills

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

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

--WL-- Denotes Wetland Limits
--OBSC-- Denotes Survey Obscured Areas
Denotes mill and overlay existing pavement
Denotes area of proposed pavement
Denotes area of proposed paved shoulder
Denotes area of demolition of pavement

SCALE 0 50' 100'

PROJECT	SHEET NO.
0095-III-278	8

9/12/2016
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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

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

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

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

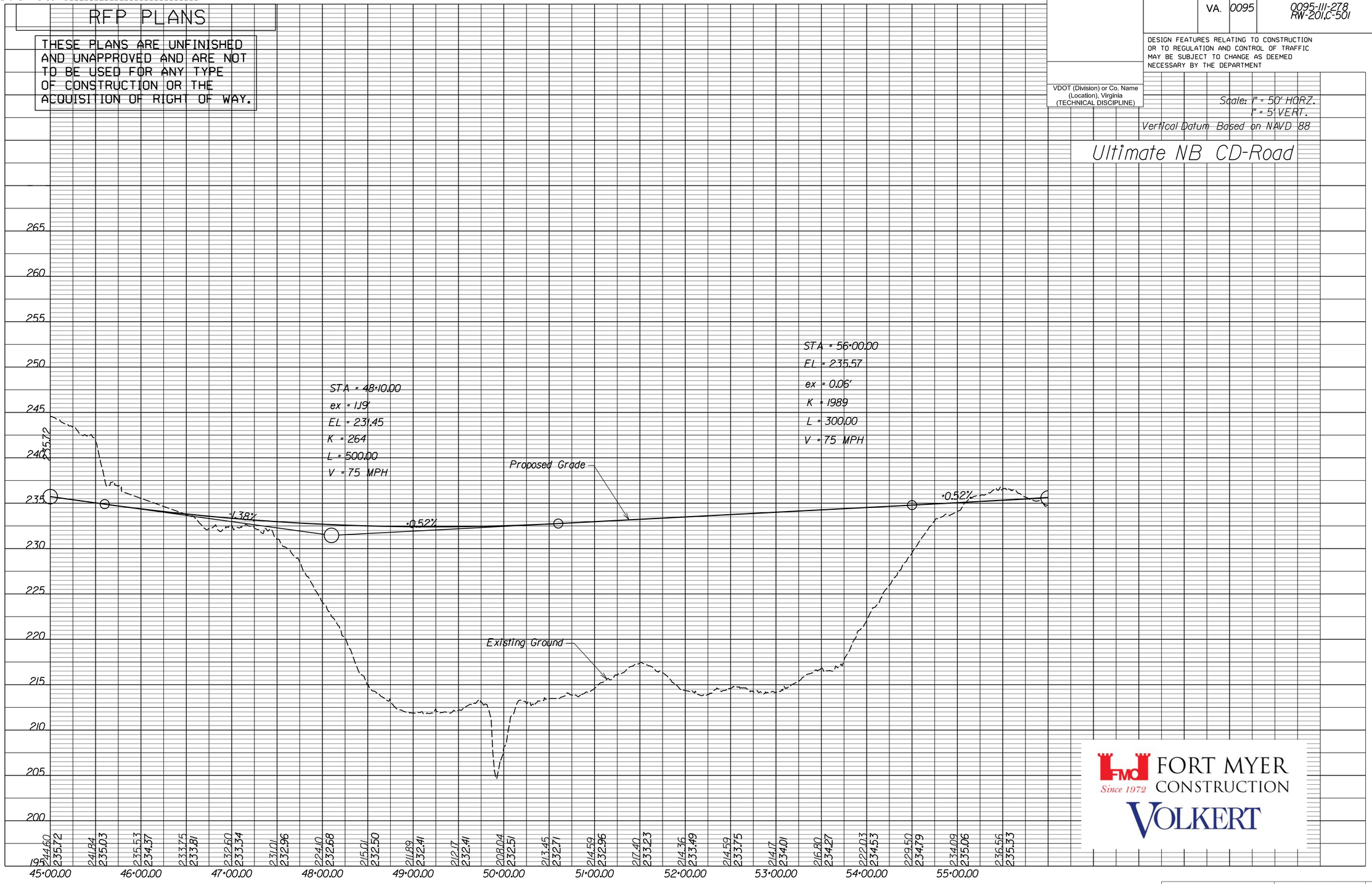
Scale: 1" = 50' HORZ.
1" = 5' VERT.

Vertical Datum Based on NAVD 88

RFP PLANS

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

Ultimate NB CD-Road



FORT MYER CONSTRUCTION
Since 1972
VOLKERT

PROJECT	SHEET NO.
0095-III-278	8A

9/12/2016
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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
0095	VA.	.	0095-111-278 : RW-201,C-501	9

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

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

RFP PLANS

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

Matchline Sta.142+00.00 Sheet 8

Matchline Sta.155+00.00 Sheet 10

Curve 95MLREV-1
PI = 134+97.94
DELTA = 26° 05' 12.39" (LT)
D = 1° 02' 14"
T = 1,279.72'
L = 2,515.08'
R = 5,524.00'
PC = 122+18.22
PT = 147+33.29

PT 147+33.29

End Construction NBL Rte.95
Station 144+25.00 Constr.BL

PT 146+72.86

PT 59+56.78

I-95 SB

I-95 NB

N 10° 59' 53" W

N 10° 53' 46" W

N 10° 47' 33" W

Ultimate NB CD-Road

Ultimate CD Road

Sr'd F.E.-W.I Req'd

Prop.RW & Prop Limited Access Line

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

Curve 95NB2
PI = 134+27.46
DELTA = 25° 59' 04.76" (LT)
D = 1° 01' 30"
T = 1,289.76'
L = 2,535.16'
R = 5,590.00'
PC = 121+37.70
PT = 146+72.86

Ultimate CD-Road
Curve CDWALL23
PI = 53+53.75
DELTA = 13° 13' 16.37" (LT)
D = 1° 05' 29"
T = 608.43'
L = 1,211.46'
R = 5,250.00'
PCC = 47+45.32
PT = 59+56.78

002 THE PRESERVE AT SMITH RUN HOMEOWNERS ASSOCIATION Inst.# 120000016 2.436 AC. TAX MAP# 7769-96-4560

006 DAY MALICHA 16.004 SQ FT

HAMPTONS AT NOBLE, L.P. Inst.# 140000021 10.974 AC. GPIN# 7769-87-5712

RH LUXURY, LLC Inst.# 080002839 4.693 AC. GPIN# 7769-88-4279

THE PRESERVE AT SMITH RUN HOMEOWNERS ASSOCIATION Inst.# 120000016 0.955 AC. TAX MAP# 7769-98-2024

FRED II LIMITED PARTNERSHIP Inst.# 030000134 1.037 AC. GPIN# 7769-98-1474

FRED II LIMITED PARTNERSHIP Inst.# 030000134 6.000 AC. GPIN# 7769-98-4384

Ex.15' Storm Sewer Easement DB 359 Pg.185

Ex.15' Storm Drainage Easement

Ex.15' Public Water Access Easement LR070000847

Preserve Lane

Access R/W per Plans 0095-089-101

C ___ Denotes Construction Limits in Cuts

F __ Denotes Construction Limits in Fills

Note : Figures in parenthesis and dot - dot - dashed lines denote Temporary Easements.

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

--WL-- Denotes Wetland Limits

--OBSC-- Denotes Survey Obscured Areas

Denotes mill and overlay existing pavement

Denotes area of proposed pavement

Denotes area of proposed paved shoulder

Denotes area of demolition of pavement

FORT MYER CONSTRUCTION Since 1972

VOLKERT

For Utility Owners, refer to Sheet 3.

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

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

SCALE 0 50' 100'

PROJECT	SHEET NO.
0095-111-278	9

9/12/2016
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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

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

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

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

RFP PLANS

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

FMD FORT MYER CONSTRUCTION
Since 1972
VOLKERT

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

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

STA = 56+00.00
EL = 235.57
ex = 0.06'
K = 1989
L = 300.00
V = 75 MPH

Existing Ground
+0.67%
Proposed Grade

56+00.00	57+00.00	58+00.00	59+00.00	60+00.00	61+00.00	62+00.00	63+00.00	64+00.00	65+00.00	66+00.00	67+00.00	68+00.00	69+00.0
234.63	233.15	236.05	237.70	241.20	241.90	242.96	243.26	243.08	243.46	243.82	243.79	244.00	244.90
235.63	235.93	236.25	236.58	236.91	237.25	237.59	237.92	238.26	238.59	238.93	239.27	239.60	239.94
245.6	245.32	246.22	245.98	246.46	246.55	246.93	246.83	246.70	246.37	245.75	246.50	246.18	
240.27	240.61	240.95	241.28	241.62	241.95	242.29	242.62	242.96	243.30	243.63	243.97	244.30	

PROJECT	SHEET NO.
0095-III-278	9A

9/12/2016
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Plotted By: fordhuber

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4,1956

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

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
0095	VA.	.	0095-111-278 RW-201,C-501	10

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

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

Curve 95MLREV-2
PI = 180+77.73
DELTA = 28° 43' 13.81" (RT)
D = 1° 04' 02"
T = 1,374.30'
L = 2,690.80'
R = 5,368.00'
PC = 167+03.43
PT = 193+94.23

Matchline Sta.155+00.00 Sheet 9

Matchline Sta.156+00.00 Sheet 9

RH LUXURY, LLC
Inst.# 080002839
1.897 AC.
GPIN# 7769-88-4279

CELEBRATE KOBO, LLC
Inst.# 070003505
5.4706 AC.
GPIN# 7769-88-3772

BRE SELECT HOTELS PROPERTIES LLC
Inst.# 130004421
5.046 AC.
GPIN# 7769-89-4007

FRED II LIMITED PARTNERSHIP
Inst.# 030000534
1.037 AC.
GPIN# 7769-98-1474

WEYMOUTH, L.L.C.
Inst.# 040029153
0.176 AC.
TAX MAP# 7769-98-1731

BRAGG HILL COMMUNITY CORPORATION
DB 279 PG 382
2.550 AC.
GPIN# 7769-99-0343

KINGDOM FAMILY HOLDINGS, INC.
Inst.# 160000451
5.100 AC.
GPIN# 7769-99-0859

1-95 SB

1-95 NB

N 10° 59' 53" W

N 10° 53' 46" W

N 10° 47' 33" W

Ultimate CD Road

Ultimate NB CD-Road

End Project Project 0095-111-278,
PE-101, RW-201 & C-501
Station 160+50.00 NBL Baseline

POT 175+43.66

PC 167+03.43

PC 165+34.49

Curve 95NB5
PI = 173+22.19
DELTA = 15° 42' 31.56" (RT)
D = 1° 00' 12"
T = 787.69'
L = 1,565.51'
R = 5,710.00'
PC = 165+34.49
PT = 181+00.00

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

Existing VDOT Limited Access R/W per Plans 0095-089-101

Ex. 20' Public Waterline Easement Inst.#050003447

Ex. 20' Utility Easement DB 292 Pg. 845

Ex. 20' Dominion Storm Drainage Easement Inst.#050003511

Ex. 25' Columbia Gas of Virginia Esmt. Inst.#000005

Ex. 10' VEPCO Esmt. Inst.#080004304

Ex. 20' Utility Esmt. for VDOT & Dominion Power Inst.#150000378

Ex. 10' VEPCO Easement PB. 8 Pg. 24

Ex. 20' Utility Esmt. Inst.#150001983

Approx. Location Ex. VEPCO Easement PB 395 Pg 109

Approximate Location of New Bridge Over I-95 NB Ramp

Active Construction Area

Ex. 20' Public Waterline Easement Inst.#070003589

Ex. 10' VEPCO Easement Inst.#150001983

Ex. 20' Utility Esmt. Inst.#150003059

Ex. 20' Public Waterline Easement Inst.#070003589

① JOHN E.& CHERI L. WILES
DB 294 PG 714
0.048 AC.
GPIN# 7769-89-5280

② FARIBA ASSADZADEH
Inst.# 040003634
0.027 AC.
GPIN# 7769-89-9187

③ KELLY G. NEWTON
Inst.# 040000411
0.027 AC.
TAX MAP# 7769-89-9951

④ ADOLFO HERNANDEZ
Inst.# 080028546
0.027 AC.
GPIN# 7769-89-9934

⑤ EVONNE E. THOMAS
Inst.# 040024458
0.027 AC.
GPIN# 7769-89-9912

⑥ STEVEN R. HAYNES
Inst.# 080010064
0.027 AC.
GPIN# 7769-99-0400

⑦ ALAN D.& GAIL A. HOWARD
Inst.# 030000957
0.027 AC.
TAX MAP# 7769-99-0008

⑧ ALAN D.& GAIL A. HOWARD
DB 279 PG 524
0.027 AC.
GPIN# 7769-99-0016

⑨ ALAN D.& GAIL A. HOWARD
Inst.# 100005539
0.048 AC.
TAX MAP# 7769-99-0013

⑩ MANSOUR REAL ESTATE, LLC
Inst.# 130002163
0.049 AC.
GPIN# 7769-99-0100

C ____ Denotes Construction Limits In Cuts

F __ __ Denotes Construction Limits In Fills

Note : Figures In parenthesis and dot - dot - dashed lines denote Temporary Easements.

Note : Figures In brackets and dot - dashed lines denote Permanent Easements.

——obsc—— Denotes Survey Obscured Areas

Denotes mill and overlay existing pavement

Denotes area of proposed pavement

Denotes area of proposed paved shoulder

Denotes area of demolition of pavement

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

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

SCALE
0 50' 100'

RFP PLANS

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

FMC FORT MYER CONSTRUCTION
Since 1972
VOLKERT

For Utility Owners, refer to Sheet 3.

PROJECT	SHEET NO.
0095-111-278	10

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Plotted By: localuser

LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated October 4, 1956

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

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	0095	0095-111-278 RW-201,C-501	10A

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

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

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

Vertical Datum Based on NAVD 88

RFP PLANS

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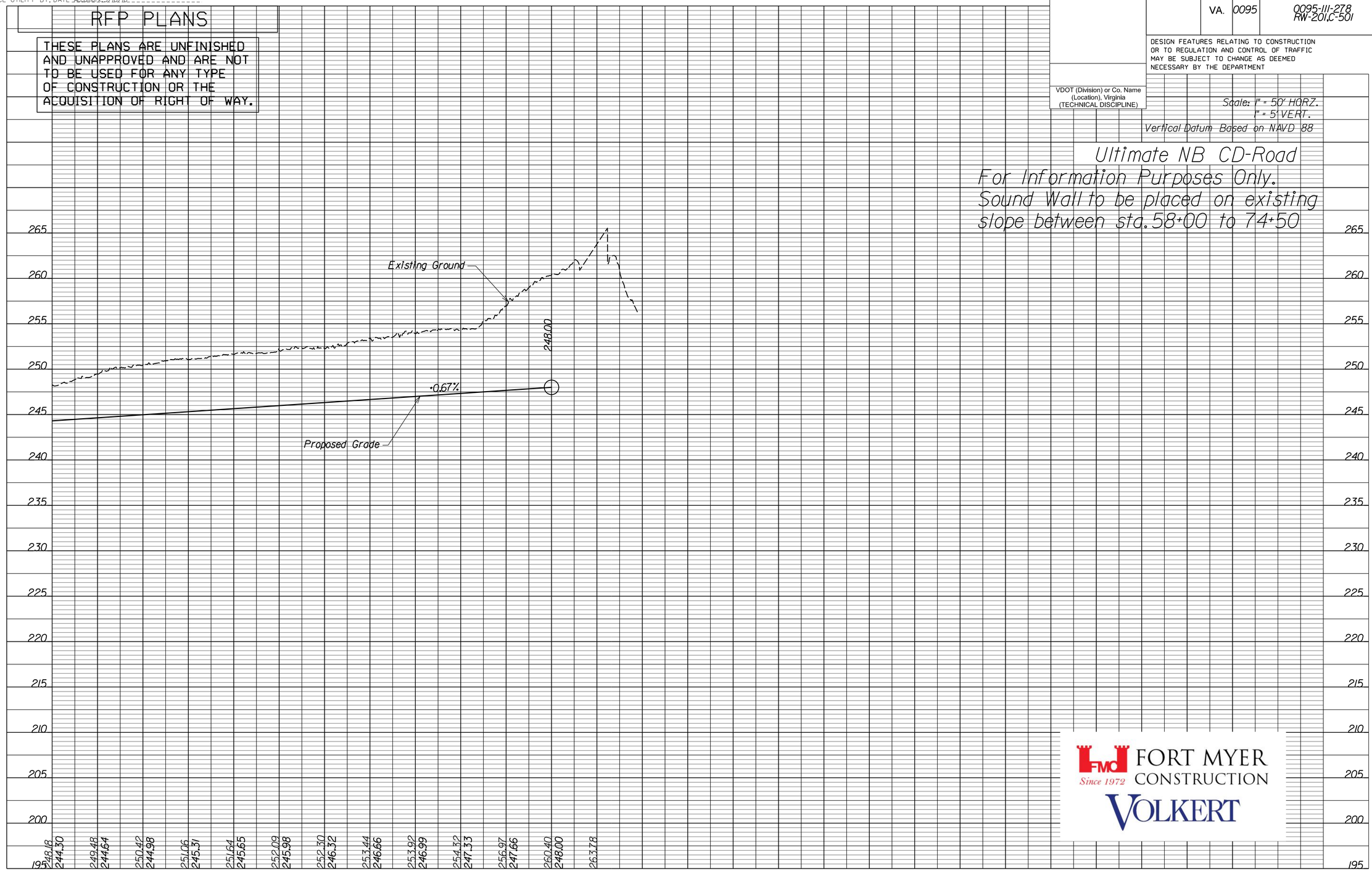
Ultimate NB CD-Road
For Information Purposes Only.
Sound Wall to be placed on existing slope between sta. 58+00 to 74+50



FORT MYER CONSTRUCTION
Since 1972
VOLKERT

PROJECT	SHEET NO.
0095-111-278	10A

9/15/2016
11:45:32 AM

110715sl103.dgn
Plotted By: k.montgomery

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated

PROJECT MANAGER: Byrd Holloway, P.E. (540) 899-4474 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY: Paul Sarahan, P.E. (804) 786-4457 (Central Office)
SUBSURFACE UTILITY BY, DATE: Accumark 3/18/16

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-111-278,C-501	sl(3)

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

RFP PLANS

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ERADICATE EXISTING PAVEMENT MARKINGS

ERADICATE EXISTING PAVEMENT MARKINGS

ERADICATE EXISTING PAVEMENT MARKINGS

ERADICATE EXISTING PAVEMENT MARKINGS

NOTE:
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Any symbols or messages to be eradicated shall be done so in a full rectangle around the marking in order to obscure the original symbol or message.

Remove Overhead Structure

Curve SLIPRPB2
PI = 309+56.77
DELTA = 1° 44' 05.52" (RT)
D = 0° 58' 19"
T = 89.24'
L = 178.47'
R = 5,894.15'
PC = 308+67.52
PT = 310+45.99
E = Normal Crown
V=25 MPH

Curve ROUTE 3-1
PI = 25+39.20
DELTA = 22° 33' 21.6" (RT)
D = 2° 00' 55"
T = 566.95'
L = 1119.22'
R = 2,843.00'
PC = 19+72.25
PT = 30+91.47

EXIT ONLY 95 NORTH Washington
EXIT ONLY 3 EAST
EXIT ONLY 95 SOUTH Richmond

Std. MS-1 Req'd.
End Flexible Post Delineator (40' center)
Std. Radial CG-3 Req'd.
Std. MS-1 Req'd.
Sawcut
Std. FE-CL Vinyl Coated Req'd
End Construction Slip Ramp B Station 310+45.99 Constr. BL
Prop. R/W & Prop. Limited Access Line
S. 85° 06' 29" W
Slip Ramp B
212.82' Taper
Std. Saw Cut Req'd.
100' Taper
Std. MS-1 Req'd.
Beg Flexible Post Delineator (40' center)
N 86° 50' 35" E
Std. Saw Cut Req'd.
500' Storage
Std. GR-11 Req'd.
Std. GR-9 Req'd.
Std. Guardrail Terminal GR-11 Req'd
Std. GR-2 Req'd
Std. Guardrail Terminal GR-11 Req'd
Beg Construction Rte. 3 Station 29+40.84 Constr. BL
N 64° 17' 13" E
Rte. 3 WB
Rte. 3 EB
CARL SILVER PARKWAY
Std. GR-FOA-2 Type 2 Req'd.
Matchline Sta. 38+00.00 Sheet sl(4)

SCALE
0 50' 100'

FORT MYER CONSTRUCTION
Since 1972
VOLKERT

VDOT
LOCATION AND DESIGN DIVISION
TRAFFIC ENGINEERING
1401 EAST BROAD STREET
RICHMOND, VA 23219

REFERENCES
(PLAN AND DETAIL SHEETS)
Roadway Plan Sheet 3

TRAFFIC CONTROL DEVICE PLANS
SIGNING & PAVEMENT MARKINGS PLAN
CITY OF FREDERICKSBURG

PROJECT	SHEET NO.
0095-111-278	sl(3)

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Plotted By: k.montgomery

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated

PROJECT MANAGER: Byrd Holloway, P.E. (540) 899-4474 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY: Paul Sarabun, P.E. (804) 786-4457 (Central Office)
SUBSURFACE UTILITY BY, DATE: Accumark 3/18/16

NOTE:
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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-111-278, C-501	sl(4)

FORT MYER CONSTRUCTION — Since 1972
VOLKERT

Remove Overhead Structure

Begin Construction Slip Ramp B
Station 302+18.65 Constr.BL

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

Curve LOOPB1
PI = 10+60.00
DELTA = 15° 21' 28.04"
D = 13° 01' 18"
T = 60.56'
L = 120.37'
R = 440.00'
PC = 10+00.00
PCC = 11+20.37
V=25 MPH

Curve LOOPB3
PI = 14+76.37
DELTA = 58° 50' 48.03" (RT)
D = 23° 23' 10"
T = 138.18'
L = 251.63'
R = 245.00'
PCC = 13+38.18
PCC = 15+89.82

Curve OFFRAMP3A_2
PI = 220+71.05
DELTA = 45° 31' 53.89" (LT)
D = 7° 37' 09"
T = 315.58'
L = 597.60'
R = 752.00'
PC = 217+55.46
PT = 223+53.06
V=25 MPH

Curve LOOPB2
PI = 12+36.13
DELTA = 57° 59' 57.37" (RT)
D = 22° 22' 13"
T = 118.16'
L = 241.81'
R = 258.00'
PCC = 11+54.31
PCC = 13+38.18
E = 6.8%
V=25 MPH

Curve LOOPB4
PI = 16+68.68
DELTA = 15° 25' 25.68" (RT)
D = 19° 28' 57"
T = 26.86'
L = 53.58'
R = 295.00'
PCC = 15+89.82
PT = 16+43.39

POSSIBLE SWM FACILITY

End Construction Loop B
Station 15+50.00 Constr.BL

Carl D. Silver Parkway

Cul-de-sac (WEST)

Ramp B

Loop B

Loop A

Loop C

Slip Ramp B

Rte.3 WB

Rte.3 EB

I-95 SB

I-95 NB

LEFT
USE LEFT 2 LANES
Washington
95 NORTH

SOUTH 95 Richmond
RAMP 25 MPH

95 NORTH Washington

Overhead Structure To Remain

Remove Overhead Structure

Install TOC camera on this structure.

End Construction Ramp B
Station 224+67.74 Constr.BL

End Construction Rte.3
Station 46[illegible]98 Constr.BL

Beg Construction Turn Lane
Station 10+74.29 Constr.BL

Beg Construction Rte.3
Station 51+00.52 Constr.BL

Turn Lane
Sta. 10+00.00
Sta. 51+50.00 (5.75' Lt)

Intersection Angle = 108°14'44.01"
Constr.Baseline Sta. 50+17.08
Route 95 NBL Constr.Baseline Sta. 96+05.42

Matchline Sta. 38+00 Sheet sl(3)

Matchline Sta. 53+00 Sheet sl(5)

SCALE
0 50' 100'

PROJECT	SHEET NO.
0095-111-278	sl(4)

PROJECT MANAGER : Byrd Holloway, P.E. (540) 899-4474 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY : Paul Sarghon, P.E. (804) 786-4457 (Central Office)
SUBSURFACE UTILITY BY, DATE : Accumark 3/18/16

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-III-278,C-501	si(5)

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

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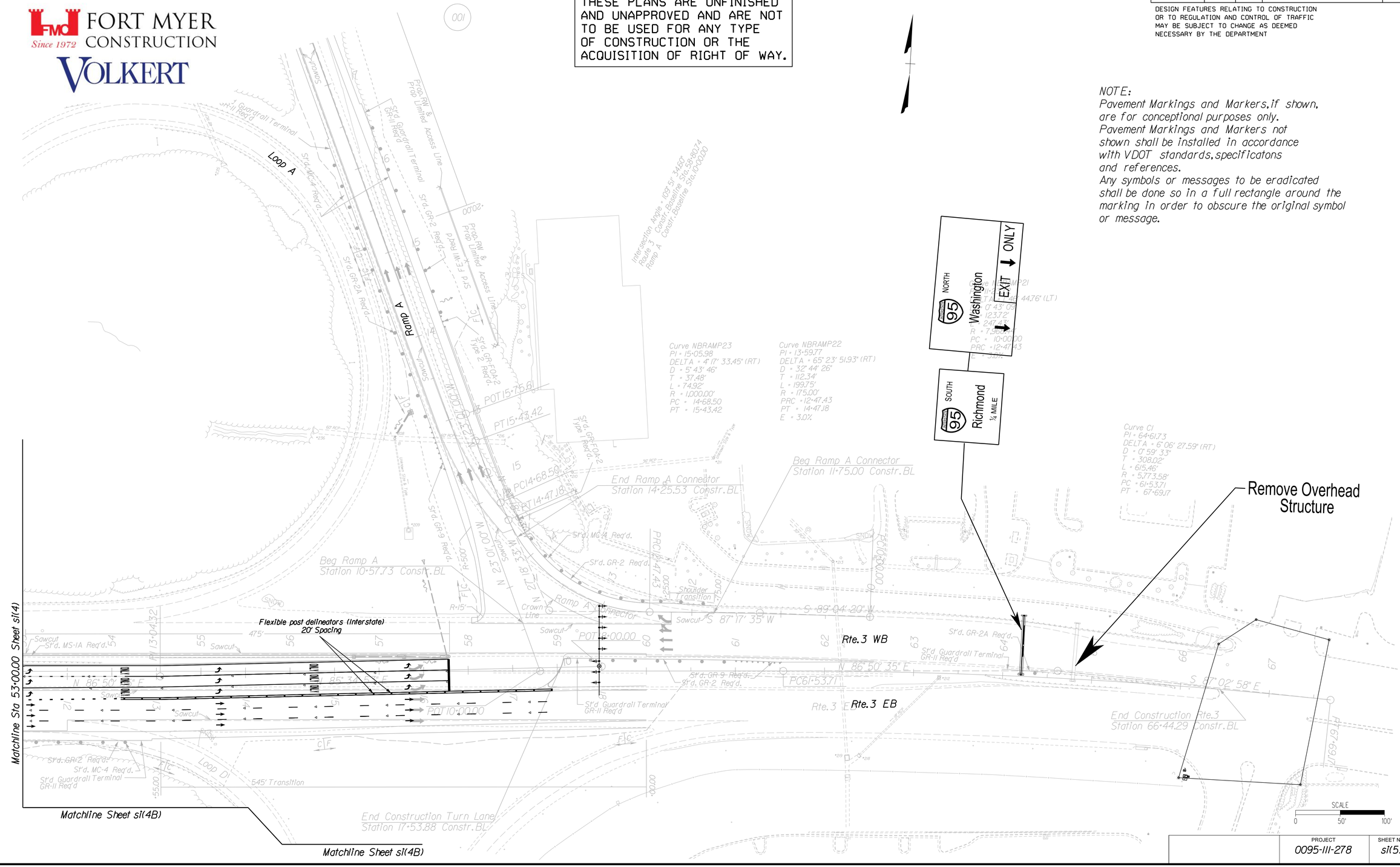

PROJECT	SHEET NO.
0095-III-278	si(5)

PROJECT MANAGER : Byrd Holloway, P.E. (540) 899-4474 (Fredericksburg District)
SURVEYED BY, DATE Rice & Associates
DESIGN BY : Paul Sargton, P.E. (804) 786-4457 (Central Office)
SUBSURFACE UTILITY BY, DATE : Accumark 3/18/16

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	95	0095-111-278,C-501	sl(7)

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

FORT MYER CONSTRUCTION
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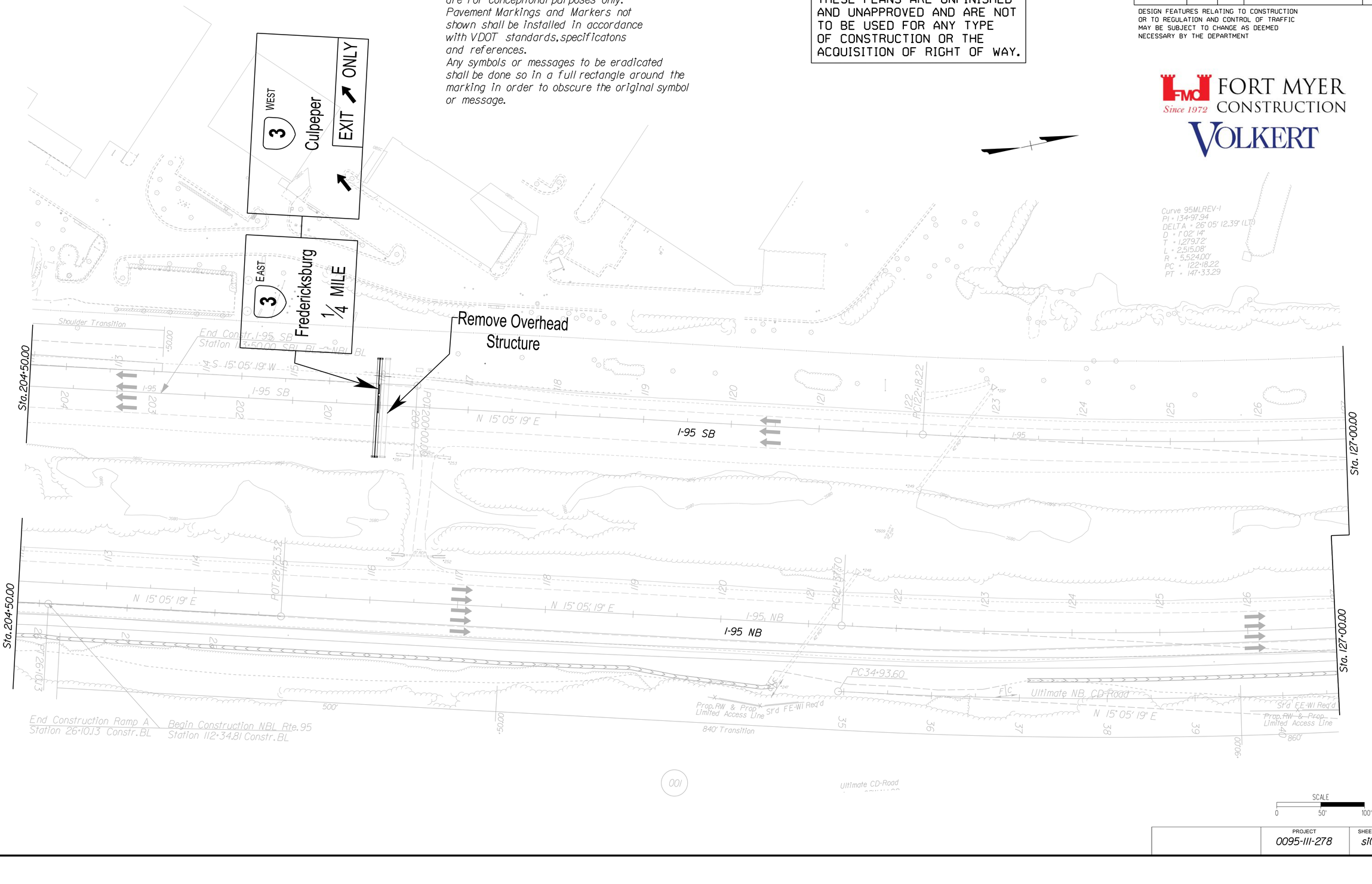

SCALE
0 50' 100'

	PROJECT	SHEET NO.
	0095-111-278	sl(7)

FMC Since 1972 FORT MYER CONSTRUCTION

VOLKERT

COPY

Price Proposal:

A Design-Build Project
I-95 Safety Improvements at Route 3
City of Fredericksburg, VA

State Project No.: 0095-111-278 | Federal Project No.: OC-095-2(535) | Contract ID Number: C00107715DB91

January 4, 2017

FMC Since 1972 FORT MYER CONSTRUCTION VOLKERT

ATTACHMENT 4.0.1.2

DESIGN-BUILD PRICE PROPOSAL CHECKLIST

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

➢ Contents of Price Proposal:

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

FORT MYER CONSTRUCTION CORPORATION
2237 33rd Street, NE • Washington, DC • 20018 | p: 202.636.9535 | f: 202.526.8572

January 4, 2017

Mr. Steven D. Kindy, PE
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 8th Floor
Richmond, Virginia 23219

Re: Price Proposal: I-95 Safety Improvements at Route 3, City of Fredericksburg
Project No. 0095-111-278
Contract ID # C00107715DB91

Dear Mr. Kindy,

Fort Myer Construction Corporation (FMCC), in association with Volkert, Inc., is pleased to present our price proposal for the I-95 Safety Improvements at Route 3 Design-Build Project in the City of Fredericksburg, Virginia. Our team's experience with projects involving modification and realignment of roadways, right of way acquisition, signage, pavement markings, CCTV camera installation, stormwater management, utility relocation, and erosion/sediment control demonstrates our strengths in cutting-edge design plans and safe, reliable, and quality construction.

FMCC's immense resources and dedication to providing the highest quality, environmentally conscious construction services allows our staff to meet schedules and ensure minimal disruptions. When working with FMCC, you can trust you have the team and resources to successfully achieve your project goals.

We are extremely interested in serving the City of Fredericksburg, Virginia and VDOT by developing a solid transportation management plan and low cost objectives that will achieve the safety improvements for the I-95 and Route 3 interchange in a timely and cost effective manner.

We look forward to your favorable consideration of our price proposal.

Sincerely,
Fort Myer Construction Corporation

Manuel Fernandes, Senior Vice President
mfernandes@fortmyer.com

ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

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

Price Proposal Cost Breakdown Summary;

A. Base Scope	
Design Services, LS	$ 1,973,112.50
Construction Services (exclude QA/QC), LS	$ 14,028,886.82
Quality Assurance (QA) (Construction), LS	$ 568,387.50
Quality Control (QC) (Construction), LS	$ 677,120.00
All Other Costs, LS	$ 448,500.00
Base Scope – Subtotal	$ 17,696,006.82
B. Option 1	
Design Services, LS	$ 84,177.70
Construction Services (exclude QA/QC), LS	$ 1,933,250.00
Quality Assurance (QA) (Construction), LS	$ 74,750.00
Quality Control (QC) (Construction), LS	$ 74,750.00
All Other Costs, LS	$ 11,500.00
Option 1 – Subtotal	$ 2,178,427.70

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

Lump Sum (LS): Nineteen Million, Eight Hundred Seventy-Four Thousand Four Hundred Thirty Four and Fifty-Two Cents ($ 19,874,434.52)

Signature: _____ Date: 1/4/2017

Design-Builder: Fort Myer Construction Corporation

Vendor No.: F034

ROUTE 3 QUANTITY ESTIMATE

ITEM	DESCRIPTION	Fuel (F) or Price (P) Adjustment	UNIT	QTY	UNIT RATE
	Base Bid				
50	Design Services		LS	1	$ 1,973,112.50
60	Construction QA		LS	1	$ 568,387.50
70	Construction QC		LS	1	$ 677,120.00
80	Maintenance of Traffic		LS	1	$ 1,473,150.00
100	MOBILIZATION		LS	1	$ 855,000.00
101	CONSTRUCTION SURVEYING		LS	1	$ 305,359.50
110	CLEARING AND GRUBBING		LS	1	$ 625,000.00
120	REGULAR EXCAVATION	(F)	CY	25970	$ 22.63
140	BORROW EXCAVATION	(F)	CY	44918	$ 16.86
212	MINOR STRUCTURE EXCAVATION BOX CULVERT		CY	370	$ 47.86
535	CONCRTE CLASS C1	(F)	CY	395	$ 632.50
00588	UNDERDRAIN UD-4		LF	3240	$ 18.40
00592	COMB. UNDERDRAIN CD-1&2		LF	2160	$ 25.30
00596	ENDWALL EW-12		EA	16	$ 1,376.55
01152	15" CONC. PIPE		LF	641	$ 86.79
01182	18" CONC. PIPE		LF	556	$ 105.18
01240	24" CONC. PIPE		LF	641	$ 130.26
01302	30" CONC. PIPE		LF	150	$ 165.16
01362	36" CONC. PIPE		LF	20	$ 215.83
01482	48" CONC. PIPE		LF	175	$ 299.55
06150	15" END SECTION ES-1		EA	1	$ 1,130.43
06749	DROP INLET DI-2B, L=8'		EA	3	$ 15,781.74
06766	DROP INLET DI-2C, L=8'		EA	1	$ 12,658.63
06815	DROP INLET DI-3A		EA	1	$ 5,737.93
06819	DROP INLET DI-3B, L=8'		EA	2	$ 12,658.63
06835	DROP INLET DI-3C, L=6'		EA	1	$ 11,612.70
06836	DROP INLET DI-3C, L=8'		EA	1	$ 11,612.70
07508	DROP INLET DI-7		EA	8	$ 8,467.45
08272	DROP INLET DI-10K TY. III, L=8'		EA	1	$ 9,214.95
08301	DROP INLET DI-10L TY. III, L=8'		EA	2	$ 9,214.95

08962	DROP INLET DI-13 TY. 1		EA	1	$	7,257.65
09046	MANHOLE MH-1		EA	5	$	9,156.30
10128	AGGR. BASE MATL. TY. I NO. 21B	(F)	TON	14788	$	25.30
10607	ASPHALT CONCRETE TY. SM-12.5A	(F & P)	TON	1437	$	138.00
10609	ASPHALT CONCRETE TY. SM-12.5E (76-22)	(F & P)	TON	5460	$	138.00
10611	ASPHALT CONCRETE TY. IM-19.0D	(F & P)	TON	3697	$	115.00
10628	FLEXIBLE PAVE.PLANING 0"-2"		SY	26177	$	6.33
10642	ASPHALT CONCRETE TY. BM-25.0A	(F & P)	TON	12126	$	115.00
11070	ST'D SAW CUT		LF	15287	$	4.03
12030	ST'D CG-3		LF	305	$	46.00
12032	ST'D RADIAL CG-3		LF	101	$	74.75
12610	ST'D RADIAL CG-6		LF	71	$	115.00
13315	ST'D GUARDRAIL TERMINAL GR-11		EA	14	$	1,115.50
13320	ST'D GR-2		LF	3615	$	20.41
13323	ST'D GR-2A		LF	363	$	32.82
13341	ST'D GR-6		LF	13	$	41.40
13345	ST'D GR-9		LF	352	$	59.80
13385	ST'D GR-FOA-3 TY. I		EA	1	$	2,300.00
13386	ST'D GR-FOA-3 TY. II		EA	1	$	851.00
13392	ST'D GR-FOA-2 TY. I		EA	3	$	2,415.00
13393	ST'D GR-FOA-2 TY. II		EA	4	$	816.50
13421	ST'D MB-3		LF	967	$	27.59
13502	ST'D SI-2		SY	135	$	189.75
13545	REINFORCED STEEL		LB	14581	$	2.53
13607	IMPACT ATTENUATOR (TL-3, >45 MPH)		EA	1	$	25,990.00
17374	MOBILIZATION EMERGENCY RESPONSE		EA	3	$	3,893.90
21020	ST'D MS-1		SY	387	$	143.75
21110	ST'D MS-1A		SY	452	$	132.25
22501	ST'D FE-W1		LF	1821	$	8.85
22643	ST'D FE-CL FENCE		LF	900	$	25.30
22645	ST'D FE-CL VINYL COATED		LF	648	$	24.92
22676	GATE FE-CL L=12'		LF	3	$	2,300.00
24286	FLEXIBLE POST DELINEATOR		EA	22	$	172.50
24400	OBSCURING ROADWAY		UNIT	34.9	$	1,729.94
24430	DEMO. OF PAVEMENT (FLEXIBLE)		SY	19594	$	13.23
24502	NS REMOVAL EXIST. FES W/ GRATE		EA	2	$	862.50
24600	REMOVAL OF EXISTING GR		LF	4063	$	2.88

24703	NS REMOVAL EXIST 18" RCP PIPE		LF	210	$	34.50
24703	NS REMOVAL EXIST 24" RCP PIPE		LF	86	$	39.10
24801	REMOVE EXIST DROP INLET		EA	1	$	929.20
24803	REMOVE 48" EW-2, NON-ST'D		EA	2	$	1,173.00
24803	REMOVE 36" ENDWALL PIPE GRATE EW-11, NON-ST'D		EA	1	$	1,124.70
24803	REMOVE HEADWALL (FOR 6' x 8' BOX CULVERT), NON-ST'D		EA	1	$	2,443.75
24803	REMOVE WINGWALL (FOR 6' x 8' BOX CULVERT), NON-ST'D		EA	1	$	2,443.75
25505	FIELD OFFICE TY. I		MO	20	$	4,600.00
26118	RIP RAP CLASS I		SY	550	$	110.40
27022	TOPSOIL CLASS B 2"		ACRE	9.9	$	2,101.05
27102	TEMPORARY SEED		LB	990	$	13.23
27102	REGULAR SEED		LB	1903	$	21.28
27103	OVERSEEDING		LB	1189	$	13.23
27104	LEGUME SEED		LB	762	$	43.70
27105	LEGUME OVERSEEDING		LB	476	$	40.25
27215	FERTILIZER(15-30-15)		TON	2.83	$	2,415.00
27250	LIME		TON	76	$	488.75
27318	ROLLED EROSION CTRL PRODUCT EC-2 TYPE 1		SY	5092	$	4.03
27325	EC-3 DITCH CHANNEL		LF	339	$	8.05
27415	CHECK DAM TYPE 2		EA	20	$	51.75
27430	TEMP SEDIMENT RISER		LF	12	$	230.00
27451	INLET PROTECTION TYPE A		EA	7	$	431.25
27461	INLET PROTECTION TYPE B		EA	9	$	517.50
27505	TEMPORARY SILT FENCE		LF	30000	$	4.03
27545	SWM EXCAVATION		CY	3000	$	23.00
27550	SWM-1 RISER PIPE		LF	21	$	253.00
50108	SIGN PANEL		SF	3400	$	39.22
50575	CONCRETE FOUNDATION O/H SIGN STRUCTURE	(F)	CY	360	$	1,229.35
50430	SIGN POST STP-1 2"		LF	144	$	58.42
51170	ELECTRICAL SERVICE SE-5		EA	2	$	3,984.75
51184	TRAFFIC SIGNAL HEAD SECTION 12" LED		EA	48	$	307.05
51238	CONCRETE FOUNDATION SIGNAL POLE PF-8		CY	36	$	1,753.75
51240	CONCRETE FOUNDATION PF-2		EA	1	$	730.25
51245	SIGNAL POLE MAST ARM POLE, TY. I		EA	4	$	11,234.35
51248	CONC. FOUNDATION CF-4		EA	3	$	3,036.00
51426	MAST ARM 30'		EA	1	$	3,416.65
51426	MAST ARM 40'		EA	1	$	3,592.60

51426	MAST ARM 50'		EA	1	$	5,181.90
51426	MAST ARM 65'		EA	1	$	7,301.35
51426	MAST ARM 75'		EA	1	$	8,890.65
51541	DETECTOR INDUCTIVE LOOP AMPLIFIER		EA	38	$	255.30
51541	DETECTOR AUXILIARY DETECTOR RACKLOOP AMPLIFIER		EA	2	$	1,595.05
51607	14/7 CONDUCTOR CABLE		LF	4500	$	2.99
51614	CONDUCTOR CABLE ANTENNA CABLE SSR		LF	600	$	7.02
51614	CONDUCTOR CABLE EMERGENCY PREEMPTION DET. CABLE		LF	2000	$	3.22
51615	14/1 ENCLOSED COND.CABLE		LF	5000	$	1.15
51700	14/2 CONDUCTOR CABLE SHIELDED		LF	15000	$	2.19
51840	HANGER ASSEMBLY SM-3, ONE-WAY (IN-LINE)		EA	13	$	393.30
51840	HANGER ASSEMBLY SMD-2		EA	14	$	310.50
51912	SAWCUT 3/8"		LF	5000	$	15.64
51960	INSTALL CONTROLLER & CABINET		EA	2	$	1,626.10
51960	INSTALL MAST ARM		EA	5	$	865.95
51960	INSTALL SIGN (MAST ARM)		EA	20	$	86.25
51960	INSTALL SIGNAL POLE		EA	4	$	865.95
52001	TRAFFIC SIGNALIZATION ANTENNA MAST SSR		LF	30	$	48.53
52002	TRAFFIC SIGNALIZATION AUXILARY PREEMPTION OPTICAL DETECTOR		EA	4	$	1,493.85
52002	TRAFFIC SIGNALIZATION CONTROLLER & CABINET		EA	2	$	25,681.80
52002	TRAFFIC SIGNALIZATION EMERGENCY PREEMPTION, 4 WAY		EA	3	$	7,304.80
52002	TRAFFIC SIGNALIZATION EXTERNAL 8 BATTERY PACK		EA	2	$	3,585.70
52002	TRAFFIC SIGNALIZATION SECTOR ANTENNA		EA	2	$	2,458.70
52002	TRAFFIC SIGNALIZATION SINGLE INTEGRATED ETHERNET RADIO		EA	2	$	4,489.60
52002	TRAFFIC SIGNALIZATION SPREAD SPECTRUM RADIO TRANSCEIVER (OMNI)		EA	2	$	5,453.30
52002	TRAFFIC SIGNALIZATION SPREAD SPECTRUM RADIO TRANSCEIVER (YAGI)		EA	3	$	5,453.30
52002	TRAFFIC SIGNALIZATION UNINTERRUPTIBLE POWER SUPPLY		EA	2	$	4,074.45
52002	TRAFFIC SIGNALIZATION UNINTERRUPTIBLE POWER SUPPLY CABINET		EA	2	$	4,074.45
52002	TRAFFIC SIGNALIZATION BORE 30' DEPTH (W OF I-95)		EA	2	$	3,407.45
54042	TYPE B CLASS I PAVMENT LINE MARKING 24"		LF	800	$	16.56
54075	TYPE B CLASS VI PAVMENT LINE MARKING 4"		LF	16000	$	3.04
54076	TYPE B CLASS VI PAVMENT LINE MARKING 6"		LF	15000	$	4.04
54077	TYPE B CLASS VI PAVMENT LINE MARKING 8"		LF	5000	$	6.19
54402	NS PAVEMENT MESSGE MARKING		EA	8	$	2,760.00
54100	PAVEMENT MARKING PREFORMED (24") THERMO PLASTIC		LF	250	$	20.70
54101	NS PAVEMENT MARKING (ROUTE SHIELD)		EA	8	$	2,760.00
54217	SNOW PLOW. RAISED PAVEMENT MARKER ASPHALT CONCRETE		EA	350	$	31.19

54300	PAVEMENT MESSAGE MARK.ELONGATED ARROW SINGLE		EA	12	$	117.30
54310	PAVEMENT MESSAGE MARK.ELONGATED ARROW DOUBLE		EA	4	$	197.80
54400	PAVEMENT MESSAGE MARK."ONLY"		EA	12	$	437.00
54402	NS PAVEMENT MESSGE MARKING		EA	8	$	2,760.00
55080	8 CONDUCTOR CABLE		LF	6500	$	2.30
55586	JUNCTION BOX JB-S1		EA	2	$	2,024.00
55587	JUNCTION BOX JB-S2		EA	20	$	2,156.25
55588	JUNCTION BOX JB-S3		EA	2	$	2,377.05
56014	ELECT. SER. GRD. ELECTRODE (10')		EA	10	$	246.10
56021	1" PVC CONDUIT		LF	200	$	6.33
56050	BORED CONDUIT 2"		LF	600	$	57.73
56051	BORED CONDUIT 3"		LF	3000	$	66.01
56053	2" PVC CONDUIT		LF	1800	$	9.20
56054	3" PVC CONDUIT		LF	1800	$	9.32
56200	TRENCH EXCAVATION ECI-1		LF	2600	$	12.77
56205	TEST BORE		EA	8	$	2,566.80
60125	PIER PROTECTION SYSTEM (54" BARRIER)		LS	1	$	56,752.50
60403	CONCRETE CLASS A3	(F)	CY	19	$	1,207.50
60404	CONCRETE CLASS A4	(F)	CY	122	$	1,207.50
64011	STRUCTURE EXCAVATION		CY	1550	$	51.72
	NS O/H SIGN STRUCTURE - FULL SPAN		EA	5	$	72,194.70
	NS O/H SIGN STRUCTURE - BUTTERFLY SPAN		EA	1	$	32,512.80
	NS REMOVE EXISTING SIGNS AND STRUCTURE O/H		EA	5	$	10,437.40
	NS REMOVE EXISTING SIGN STRUCTURE POST MOUNTED		EA	6	$	432.40
	NS SIGN POSTS		LF	100	$	14.03
	NS LIGHTING SYSTEM		LF	235	$	551.54
	NS RETAINING WALL	(F)	SF	2424	$	74.75
	NS PARAPET AND MOMENT SLAB		LF	225	$	402.50

EXHIBIT 6.3 (c)
ADJUSTMENT FOR FUEL

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

June 30, 2011

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

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

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

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

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

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

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

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

$S = (E - B) QF$

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

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

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

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

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

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

X I elect to use this provision

__ I elect not to use this provision

Date: **January 4, 2017**

Signature: Jose Rodriguez

Jose Rodriguez, President

Design-Builder: **FORT MYER CONSTRUCTION CORPORATION**

Vendor No.: **F034**

Exhibit 6.3(b)

Form C-16a
August 9, 2013

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

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

PROJECT NUMBER:

DISTRICT:

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

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

DATE: **January 4, 2017**

SIGNATURE: Jose Rodriguez
Jose Rodriguez, President

FORT MYER CONSTRUCTION CORPORATION
(Firm or Corporation)

F034
(Vendor No.)

Form C-24
Rev. 7-6-05

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE FORT MYER CONSTRUCTION CORP. As principal, and WESTERN SURETY COMPANY Surety, are held and firmly bound unto the Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly by these presents.

SIGNED, sealed and dated this 4th Day of January , 20 17

WHEREAS, the above said principal is herewith submitting its proposal for: I-95 Safety Improvements at Route 3

PROJECT NUMBER: State Project No. 0095-111-278; Federal Project No. OC-095-2(535); Contract ID No. C00107715DB91

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.

Fort Myer Construction Corp.
(Principal*)

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

Thomas Mero, Vice President
(Principal*)

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

_____
(Principal*)

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

Western Surety Company
(Surety Company)

By: Don Kawamoto
Don K. Kawamoto, (Attorney-in-Fact**) (Seal)

333 S. Wabash Ave., 41-South, Chicago, IL 60604
(Address)

By: _____
(Surety Company)

_____
(Attorney-in-Fact**) (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

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

Joseph G Delaney, Karen M Earp, Don K Kawamoto, Aiza Lopez, Individually

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

- In Unlimited Amounts -

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

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

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 15th day of April, 2016.

WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota
County of Minnehaha } ss

On this 15th day of April, 2016, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

June 23, 2021

J. MOHR
NOTARY PUBLIC
SOUTH DAKOTA

J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this _____ day of JAN 04 2017, _____.

WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Form F4280-7-2012

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

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

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

Form C-104
Rev. 7-13-05

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PROJECT: 0095-111-278, P101 R201 C51

FHWA: OC - 095-2(535)

This form must be completed, signed and returned with bid; and failure to do so may result in the rejection of your bid. **THE CONTRACTOR SHALL AFFIRM THE FOLLOWIN G STATEMENT EITHER BY SIGNING THE AFFIDAVIT AND HA VING IT NOTARIZED OR BY SIGNING THE UNSWORN DECLARATION UNDER PENALTY OF PERJURY U NDER 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, Virginia (County (City), STATE) , this 4th day of January , 20 17

Fort Myer Construction Corporation (Name of Firm) By: Jose Rodriguez (Signature) Jose Rodriguez, PRES. (Title (print))

STATE of VIRGINIA COUNTY (CITY) of FAIRFAX To-wit:

I LAKEISHA JAMES-SMITH , a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day 4TH JANUARY 2017 personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 4TH day of JANUARY , 20 17

Lakeisha James-Smith (Notary Public) My Commission expires 04/30/17

Embossed Hereon Is My Commonwealth Of Virginia Notary Public Seal My Commission Expires April 30, 2017 LAKEISHA JAMES-SMITH

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

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

Form C-105
Rev. 7-13-05

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

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

FHWA: OC-095-2(535)

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

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

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

NAME	Location of Principal Office
0095-111-278, P101, R201, C501	OC-095-2(535)

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

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

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

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

(Continued)

ORDER NO.:
CONTRACT ID. NO.:

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, Virginia (County (City), STATE), this 4th day of January, 20 17

Fort Myer Construction Corporation (Name of Firm) By: Jose Rodriguez (Signature) Jose Rodriguez Pres. (Title (print))

STATE of Virginia COUNTY (CITY) of Fairfax To-wit:

I LAKEISHA JAMES-SMITH, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day 4TH JANUARY 2017 personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 4TH day of JANUARY, 20 17

Lakeisha James-Smith (Notary Public) My Commission expires 04/30/2017

Embossed Hereon Is My Commonwealth Of Virginia Notary Public Seal My Commission Expires April 30, 2017 LAKEISHA JAMES-SMITH

FMC Since 1972 FORT MYER CONSTRUCTION VOLKERT