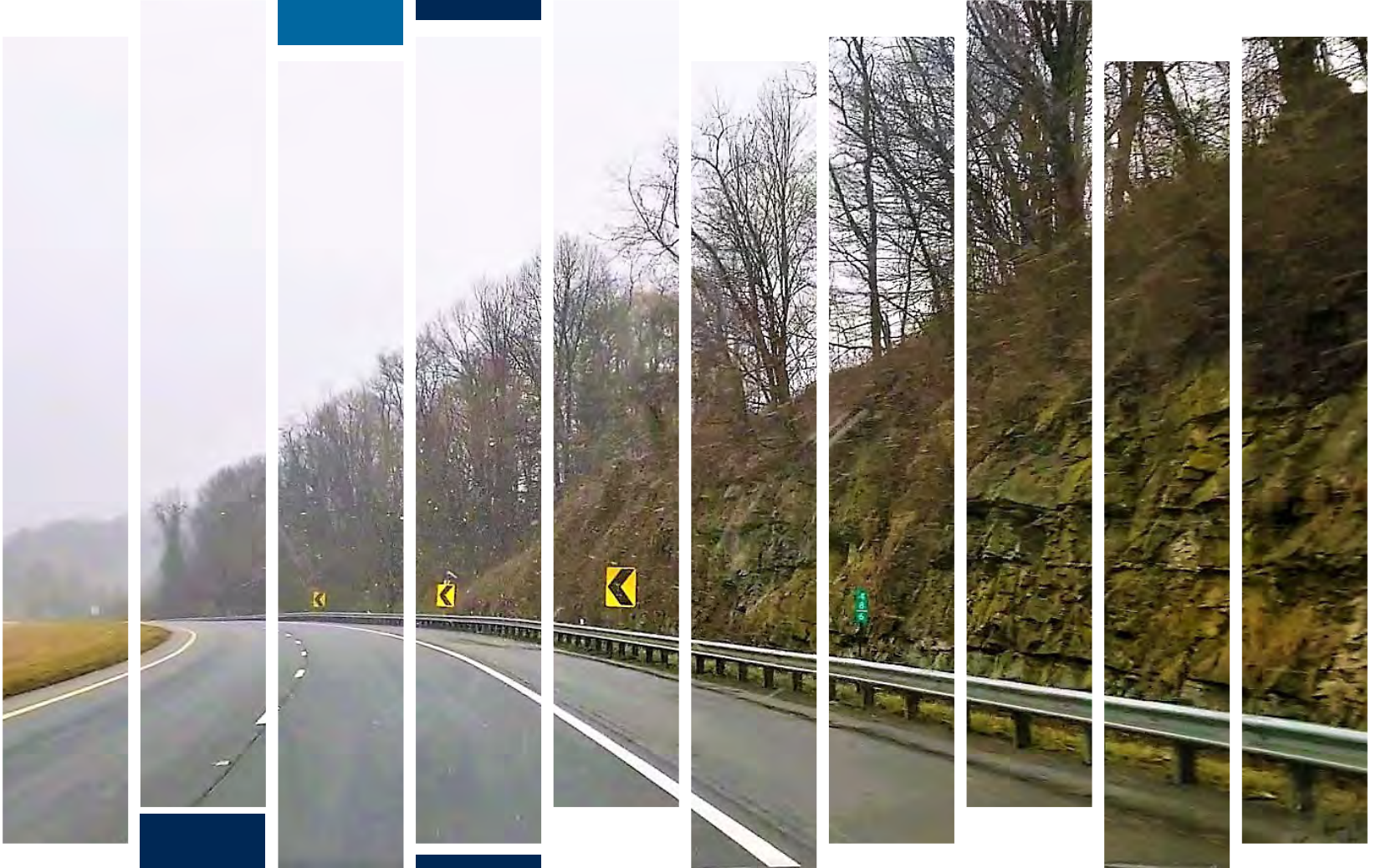


Volume I Letter of Submittal & Appendices



Design-Build

I-81 MM 48 Northbound Acceleration Lane Extension

Smyth County, Virginia

Contract ID Number: C00116161DB110



Volume I



Tab 1
Attachment 4.0.1.1



ATTACHMENT 4.0.1.1

I-81 MM 48 Northbound Acceleration Lane Extension
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	Pages 1 & 2
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.2 (Form C-78-RFP)	Sections 3.2; 4.0.1.1	Page 3
Letter of Submittal	NA	Sections 4.1	Page 4
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	Page 4
Offeror's full legal name and address	NA	Section 4.1.1	Page 4
Authorized representative's original signature	NA	Section 4.1.1	Page 5
Declaration of intent	NA	Section 4.1.2	Page 4
120 day declaration	NA	Section 4.1.3	Page 4
Point of Contact information	NA	Section 4.1.4	Page 4
Principal Officer information	NA	Section 4.1.5	Page 4
Offeror's Corporate Structure	NA	Section 4.1.6	Page 5
Full Legal Name of Lead Contractor, Lead Designer, and QAM	NA	Section 4.1.7	Page 5
Offeror's VDOT prequalification information	NA	Section 4.1.8	Page 5
DBE statement confirming Offeror is committed to achieving the required DBE goal	NA	Section 4.1.9	Page 5
Final Completion Date	NA	Section 4.1.10	Page 5

ATTACHMENT 4.0.1.1

I-81 MM 48 Northbound Acceleration Lane Extension
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	Page 6
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	Pages 7-11
Offeror's VDOT prequalification information	NA	Section 4.2.3	Page 12
Evidence of obtaining bonding	NA	Section 4.2.4	Pages 13 & 14
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	Pages 17-25
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	Pages 15-16
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	Pages 15-16
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	Pages 26-28
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	Pages 29-31
Conceptual Roadway Plans	NA	Section 4.2.7	Volume II

Tab 2
Attachment 3.2



ATTACHMENT 3.2**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION****I-81 MM 48 Northbound Acceleration Lane Extension Design-Build Project**RFP NO. C00116161DB110PROJECT NO.: 0081-086-834 PE101, 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 3.2, 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 – January 28, 2021
(Date)
2. Cover letter of Addendum No. 1 – February 5, 2021
(Date)
3. Cover letter of Addendum No. 2 – March 8, 2021
(Date)
4. Cover letter of Addendum No. 3 – March 18, 2021
(Date)
5. Cover letter of Addendum No. 4 – March 25, 2021



March 26, 2021

SIGNATURE

DATE

J. Mitchell Simpson, PE

Executive VP/COO

PRINTED NAME

TITLE

Tab 3
4.1 Letter of Submittal





March 31, 2021

Jeffrey A. Roby, P.E., DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 5th Floor
Richmond, VA 23219

RE: **I-81 MM 48 Northbound Acceleration Lane Extension from MM 48 to MM 48.8, Smyth County, Virginia**
State Project No.: 0081-086-834 PE101, C501; Federal Project No.: NHPP-081-1(367);
Contract ID Number: C00116161DB110

Dear Mr. Roby:

The Wright Brothers-RK&K Team is ready and prepared to be your Design-Builder for the I-81 MM 48 Northbound Acceleration Lane Extension . Wright Brothers Construction Company, Inc. (Wright Brothers) in association with our Lead Designer RK&K (RK&K) have strategically formed this Design-Build (D-B) Team to successfully design and construct this project for the Virginia Department of Transportation (VDOT).

Our Team brings extensive design-build experience and substantial knowledge. With Wright Brothers' 59 years of constructing quality transportation facilities combined with RK&K's 97 years of design experience and in-depth VDOT knowledge, our Team has the perfect mix of expertise and experience. Wright Brothers has successfully delivered 13 design-build projects totaling \$498M and RK&K brings an impressive resume of 61 design-build projects totaling more than \$3.6 Billion in construction value.

■ **4.1.1** - This Letter of Submittal has been prepared on the Offeror's letterhead and identifies the full legal name and address of the Offeror. Wright Brothers will serve as the legal entity who will execute the Contract with VDOT and this letter has been signed by an authorized representative of Offeror's organization.

■ **4.1.2** - Wright Brothers declares intent, that if selected, we will enter into a contract with VDOT for the Project in accordance with the terms of this RFP.

■ **4.1.3** - Per Part 1, Section 8.2, Wright Brothers declares that the offer represented by the Proposal will remain in full force and effect for one hundred twenty (120) days after the date the Price Proposal is submitted to VDOT ("Letter of Submittal & Price Proposal Due Date").

■ **4.1.4 - Offeror's Primary Point of Contact** and ■ **4.1.5 - Offeror's Principal Officer**

J. Mitchell Simpson, PE, Executive VP/COO
Wright Brothers Construction Company, Inc
1500 Lauderdale Memorial Hwy., PO Box 437
Charleston, TN 37310
Phone: 423.605.0881 Fax: 423.336.2079
Email: MSimpson@wbcci.com

■ **4.1.6** - Wright Brothers Construction Company, Inc (Wright Brothers) is a corporation operating under federal tax ID number 62-0860614 and is financially responsible for the referenced project and does not have any liability limitations. Wright Brothers is liable for the performance of the work. A single Performance Bond for 100 percent (100%) of the Design-Build Contract value and a single Payment Bond for 100 percent (100%) of the Design-Build Contract value shall be provided by our surety. Wright Brothers was incorporated in Tennessee and registered with Virginia SCC as a Foreign Corporation. Our surety letter and SCC certificates are included in the Appendix of our original Statement of Qualifications, with copies in the electronic file.

WRIGHT BROTHERS CONSTRUCTION COMPANY, INC.

SINCE 1961

1500 LAUDERDALE MEMORIAL HWY • CHARLESTON, TN 37310

www.wbcci.com



■ **4.1.7** - The following identifies the full legal names of our team.

- **Lead Contractor: Wright Brothers Construction Company, Inc.** will serve as the prime/general contractor, be responsible for the overall construction of the Project, and will serve as the legal entity who will execute the Contract with VDOT.
- **Lead Designer: Rummel, Klepper, & Kahl, LLP** will serve as the prime design consulting firm responsible for the overall design of this Project.
- **Quality Assurance firm: Rummel, Klepper, & Kahl, LLP** will also serve as the firm to provide the Quality Assurance Manager for the Project.

■ **4.1.8** - Wright Brothers' VDOT Vendor ID No. is W276 and our qualifications have been approved by VDOT to bid on the Project at the time of the Letter of Submittal & Price Proposal Due Date. Please see attached approval letter from Harold R. Caples, P.E., VCCO - Asst. State Construction Engineer, Construction Division within the Attachments to the Letter of Submittal.

■ **4.1.9** - While Wright Brothers can self-perform virtually all work on the project, we are committed to achieving a ten percent (10%) DBE participation goal for the entire value of the contract. We will faithfully and aggressively solicit participation by qualified DBE contractors, designers, and materials suppliers, and fully expect to achieve project DBE goals.

■ **4.1.10** - Wright Brothers is committed to achieving a Final Completion of July 25, 2022 as directed by the RFP. We are prepared to provide our Proposal Schedule during the Notice of Intent to Award phase. In addition to a Final Completion date, this schedule will depict our overall sequence of work, durations of each work task, and deliverable required to complete the Project.

■ **4.2** - The following attachments are included within our Letter of Submittal:

4.2.1 - Full legal names and addresses of all affiliated and/or subsidiary companies (Attachment 4.2.1)

4.2.2 - Certification Regarding Debarment Form(s) Primary Covered Transactions (4.2.2(a) and & Lower Tier Covered Transactions (4.2.2(b) for the Lead Contractor, Lead Designer and Quality Assurance firm.

4.2.3 - Current listing of the Firm's prequalification as posted on VDOT's website indicating Offeror is currently prequalified (VDOT approval letter to bid on the Project at this time).

4.2.4 - Surety letter stating that the Offeror is capable of obtaining a performance and payment bond based on the current estimated contract value, which bonds will cover the Project and any warranty periods.

4.2.5 - Full size copies of DPOR licenses and SCC registrations for the Lead Contractor, Lead Designer and Quality Assurance firm. This information is also provided on Attachment 4.2.5.

4.2.6 - Three completed Work History Forms for the Lead Contractor (Attachment 4.2.6(a)) and three completed Work History Forms for the Lead Designer (Attachment 4.2.6(b)).

4.2.7 (Volume II) - Conceptual Roadway Plans showing the general Project layout, including plan view indicating the configuration of the acceleration lane extension and typical sections of the proposed improvements to I-81.

I, J. Mitchell Simpson, am an authorized officer for Wright Brothers and certify that the information submitted within this letter and the attached proposal are true and complete to the best of my knowledge.

We appreciate the opportunity to provide this proposal for your consideration. Wright Brothers is committed to the safety, quality, environmental stewardship, and the expeditious completion of this critical Project. We look forward to partnering with the Virginia Department of Transportation.

If you have any questions regarding our proposal, please feel free to contact me at 423.605.0881.

J. Mitchell Simpson, PE

Executive Vice President/COO

Tab 4

4.2 Attachments to the Letter of Submittal



Attachment 4.2.1
Affiliated and/or Subsidiary Companies

ATTACHMENT 4.2.1

I-81 MM 48 Northbound Acceleration Lane Extension

State Project No. 0081-086-834 PE101, C501

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Subsidiary	Wright Brothers Contracting, Inc.	1500 Lauderdale Memorial Hwy, Charleston, TN 37310
Subsidiary	ADI Pavement, LLC	6020 Pinehurst Ave, Chattanooga, TN 37421
Subsidiary	Wright Industrial Group, LLC	1500 Lauderdale Memorial Hwy, Charleston, TN 37310
Subsidiary	Hiwassee Paving, LLC	1500 Lauderdale Memorial Highway, Charleston, TN 37310



Attachment 4.2.2 (a)
Primary Tier Debarment Form

ATTACHMENT 4.2.2(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

I-81 MM 48 Northbound Acceleration Lane Extension

Project No.: 0081-086-834 PE101, C501

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.



03/29/21

Executive Vice President/COO

Signature

Date

Title

Wright Brothers Construction Company, Inc.

Name of Firm



Attachment 4.2.2 (b)
Lower Tier Debarment Forms

ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

I-81 MM 48 Northbound Acceleration Lane Extension

Project No.: 0081-086-834 PE101, C501

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

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



Signature

3/1/21

Date

Partner

Title

Rummel, Klepper & Kahl, LLP

Name of Firm

ATTACHMENT 4.2.2(b)

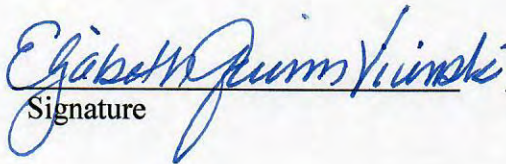
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

I-81 MM 48 Northbound Acceleration Lane Extension

Project No.: 0081-086-834 PE101, C501

- 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.

	3/9/2021	President
Signature	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT 4.2.2(b)

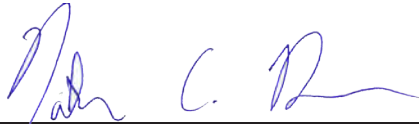
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

I-81 MM 48 Northbound Acceleration Lane Extension

Project No.: 0081-086-834 PE101, C501

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

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



Signature

3/11/2021

Date

Nate Dumas, Senior Associate

Title

Schnabel Engineering, LLC

Name of Firm

ATTACHMENT 4.2.2(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

I-81 MM 48 Northbound Acceleration Lane Extension

Project No.: 0081-086-834 PE101, C501

- 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.

<u>Chin'Chi</u>	<u>3/10/2021</u>	<u>Vice President</u>
Signature	Date	Title

Hurt & Proffitt, Inc.
Name of Firm



Attachment 4.2.3
VDOT Prequalifications

From: Caples, Harold <harold.caples@vdot.virginia.gov>
Date: Wednesday, March 10, 2021 at 10:48 AM
To: Mary Salyer <MSalyer@wbcci.com>
Cc: Mitchell Simpson <MSimpson@wbcci.com>, Joelle Cavitt <JCavitt@wbcci.com>, rr VDOT-Prequalification <prequalification@vdot.virginia.gov>
Subject: Re: Wright Brothers Construction Company, Inc. - PCI Waiver Request

[EXTERNAL EMAIL USE CAUTION]

Mary,

I have reviewed the qualifications of Wright Brothers Construction Company, Inc. and I find them acceptable for the purpose of bidding the referenced project. Therefore, I hereby waive the bidding restriction on your firm for this project.

This waiver is predicated on your compliance with the Rules Governing Prequalification. The rules state that you are limited to no more than three projects at any given time, each of these contracts will be limited to a maximum contract value of \$2 million not exceeding a total value of \$6 million (aggregate). This waiver allows you to bid beyond that dollar limit, but should you be successful on this project, you may be ineligible for any further VDOT work as a prime contractor until you receive a satisfactory VDOT performance evaluation.

VDOT looks forward to your submission.

Thank you,

Harold R. Caples, P.E., VCCO
Asst. State Construction Engineer
Construction Division
Virginia Department of Transportation
804-786-1630 (office)
804-840-1551 (cell)
harold.caples@vdot.virginia.gov





**Attachment 4.2.4
Surety Letter**



Elizabeth A. Hartzberg
Vice President

Marsh USA Inc.
1801 West End Avenue
Suite 1400
Nashville TN 37203
615 340 2515
Elizabeth.A.Hartzberg@Marsh.com
www.marsh.com

Mr. Jeffrey A. Roby, P.E. DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 5th Floor
Richmond, VA 23219

March 15, 2021

RE: 1-81 MM 48 Northbound Acceleration Lane Extension from MM 48 to MM 48.8, Smyth County, Virginia
State Project No.: 0081-086-834 PE101, C501; Federal Project No.:NHPP-081-1(367)
Contract ID Number: C00116161DB110

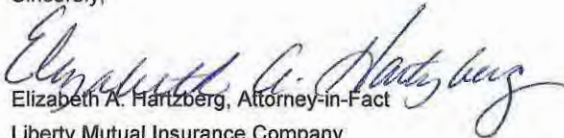
Dear Mr. Roby:

Liberty Mutual Insurance Company, a corporation under the laws of the State of Massachusetts, with an office and place of business located at 175 Berkeley Street, Boston, MA 02116, represents Wright Brothers Construction Company, Inc. for its surety bonding needs. As of the date of this writing, Wright Brothers Construction Company, Inc. remains in good standing with Liberty Mutual Insurance Company, which is affording continued surety credit for bonded obligations with single project sizes up to \$25,000,000 with an aggregate bonded surety program of \$375,000,000. The statement of these values is neither a commitment nor a limitation of the bonding capacity of Wright Brothers Construction Company, Inc. At the request of Wright Brothers Construction Company, Inc. Liberty Mutual Insurance Company will give favorable consideration to providing the required performance and payments bonds.

Please note that the decision to issue Performance and Payment Bonds is a matter between Wright Brothers Construction Company, Inc. and Liberty Mutual Insurance Company and will be subject to Liberty Mutual Insurance Company standard underwriting at the time of the final bond request, which will include but not limited to the acceptability of the contract documents, bond forms and financing. Liberty Mutual Insurance Company assumes no liability to Wright Brothers Construction Company, Inc., third parties or to you if for any reason Liberty Mutual Insurance Company does not execute said bonds.

If you have any questions or need any additional information, please do not hesitate to contact me.

Sincerely,



Elizabeth A. Hartzberg, Attorney-in-Fact
Liberty Mutual Insurance Company

A (Excellent) Rating by A.M. Best – Financial Size Category is XV



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

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

Certificate No: 8204866

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Elizabeth A. Hartzberg

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 15th day of February, 2021.

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



By: David M. Carey

David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 15th day of February, 2021, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

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

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.

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

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

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

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

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

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 15th day of March, 2021.



By: Renee C. Llewellyn

Renee C. Llewellyn, Assistant Secretary

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

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.



Attachment 4.2.5
DPOR Licenses and SCC Registrations

ATTACHMENT 4.2.5

I-81 MM 48 Northbound Acceleration Lane Extension

State Project No. 0081-086-834 PE101, C501

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
Wright Brothers Construction Co., Inc.	F0609950	Stock Corporation	Active	1500 Lauderdale Charleston, TN 37310	Contractor	2701034780	07/31/2021
Rummel, Klepper & Kahl, LLP (RK&K)	K0004178	General Partnership	Active	2100 E Cary Street Suite 309 Richmond, VA 23223	Business Entity Branch Office	0411000271	02/28/2022
Rummel, Klepper & Kahl, LLP (RK&K)	K0004178	General Partnership	Active	636 Shelby Street Suite 1A Bristol, TN 37620	Business Entity Branch Office	0411001585	02/28/2022
Rummel, Klepper & Kahl, LLP (RK&K)	K0004178	General Partnership	Active	10 S. Jefferson Street Suite 1010 Roanoke, VA 24011	Business Entity Branch Office	0411001468	02/28/2022
Rummel, Klepper & Kahl, LLP (RK&K)	K0004178	General Partnership	Active	12600 Fair Lakes Circle Suite 300 Fairfax, VA 22033	Business Entity Branch Office	0411000577	02/28/2022
Rummel, Klepper & Kahl, LLP (RK&K)	K0004178	General Partnership	Active	700 E Pratt Street Suite 500 Baltimore, MD 21202	Business Entity	0407002860	12/31/2021
Rummel, Klepper & Kahl, LLP (RK&K)	K0004178	General Partnership	Active	8601 Six Forks Road Forum 1, Suite 700 Raleigh, NC 27615	Business Entity Branch Office	0411001046	02/28/2022
Quinn Consulting Services, Inc.	0492551-7	S, Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	Business Entity	0407003733	12/31/2021
Quinn Consulting Services, Inc.	0492551-7	S, Corporation	Active	3130 Halifax Road Suite A, South Boston, VA 24592	Business Entity Branch Office	0411001544	02-28-2022

ATTACHMENT 4.2.5

I-81 MM 48 Northbound Acceleration Lane Extension

State Project No. 0081-086-834 PE101, C501

SCC and DPOR Information


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
Schnabel Engineering, LLC	S0889123	Limited Liability Company	Active	9800 JEB Stuart Parkway, Suite 200, Glen Allen, VA 23059	Business Entity	0407004368	12/31/2021
Hurt & Proffitt, Inc.	1428952	Stock Corporation	Active	1861 Pratt Drive, Suite 1100 Blacksburg, VA 24060	ENG, LS	0411001343	02/28/2022

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


EXPIRES ON
07-31-2021

NUMBER
2701034780

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H



WRIGHT BROTHERS CONSTRUCTION COMPANY INC
PO BOX 437
CHARLESTON, TN 37310



Mary Broz-Vaughan
Mary Broz-Vaughan, Acting Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)


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

EXPIRES ON
02-28-2022


NUMBER
0411000271

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

PROFESSIONS: ENG



RUMMEL KLEPPER & KAHL LLP
RK&K
2100 EAST CARY ST
SUITE 309
RICHMOND, VA 23223



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)


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

EXPIRES ON
02-28-2022


NUMBER
0411001585

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

PROFESSIONS: ENG



RUMMEL KLEPPER & KAHL LLP
636 SHELBY ST
STE 1A
BRISTOL, TN 37620



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)


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

EXPIRES ON
02-28-2022


NUMBER
0411001468

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

PROFESSIONS: ENG



RUMMEL KLEPPER & KAHL LLP
RK&K
10 S JEFFERSON ST
STE 1010
ROANOKE, VA 24011



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS) DPOR-LIC (02/2017)


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

EXPIRES ON
02-28-2022


NUMBER
0411000577

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

PROFESSIONS: ENG



RUMMEL KLEPPER & KAHL LLP
RK&K
12600 FAIR LAKES CIR, STE 300
FAIRFAX, VA 22030



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS) DPOR-LIC (02/2017)


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

EXPIRES ON
12-31-2021


NUMBER
0407002860

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

PROFESSIONS: ENG



RUMMEL KLEPPER & KAHL LLP
700 E PRATT ST STE 500
BALTIMORE, MD 21202



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS) DPOR-LIC (02/2017)

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

EXPIRES ON
02-28-2022

NUMBER
0411001046

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

PROFESSIONS: ENG



RUMMEL KLEPPER & KAHL LLP
8601 SIX FORKS RD FORUM 1 STE 700
RALEIGH, NC 27615



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)


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

EXPIRES ON
12-31-2021


NUMBER
0407003733

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

PROFESSIONS: ENG



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



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)


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

EXPIRES ON
02-28-2022


NUMBER
0411001544

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

PROFESSIONS: ENG



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



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

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

EXPIRES ON
12-31-2021

NUMBER
0407004386

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

PROFESSIONS: ENG



SCHNABEL ENGINEERING, LLC
9800 JEB STUART PKWY STE 200
GLEN ALLEN, VA 23059



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)


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

EXPIRES ON
02-28-2022


NUMBER
0411001343

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

PROFESSIONS: LS, ENG



HURT & PROFFITT INC
1861 PRATT DR STE 1100
BLACKSBURG, VA 24060



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That WRIGHT BROTHERS CONSTRUCTION COMPANY, INC., a corporation incorporated under the laws of TENNESSEE, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on April 12, 1989; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

October 19, 2020

A handwritten signature in cursive script, reading "Bernard J. Logan".

Bernard J. Logan, Interim Clerk of the

Commission

CERTIFICATE NUMBER : 2020101915055256



COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

June 29, 2020

C T CORPORATION SYSTEM
4701 Cox Rd Ste 285
Glen Allen, VA, 23060 - 6808

RECEIPT

RE: RUMMEL, KLEPPER & KAHL, LLP
ID: K0004178
FILING NO: 200629809036
WORK ORDER NO: 202006250720422

Dear Customer:

This is your receipt for \$50.00 to cover the fee for filing an annual continuation report for the above-referenced registered limited liability partnership.

The annual continuation report was filed on June 29, 2020.

If you have any questions, please call (804) 371-9733 or toll-free in Virginia, (866) 722-2551.

Sincerely,

Joel H. Peck
Clerk of the Commission

Delivery Method: Mail

P.O. Box 1197, Richmond, VA 23218-1197
Tyler Building, First Floor, 1300 East Main Street, Richmond, VA 23219-3630
Clerk's Office (804) 371-9733 or (866) 722-2551 (toll-free in Virginia) www.scc.virginia.gov/clk

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

That the corporation was incorporated on October 24, 1997;

That the corporation's period of duration is perpetual; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

August 21, 2020

A handwritten signature in cursive script, reading "Bernard J. Logan".

Bernard J. Logan, Interim Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That Schnabel Engineering, LLC is duly organized as a limited liability company under the law of the Commonwealth of Virginia;

That the date of its organization is December 19, 2002; and

That the limited liability company is in existence in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
August 3, 2016*

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

CISECOM
Document Control Number: 1608035657

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That HURT & PROFFITT, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is January 9, 1973;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
May 29, 2019*

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



Attachment 4.2.6 (a)
Lead Contractor Work History Forms

ATTACHMENT 4.2.6(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-20 Widening West of Kelly Creek Location: St. Clair County, AL	Name: PBS&J	Name of Client/ Owner: Alabama DOT Phone: (205) 581- 5908 Project Manager: Gary Smith Phone: (205) 581- 5915 Email: smithg@dot.state.al.us	06/2014	06/2014	\$54,000	\$75,600* *Cost overruns were due to Owner initiated change orders.	\$45,360

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

This I-20 Widening West of Kelly Creek project illustrates a construction project that includes widening of an existing interstate highway /highway ramp.

Additionally, it also illustrates a construction project on a primary interstate highway that includes rock excavation by blasting or mechanical means.

On this project, **Wright Brothers** was the prime contractor with the Alabama DOT constructing 8.1 miles of I-20 widening from West of Kelly Creek to the end of the Median Barrier in St. Clair County. This project, situated on I-20 on the outskirts of Birmingham between Leeds and Pell City, is located on the busy main artery between Birmingham, Alabama and Atlanta, Georgia. The average daily traffic count at the time was an estimated 75,000 and this was the last leg of the busy highway to be expanded, causing a bottleneck to form. The project consisted of the addition of one new travel lane in each direction and the expansion of three bridges.

Roadway/Structures Design and Construction: Wright Brothers expanded 8.1 miles of I-20 by adding one travel lane in each direction. This included the widening of the Cook Springs exit ramp, which maintained its original design from the 1960s. Wider lanes, an added shoulder and a new retaining wall were added to meet modern standards and the increased traffic volumes.

Blasting/Geotechnical: This hilly area of I-20 in Alabama had long been considered dangerous, due to the narrowness of the highway and how terrain would slow down traffic, especially in inclement weather. The addition of one lane in either direction will help, but stabilizing the aging the slopes above paramount. The aging interstate rock slopes, past blasting practices and legacy issues compounded by the proximity of the rock slope to I-20 made blasting a challenge. Original cuts left hard sandstone over shale in steep 4-on1 cuts (65-75 degrees after aging). Wright Brothers worked with traffic control to get active lanes as far as possible from blasting, giving the blaster room to turn the blast cast parallel to live roadway. Wright Brothers also blasted at night and off-peak hours to ensure to lessen the impact to the traveling public.

This project included 1.1 million CY of excavation, three (3) bridges and construction of 11 MSE retaining walls (58,500 SF). Half of the unclassified excavation was drilled and blasted by Wright Brothers forces at night to avoid impacts to the traveling public.



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: U.S. 27 Reconstruction Location: Chattanooga, TN	Name: Volkert	Name of Client/ Owner: TDOT Phone: (423) 510-1271 Project Manager: Ken Flynn Phone: (423) 510-1271 Email: Ken.Flynn@tn.gov	10/2014	06/2014	\$102,500	\$105,000* Owner Initiated change orders	\$57,750

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

This TDOT/CNK2333 US 27 Reconstruction project illustrates the construction of a on an interstate highway that includes maintenance of traffic as well as traffic control for traffic volumes exceeding 10,000 vehicles a day.

Additionally, it also illustrates a construction project that includes widening of an existing interstate highway or interstate highway ramp.

This \$102.5M project involved the reconstruction of 1.6 miles of US 27, and included an major interchange at Manufacturers Road and Signal Mountain Boulevard. The revamp of this span resulted in improved vehicular flow, better access to the city, and maybe even new development in areas around the Chattanooga's North Shore and Signal Mountain Road.

Traffic Control Measures: In 2010, before construction began, an average of 73,000 cars traveled US 27 daily. During construction, traffic lightened to 60,000 average traveling the road. As this was a reconstruction project, all work activities have to be completed around an active highway system and railroad. High highway traffic volumes require great detail being given to the phasing / traffic control. Wright Brothers developed a revised traffic control plan for the project eliminating an entire traffic control shift for the entirety of the project corridor. This revised traffic control plan lessened

the impact on the traveling public and accelerated construction activities on the project. Due to the close proximity to the railroad, extensive shoring and planning was required for bridge construction. This also meant a significant amount of our work had to be completed at night due to high traffic volumes and railroad track schedules.

Roadway/Structures Design and Construction: At the time of its construction, this project was one of the most expansive TDOT had undertaken in southeastern Tennessee, expanding the inadequate, congested four-lane highway into six through lanes, eight in the more heavily congested areas between Manufacturers Road and US 127 (Signal Mountain Blvd).

In addition to roadway design and construction, this 1.6 mile project, which is a core connector into downtown Chattanooga, included 15 anchored retaining walls with concrete facing; 15 MSE block retaining walls; over 600,000 CY of excavation; 278,000 CY of borrow excavation; 9,500 LF of storm drainage; seven overhead sign structures; ITS communication throughout the project; five concrete girder bridges including two over Norfolk Southern Railroad; one curved steel girder bridge; and other roadway items. Over 80,000 tons of hot asphalt mix was used on this project.

The anchored soldier pile retaining walls with concrete facing are constructed with top down construction techniques. Soldier piles for the walls are installed then excavation in 5FT to 10 FT lifts then commences with the installation of wood lagging for shoring being placed in between the piles. As a lift of excavation and shoring is completed tie back anchors are then installed in the wall. Once the walls are fully excavated and all anchors are installed reinforced concrete facing is then installed on the front of the walls.

44 High-mast lighting structures were installed for better visibility, some exceeding over 100 feet in height, along with new traffic cameras. These additions improve safety along the highly-traveled roadway.



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: US 64 Asheboro Bypass Design-Build Location: Randolph County, NC	Name: RK&K	Name of Client/ Owner: NCDOT Phone: (910) 773-8027 Project Manager: Reuben Blakeley, PE Phone: (910) 773-8027 Email: rblakley@ncdot.gov	08/2019	09/2020	\$244,000	\$255,000* Owner initiated change orders	\$102,000

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

This Asheboro Bypass Design-Build project illustrates the construction of a primary or interstate highway that includes rock excavation by blasting or mechanical means.

Wright Brothers was a joint-venture partner for this 16.7-mile long, high-profile, aesthetically pleasing, four-lane divided highway on new location. Serving more than functionality, the team's "Gateway Design" provided an aesthetically pleasing facility which serves as both a pleasant and smooth-riding passageway around the City of Asheboro and a welcoming gateway to the nation's largest natural habitat zoo. The Team coordinated bridge and landscape designs aesthetics to highlight the Zoo and incorporate an "open air" look.

Roadway/Structures Design and Construction: The Bypass is a controlled access (no driveways) highway, in which both directions of travel are separated by a grassy/landscaped median. A short connector road will provide access from Zoo Parkway to the Zoo Connector and the Bypass. The NC 159 grade-separation was eliminated and a roundabout at the zoo entrance was designed and constructed. The NC 159 interchange with US 64 was also eliminated.

Blasting: In all, 12% of this massive project consisted of blasting and rock excavation. In all, over 800,000 CY of rock was shot for road construction.

In addition to roadway design and construction, this 16.7-mile project included the 23 new bridges, 12 culverts and a 1,600-foot long sound barrier. Interchanges were included at: US 64 on both ends of the project; NC 49; I-73/74 (US 220 Bypass); Zoo Connector; and NC 42.

The project required 8M CY of excavation, and 785,000 TN of asphalt.

Geotechnical: The team was responsible for the subsurface explorations and geotechnical engineering reports for two of the bridges and the two-mile Zoo Connector roadway. The roadway report addressed undercut for pavement and embankment subgrades, slope stability, subsurface drainage, and rock excavation. Geotechnical engineering reports were prepared for abutment retaining walls and culverts as well.

Utilities: The project included more than 3.4-miles of waterline, force main sewer and gravity sewer lines, varying in size from 4-inch up to 16-inch for three separate owners, with the City of Asheboro owning over 3, 600 LF of sewer gravity and force mains and over 10,500 LF of waterline relocations. The team provided utility coordination for the relocation of dry utilities impacted, including three power transmission lines requiring new rights-of-way and environmental permitting coordination. A total of seven utility owners were in the project limits; three power, three telecommunication and one gas.

Partnering with Wright Brothers, **RK&K** served as the Lead Design Firm and was responsible for design management and multi-discipline design services.

Wright Brothers and RK&K received an impressive technical score of 90.0 during the design-build selection process.





Attachment 4.2.6 (b)
Lead Designer Work History Forms

ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. 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: I-81 Exit 14 Interchange Modifications Location: Washington County & Town of Abingdon, VA	Name: W-L Construction & Paving, Inc.	Name of Client.: VDOT Phone: (276) 696-3251 Project Manager: Chase Buchanan, PE Phone: (276) 696-3251 Email: Chase.Buchanan@VDOT.Virginia.gov	12/2015	10/2018	\$29,042	\$29,329 (Owner Approved Changes)	\$1,183

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

This I-81 project illustrates the widening of an existing interstate highway or interstate highway ramp.

Project Scope: RK&K was the Lead Designer responsible for the development of right of way and construction plans for improvements to I-81 Exit 14. The proposed \$29 million improvements were developed as a phased contract to reconfigure the interchange to improve traffic operations and realign the mainline of I-81 for approximately one mile on each side of the interchange. Additional improvements included raising the grade on I-18 to provide additional vertical clearance over

Jonesboro Road, the realignment of Dennison Drive and the widening of Jonesboro Road through the interchange. Engineering services included traffic analysis, development of the IJR and conceptual interchange designs. Following selection of a recommended alternative, RK&K developed final design plans for roadway, drainage, stormwater, sign, signal, pavement markings, detailed TMP, Work Zone Traffic Impact Analysis, Right of Way, special design retaining wall, construction schedule, contract time determination report, quantities/summaries and TRNS.PORT estimate. RK&K worked directly with the VDOT Bridge consultant to coordinate horizontal and vertical alignments for the mainline of I-81 and incorporated appropriate elements of the proposed bridge designs into the roadway plans and TMP.

- **Innovative Design/Construction Techniques:** RK&K worked closely with VDOT staff to develop a design that maximized the use of existing right of way to reduce impacts to adjacent properties while providing sufficient room for the contractor to work. RK&K's innovative stormwater management design minimized the size of BMP facilities and also took advantage of existing right of way and undeveloped property to minimize property impacts. RK&K was also able to convert a portion of existing Dennison Drive scheduled to be demolished into a park and ride lot without impacting adjoining property.
- **Limiting Impacts to the Traveling Public/Businesses/Communities/Safety:** RK&K's detailed maintenance of traffic plan was developed to minimize impacts to the traveling public at this congested interchange and was phased to make improvements to known congestion problems as early in the construction process as possible to lessen impacts to motorists during replacement of the bridges and work on Jonesboro Road. RK&K worked with VDOT and businesses along Jonesboro Road to develop a Transportation Management Plan to limit the amount of time a necessary detour was in place.
- **Implementing/Maintaining QA/QC Plan:** RK&K's QA/QC process incorporated detailed reviews of plans and supporting data prior to all key milestone submittals and included constructability reviews by RK&K's in-house CEI staff. The subsequent plan submittals resulted in minimal review comments which allowed the design process to move forward on schedule and on budget.
- **Maintenance of Traffic:** The TMP included detailed maintenance of traffic plans that were developed in eleven (11) phases and were closely coordinated with the bridge replacement plans that were developed by VDOT. The MOT plans phased construction of the realignment of the I-81 mainline for both northbound and southbound traffic, reconstruction of interchange loops and ramps, and widening of Jonesboro Road. A detailed detour plan was also developed for the two-week closure of the northbound exit loop in association with the construction of the new northbound bridge.
- **Structures & Bridges:** VDOT contracted with a separate consultant for the design of the two replacement bridges. RK&K coordinated the design of the approach roadways and MOT with the bridge designer. RK&K provided design services for several hundred feet of MSE wall along northbound I-81 and also provide geotechnical services associate with the higher proposed grades on northbound I-81 adjacent to the proposed MSE wall and nearby stormwater BMP.
- **Public Outreach/Involvement:** RK&K provided the brochure, comment sheet, displays and other supporting data for the Design Public Hearing. RK&K participated in the hearing and also assisted the Department with development of the formal transcript and responses to comments and questions following the hearing.



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: I-64 Widening and Route 623 Interchange Improvements (Design-Build) Location: Goochland and Henrico Counties, VA	Name: Corman Construction, Inc.	Name of Client.: Virginia DOT Phone: 804.720.4229 Project Manager: Shane Mann Phone: 804.524.6433 Email: shane.mann@vdot.virginia.gov	09/2013	11/2015	\$33,238	\$34,862 (Owner Approved Changes)	\$2,500

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

This I-64 Design-Build project illustrates an interstate or a limited access primary highway that includes maintenance of traffic as well as traffic control for traffic volumes exceeding 10,000 VPD.

RK&K served as the Lead Designer for this design build project which involved widening 4.5 miles of I-64 from a four-lane divided freeway to a six-lane divided freeway, with additional through lanes constructed to the inside of I-64 in both the eastbound and westbound directions. The project began west of the interchange with Route 623 and extended to I-295, and included two replacement bridges and improvements to the I-64/Route 623 interchange.

- **Roadway Design** – This segment of I-64 serves as the primary connection between the cities of Richmond and Charlottesville with traffic

volumes in the area at nearly 50,000 vehicles per day. Design on this freeway, with a 75-mph design speed, included the following roadway improvements: addition of one 12-foot wide lane in each direction of I-64, a 12-foot-wide paved shoulder in each direction, median guardrail installation and outside shoulder guardrail replacement. The I-64/Route 623 interchange improvements included widening both off ramps from I-64 to Route 623 to provide additional turn lanes, the addition of a left turn lane on Route 623 southbound to access I-64 eastbound, and upgrading the existing traffic signal. Existing utilities were located and the design was adjusted to minimize conflict and avoid schedule delays that are commonly associated with relocations.

- **Structures and Bridges** – Twin replacement bridges were designed for I-64 over Little Tuckahoe Creek. The new 130' simple span prestressed concrete girder bridges replaced the existing three-span steel girder bridges which resulted in a cost effective design that lowered VDOT's overall maintenance requirements as compared to the RFP's requirement to only replace the superstructure. Design considerations included designing for staged construction, significant skew and extreme scour conditions. An innovative abutment design was used, incorporating MSE-type straps at the abutment walls to carry a portion of the lateral loads, reducing the number of augured piles required for lateral stability of the abutments. It also included design of foundations for signal and overhead sign structures, upgrades to pier protection barriers to meet current standards at existing overpasses, and placement of five MSE retaining walls at existing culvert locations. Using these walls to support the widened roadway, in lieu of extending the culverts, avoided additional stream and wetland impacts. .
- **MOT/TMP** – RK&K developed a comprehensive Transportation Management Plan (TMP) and Maintenance of Traffic (MOT) plans for managing traffic during construction, which included a traffic operations plan, temporary traffic control plan and public communications plan. The sequence of construction was designed so that construction could be accomplished in two phases, with two lanes of traffic in each direction maintained throughout construction.
- **Environmental** – RK&K provided full service environmental design and permitting for this project.
- **Geotechnical** – Work included subsurface explorations, laboratory testing including soil classification, strength, and consolidation parameters, design of permanent and temporary pavement sections, assessment and mitigation for unsuitable soils, foundation design for overhead sign and signal structures, and analysis of MSE retaining walls at culvert locations. Specific to structures, also provided foundation design for the replacement bridges and associated wingwalls, utilizing rock-socketed steel H-piles and an innovative design where MSE-style reinforcement straps were used to reduce the lateral load on abutment piles. .
- **Hydraulics / Drainage** – RK&K performed a full Hydrologic and Hydraulic Analysis (H&HA) for the bridge crossings over Little Tuckahoe Creek, including HEC-RAS modeling and scour analysis. Drainage design included design of stormwater management facilities, erosion and sediment control measures, bridge deck drainage, adequate outfall analysis, underdrains, storm sewer systems, and design of temporary drainage needs for MOT sequencing.



Successful Project Delivery

Plan submittals were delivered on schedule, allowing construction to begin on time; Two replacement bridges were designed that provided VDOT with new structures with a longer life and fewer maintenance issues than rehabilitating and maintaining the existing bridges, at a lower cost than repair and rehabilitation; Innovative use of MSE retaining walls at culvert locations to reduce cost and environmental impacts; This project earned the second highest Construction Quality Improvement Program (CQIP) score for a Design-Build project; Construction was completed on schedule to be completed by contract completion date; The DBE goal of 10% was exceeded.

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: WV Route 2 Design-Build, Cresap to McKefrey Location: Marshall County, WV	Name: J.F. Allen Company	Name of Client.: WVDOT Phone: (304) 414-6400 Project Manager: Dirar M. Ahmad Phone: (304) 414-6400 Email: Dirar.M.Ahmad@wv.gov	07/2008	10/2011	\$21,300	\$21,300	\$2,177

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

This WV Route 2 Design-Build project illustrates a primary or interstate highway that includes design of cut slopes in rock.

RK&K was the Lead Designer for WVDOT's second design-build project. RK&K provided design services for a 1.8-mile segment of WV Route 2 from Cresap to McKefrey, including roadway widening from an existing two-lane to a new 4-lane divided highway, which was constrained by a CSX railroad line and the Ohio River on one side and a mountainous terrain on the other. The CSX line forced the widening to occur into the mountainside requiring a challenging, substantial rock cut. As part of the high rock cut design, rock catchment zones were added to prevent rock from entering the highway.

As part of the project, a replacement bridge was constructed over Hog Run at the south end of the project study area. The new bridge was built to a five-lane section in order to provide a left-turn into an adjacent industrial facility. The replacement bridge consisted of a 120-foot long simple span steel girder, which was constructed in phases so access could be maintained during construction. One abutment was designed as a spread footing founded in rock and the other abutment founded on piling. Semi-integral abutments were incorporated into the design along with standard WV approach slabs, which eliminated roadway joints thereby reducing long term maintenance issues and costs. RK&K's structural team worked closely with our H&H engineers, Maintenance of Traffic (MOT) engineers and Geotechnical engineers to develop a cost-effective solution. With respect to H&H, the bridge span was established considering the Hog Run flow characteristics and associated flood elevations, which were generally controlled by the Ohio River. With respect to MOT, the phased construction of the bridge was developed based upon the need to maintain two lanes of traffic throughout construction. Phase 1 required demolition of a portion of the existing bridge structure and construction of enough new bridge to carry two lanes of traffic while the remainder of the existing bridge carried two lanes of traffic.

Schedule – The schedule was accelerated through careful coordination with stakeholders including CSX and the utility companies. By including these stakeholders during the early design stages, RK&K was able to set expectations for the project, eliminate potential conflicts through smart design, and coordinate the work required to be completed by the utilities companies with the E&SC and MOT plans. This allowed work to occur simultaneously rather than sequentially, reducing the overall duration of the project.

Mobility – With few convenient alternate routes, maintenance of traffic was a primary concern on this project. The team used careful coordination of highway, utility, and bridge construction sequences to ensure that traffic flow was maintained in an efficient and safe manner. This coordination effort continued throughout construction as various work was either accelerated or delayed based on field conditions.

ROW and Environmental Resources – RK&K used innovative approaches to culvert, SWM, E&SC, and geotechnical design to ensure that the required improvements could be constructed within the available right of way and without impacts to existing environmental resources. One example was allowing an enlarged ditch/vegetated buffer to provide downstream flow attenuation, water quality, and rock fall protection area.

Design Excellence – RK&K engaged in regular meetings with the contractor, CSX, the utilities companies, and WVDOH to discuss schedule and ensure that expectations of all parties were aligned. When issues occurred, RK&K worked quickly to resolve the issues to the satisfaction of all parties. These actions greatly reduced the amount of time and effort required for design reviews and minimized the number of field revisions that were required.

Award Winning Project - This project received the Excellence in Construction Award Infrastructure Heavy Category and the Award of Excellence from the Associated Builders & Contractors.





 1500 Lauderdale Memorial Highway, Charleston, TN 37310

 423.336.2261  www.wbcci.com



Volume II Conceptual Roadway Plans

Design-Build

I-81 MM 48 Northbound Acceleration Lane Extension

Smyth County, Virginia

Contract ID Number: C00116161DB110

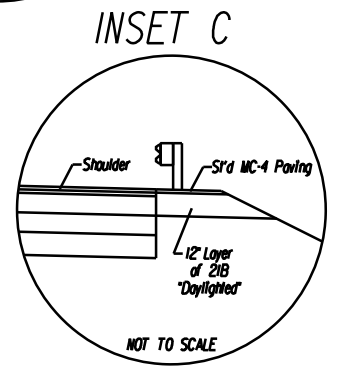
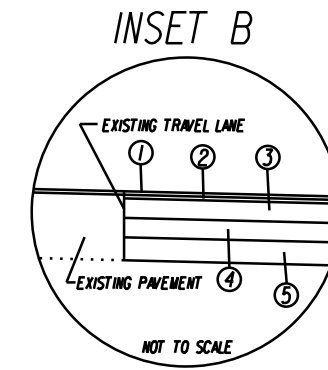
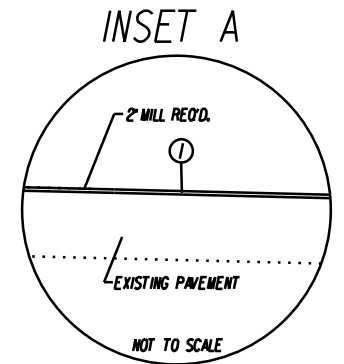
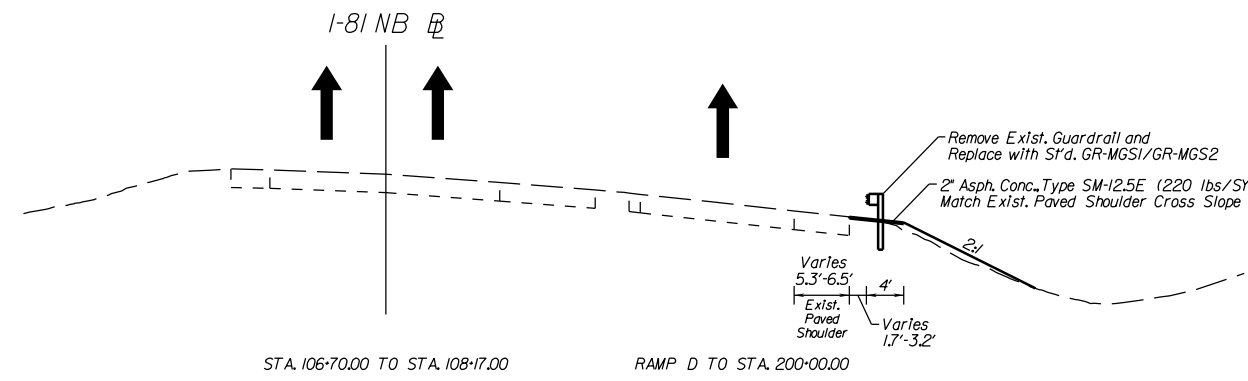


April 12, 2021

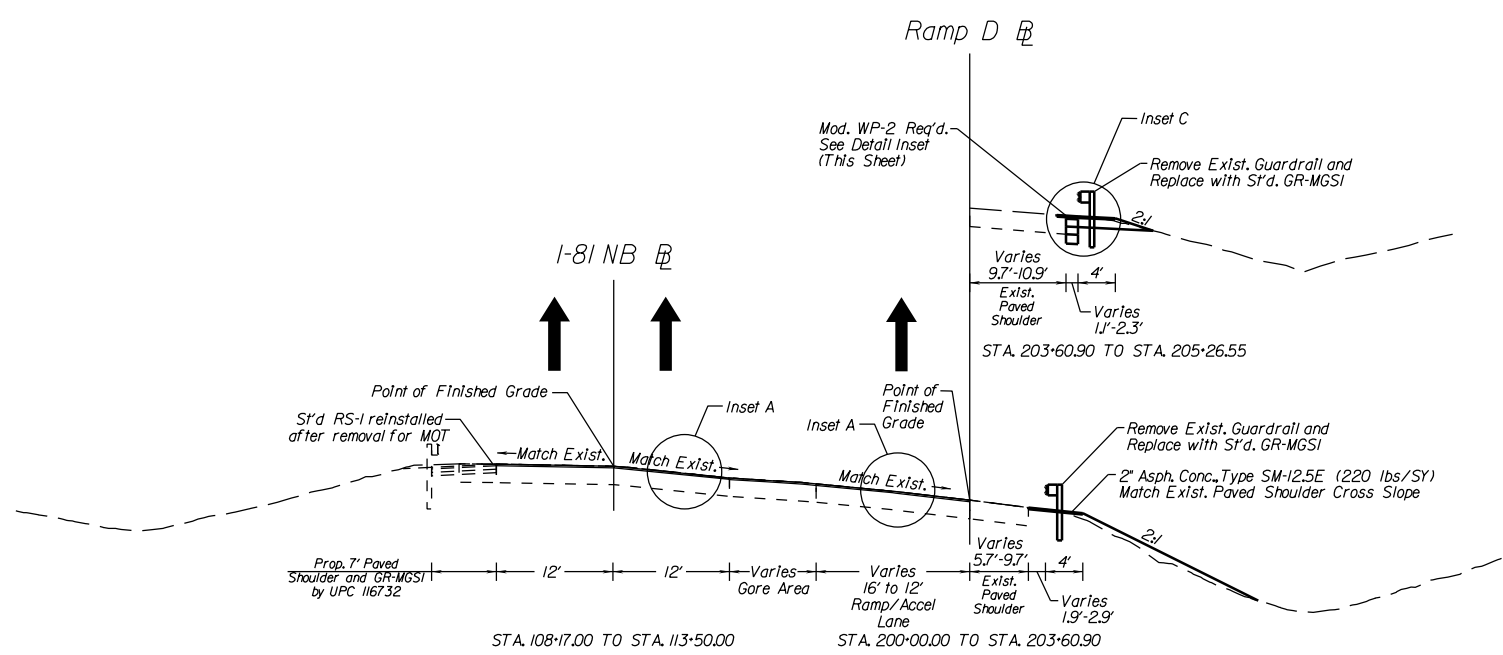
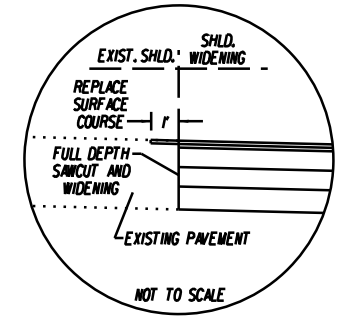


Tab 1
4.2.7 Conceptual Roadway Plans

TYPICAL SECTIONS



MOD. WP-2 DETAIL INSET



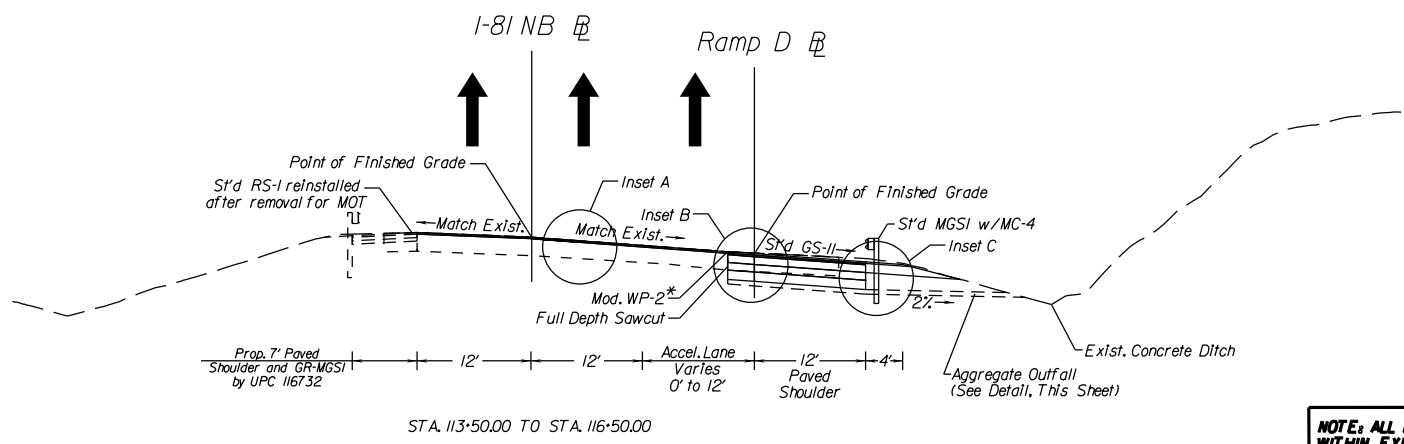
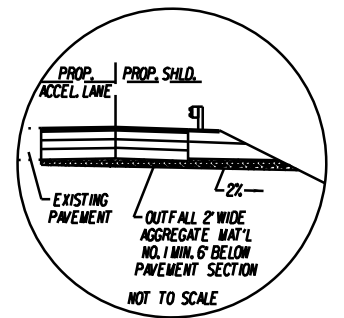
PAVEMENT LEGEND

- ① 2" Asphalt Concrete, Type SM-12.5E (220 Lbs./SY)
- ② 2" Asphalt Concrete, Type IM-19.0E (230 Lbs./SY)
- ③ 10" Asphalt Concrete Base Course, Type BM-25.0A
- ④ 10" Aggregate Base Material, Type I No. 21B (Note: 2" of the 10" is for Levelling Course over No. 1 Aggregate)
- ⑤ 12" Aggregate Mat'l. No. 1

Note - VDOT St'd. CS-4B Sideslope Grading Req'd. In areas without rock excavation

* - The Modification to St'd. WP-2 is with regard to the location of the full depth saw cut only.

AGGREGATE OUTFALL DETAIL INSET



NOTE: ALL LIMITS OF CONSTRUCTION ARE WITHIN EXISTING RIGHT OF WAY LIMITS

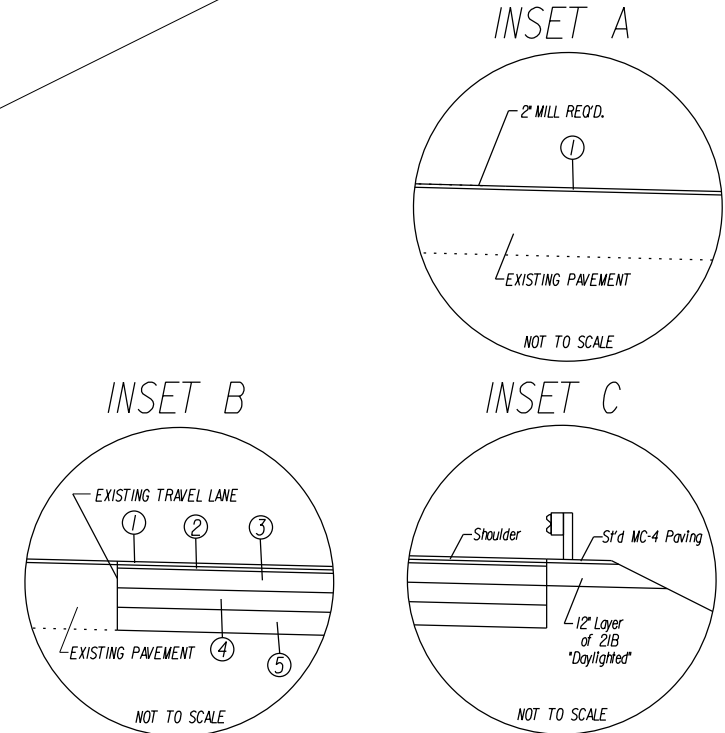
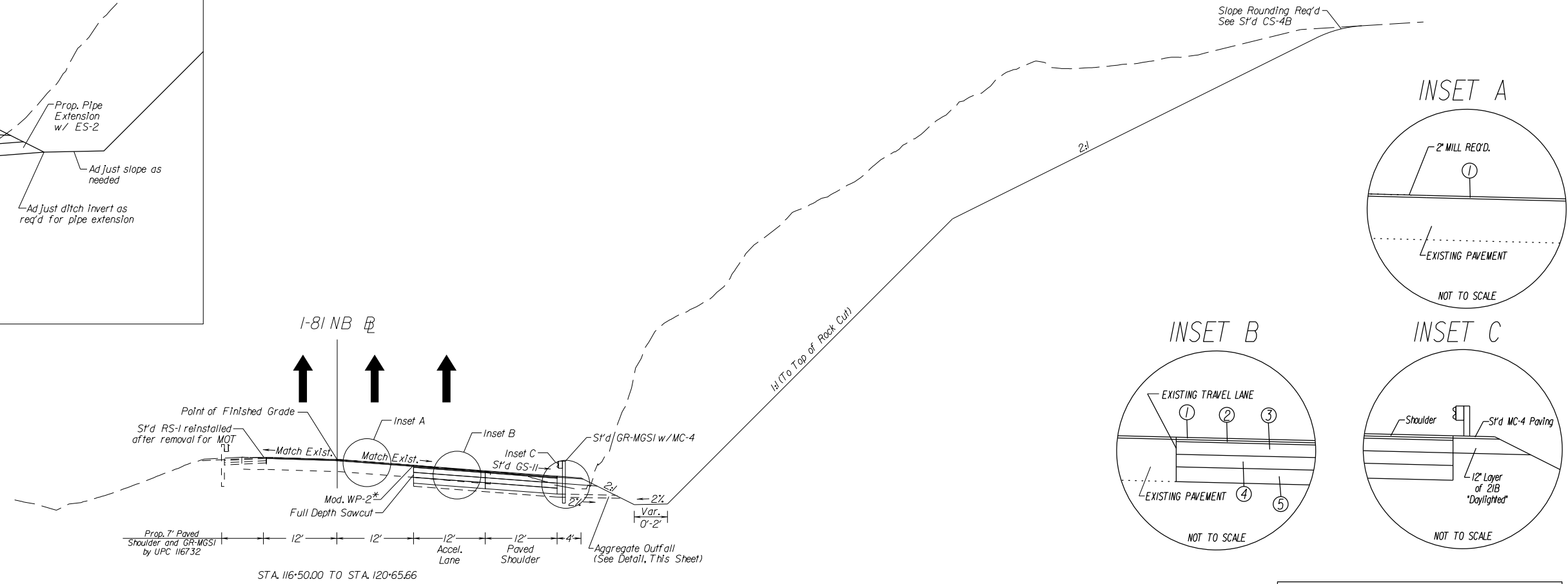
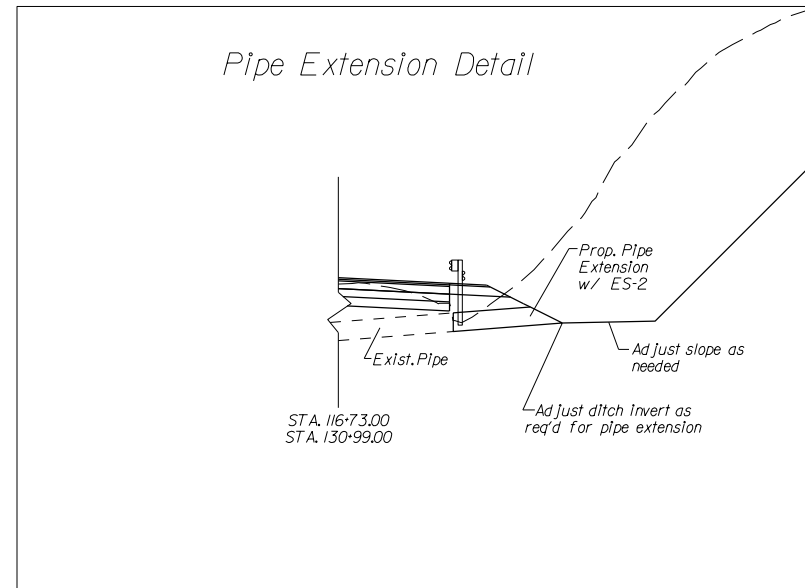
NOT TO SCALE




STATE PROJECT NO. 0081-086-834, P101, R201, C501

UPC NO. 116161 SHEET NO. 2A11

TYPICAL SECTIONS

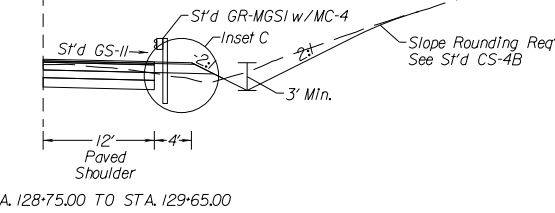
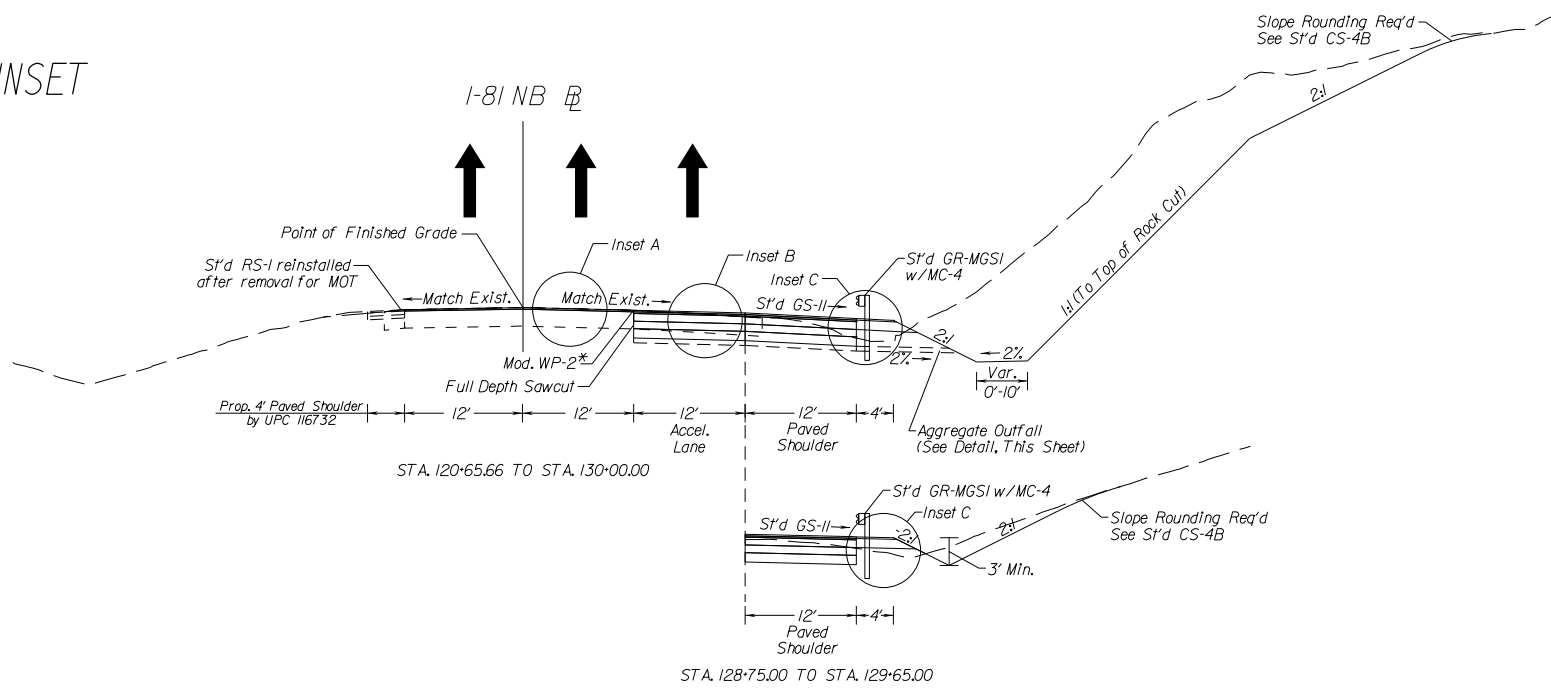
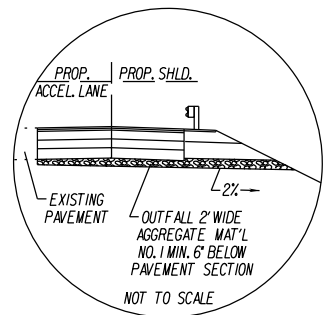


PAVEMENT LEGEND

- ① 2" Asphalt Concrete, Type SM-12.5E (220 Lbs./SY)
- ② 2" Asphalt Concrete, Type 1M-19.0E (230 Lbs./SY)
- ③ 10" Asphalt Concrete Base Course, Type BM-25.0A
- ④ 10" Aggregate Base Material, Type 1 No. 21B (Note: 2" of the 10" is for Leveling Course over No. 1 Aggregate)
- ⑤ 12" Aggregate Mat'l. No. 1

Note - VDOT S'd CS-4B Slope Grading Req'd. In areas without rock excavation

AGGREGATE OUTFALL DETAIL INSET



NOTE: ALL LIMITS OF CONSTRUCTION ARE WITHIN EXISTING RIGHT OF WAY LIMITS

NOT TO SCALE

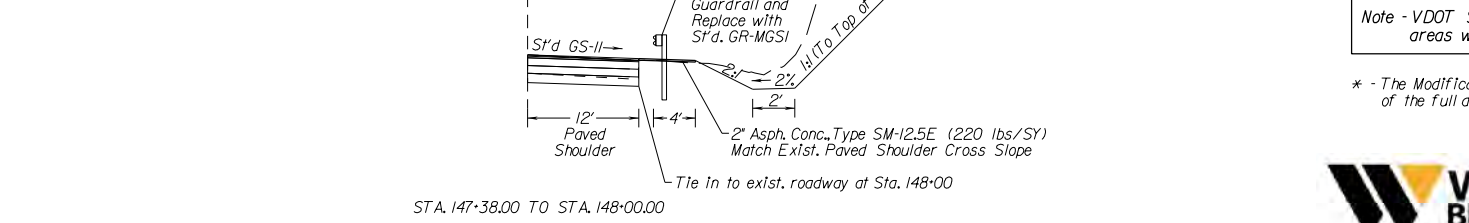
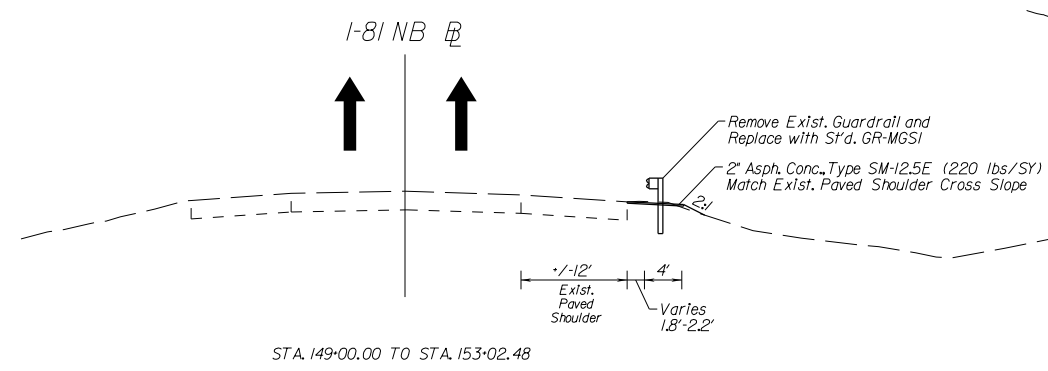
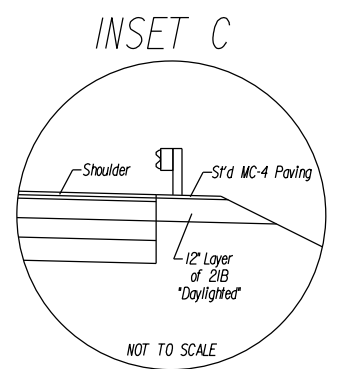
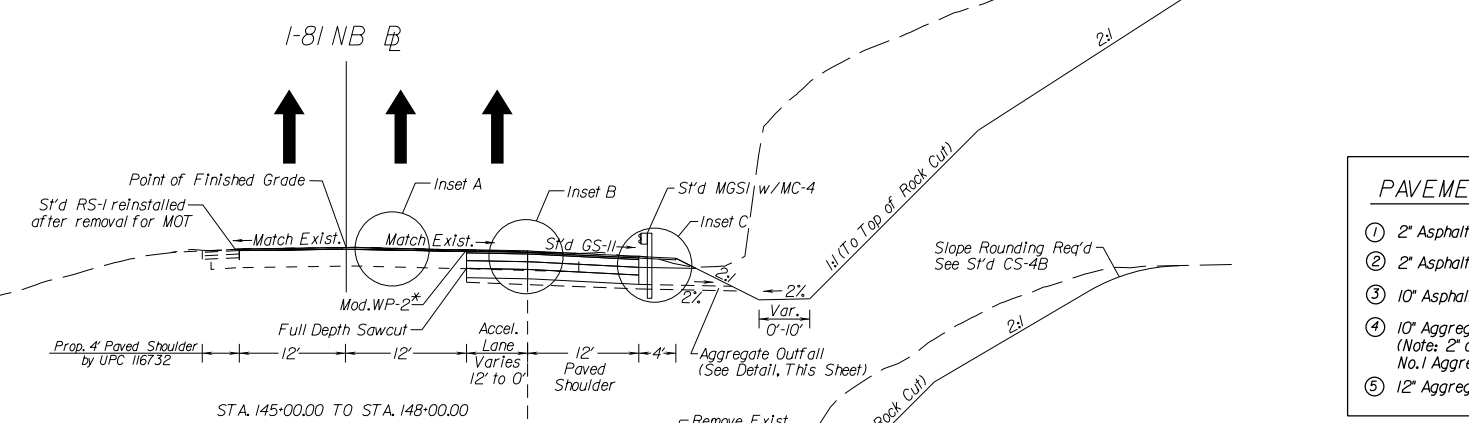
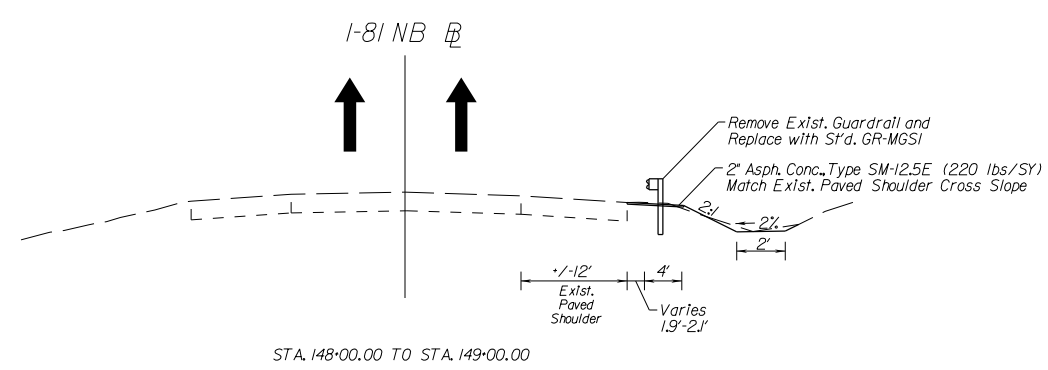
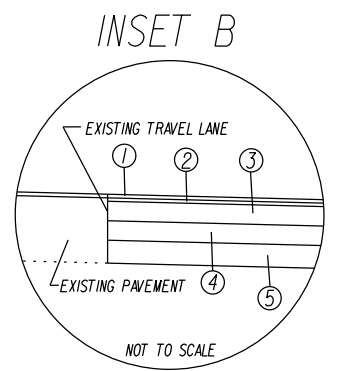
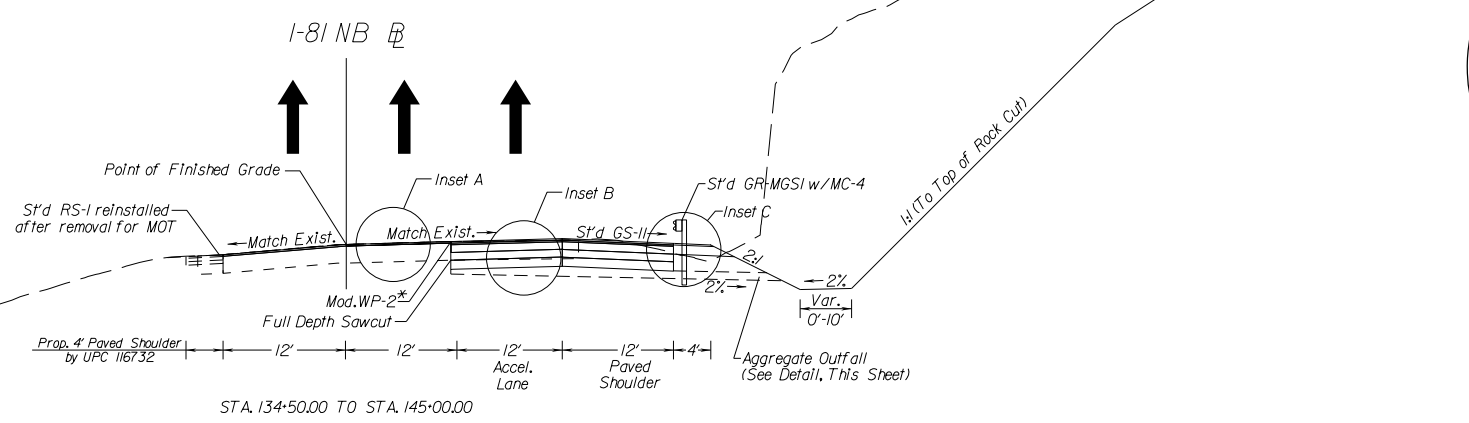
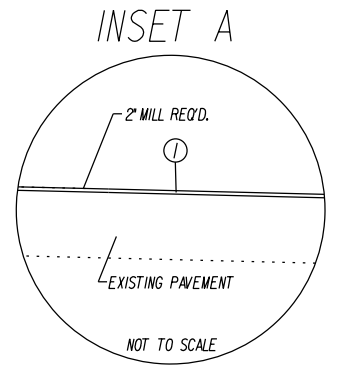
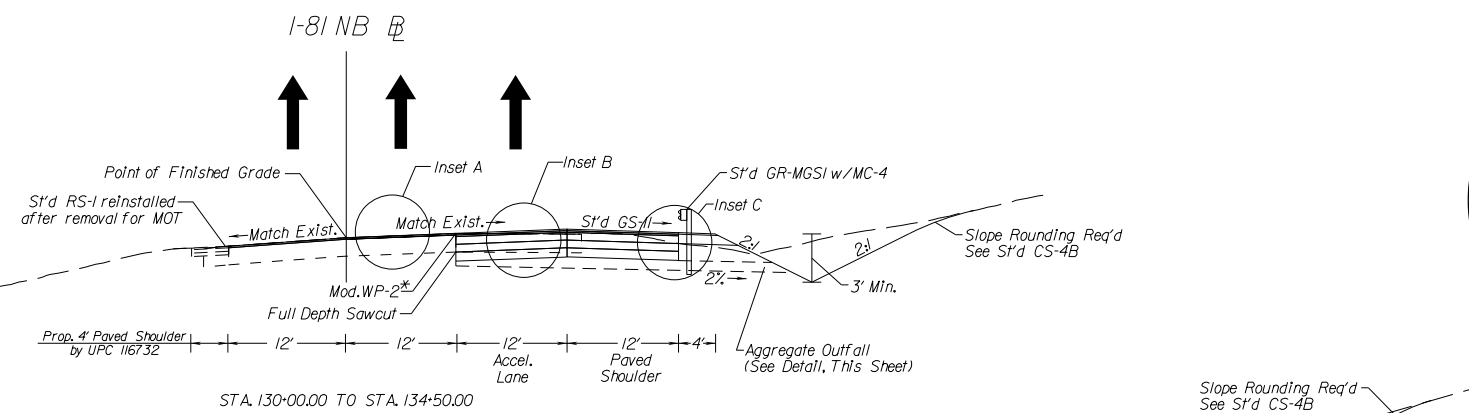
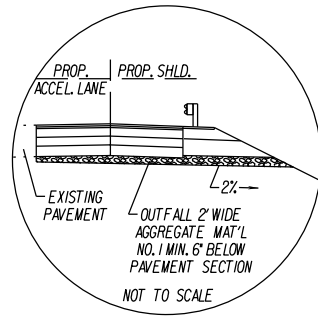
WRIGHT BROTHERS CONSTRUCTION COMPANY, INC. **RK&K**

STATE PROJECT NO. 0081-086-834, P101, R201, C501

UPC NO. 116161 SHEET NO. 2A(2)

TYPICAL SECTIONS

AGGREGATE OUTFALL DETAIL INSET



PAVEMENT LEGEND

- 2" Asphalt Concrete, Type SM-12.5E (220 Lbs./SY)
- 2" Asphalt Concrete, Type IM-19.0E (230 Lbs./SY)
- 10" Asphalt Concrete Base Course, Type BM-25.0A
- 10" Aggregate Base Material, Type 1 No. 21B (Note: 2" of the 10" is for Leveling Course over No. 1 Aggregate)
- 12" Aggregate Mat'l. No. 1

Note - VDOT S't'd. CS-4B Sideslope Grading Req'd. in areas without rock excavation

* - The Modification to S't'd. WP-2 is with regard to the location of the Full depth saw cut only.

NOTE: ALL LIMITS OF CONSTRUCTION ARE WITHIN EXISTING RIGHT OF WAY LIMITS

WRIGHT BROTHERS CONSTRUCTION COMPANY, INC. RK&K

CONCEPTUAL ROADWAY PLANS

Design Criteria		Interstate 81 Northbound	Ramp D
Classification		Interstate	Interchange Ramp
Geometric Design Standard		GS-INT	GS-R
Terrain		Rolling	Rolling
Average Daily Traffic (ADT)	Current (2018)	14,227	1,333
	Design (2045)	16,919	1,585
Speed	Posted	70	50
	Design	70	50
Design Vehicle		WB-67	WB-67
Minimum Curve Radius		1821	760
Superelevation	Standard	Match Existing	Match Existing
	Max Rate	Match Existing	Match Existing
Maximum Grade		4.0%	5.0%
Minimum Stopping Sight Distance		730	425
Vertical Design Criteria	"K" Crest	247	84
	"K" Sag	181	96
Lanes	Number	3	1
	Width	12	16
Paved Shoulder Width	Left	4	4
	Right	10	8
Slopes		CS-4B	CS-4B
Vertical Clearance		16.5	16.5

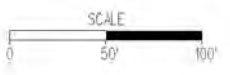
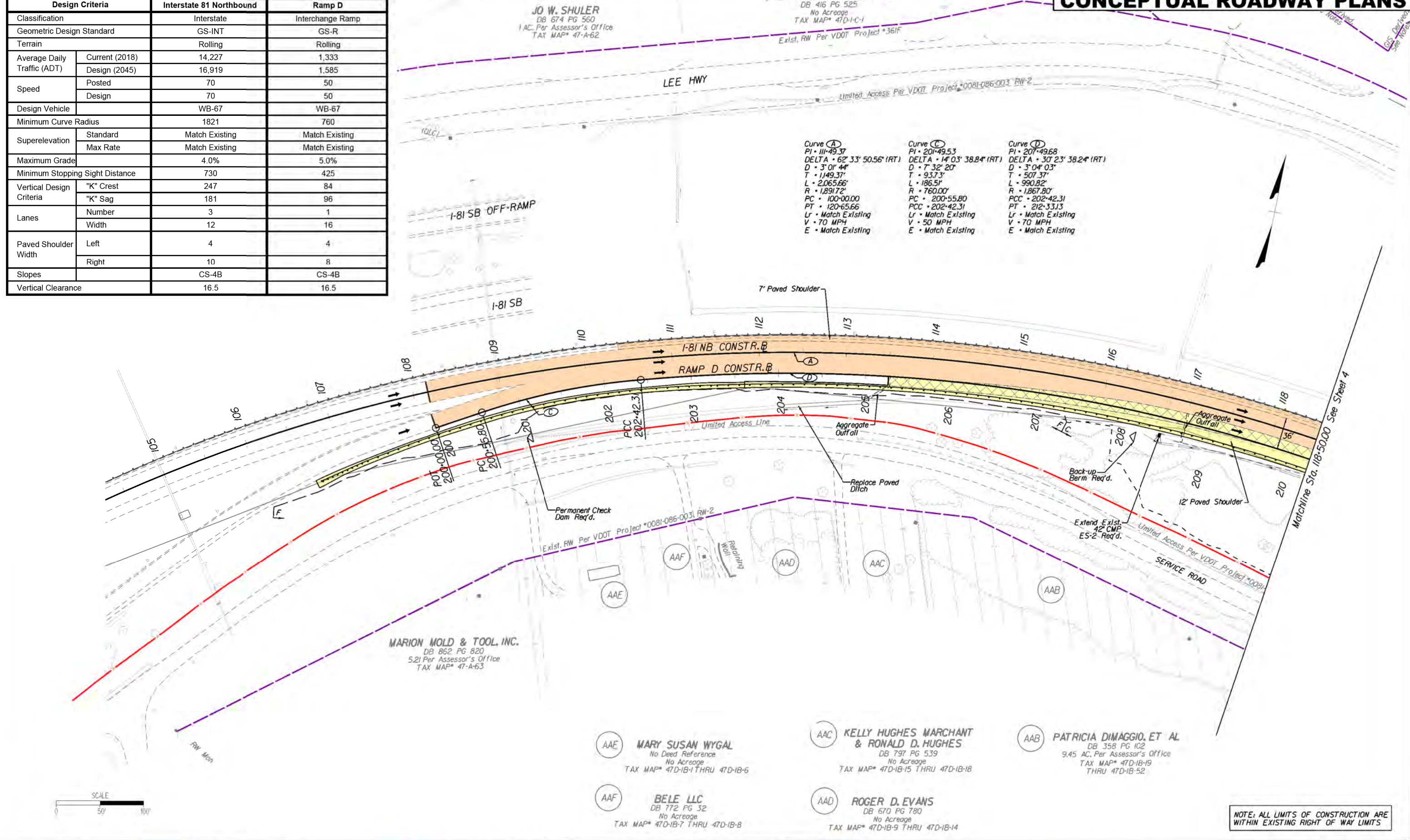
JO W. SHULER
DB 674 PG 560
1 AC. Per Assessor's Office
TAX MAP* 47-A-62

WILLIAM L. SHULER, ET AL
DB 416 PG 525
No Acreage
TAX MAP* 47D-1-C-1
Exst. RW Per VDOT Project *361F

Curve (A)
PI • 111-49.37
DELTA • 62° 33' 50.56" (RT)
D • 3° 01' 44"
T • 1149.37'
L • 2,065.66'
R • 1,891.72'
PC • 100-00.00
PT • 120-65.66
Lr • Match Existing
V • 70 MPH
E • Match Existing

Curve (C)
PI • 201-49.53
DELTA • 14° 03' 38.84" (RT)
D • 7° 32' 20"
T • 93.73'
L • 186.51'
R • 760.00'
PC • 200-55.80
PCC • 202-42.31
Lr • Match Existing
V • 50 MPH
E • Match Existing

Curve (D)
PI • 207-49.68
DELTA • 30° 23' 38.24" (RT)
D • 3° 04' 03"
T • 507.37'
L • 990.82'
R • 1,867.80'
PCC • 202-42.31
PT • 212-33.13
Lr • Match Existing
V • 70 MPH
E • Match Existing



CONSTRUCTION LIMITS	PROP. NEW PAVEMENT	EXIST. LIMITED ACCESS LINE	PROP. PIPE
--- CUT	PROP. MILL & OVERLAY	--- EXIST. RIGHT OF WAY	--- PROP. GUARDRAIL
--- FILL	DEMOLITION OF PAVEMENT		

AAE MARY SUSAN WYGAL
No Deed Reference
No Acreage
TAX MAP* 47D-1B-1 THRU 47D-1B-6

AAF BELE LLC
DB 772 PG 32
No Acreage
TAX MAP* 47D-1B-7 THRU 47D-1B-8

AAC KELLY HUGHES MARCHANT & RONALD D. HUGHES
DB 797 PG 539
No Acreage
TAX MAP* 47D-1B-15 THRU 47D-1B-18

AAD ROGER D. EVANS
DB 670 PG 780
No Acreage
TAX MAP* 47D-1B-9 THRU 47D-1B-14

AAB PATRICIA DIMAGGIO, ET AL
DB 358 PG 102
9.45 AC. Per Assessor's Office
TAX MAP* 47D-1B-19 THRU 47D-1B-52

NOTE: ALL LIMITS OF CONSTRUCTION ARE WITHIN EXISTING RIGHT OF WAY LIMITS



STATE PROJECT NO. 0081-086-834, P101, C501	UPD NO. 116161	SHEET NO. 3
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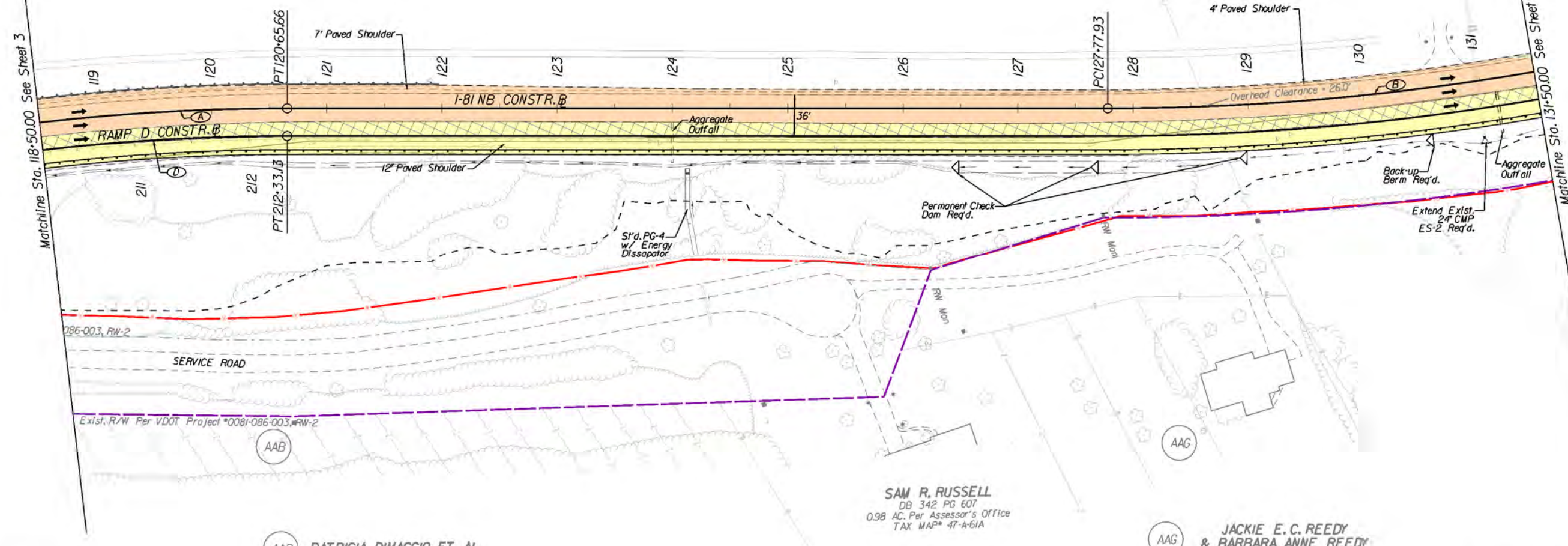
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 TAX MAP# 47-A-31

ANNETTE M. SCOTT & JAMES D. SCOTT
 DB 395 PG 730
 17.27 AC. Per Assessor's Office
 TAX MAP# 47-A-61D

Curve A
 PI • 111-49.37
 DELTA • 62° 33' 50.56" (RT)
 D • 3' 01' 44"
 T • 1149.37'
 L • 2065.66'
 R • 1891.72'
 PC • 100+00.00
 PT • 120+65.66
 Lr • Match Existing
 V • 70 MPH
 E • Match Existing

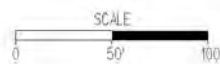
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 DELTA • 45° 12' 46.25" (LT)
 D • 2' 37' 11"
 T • 910.65'
 L • 1725.79'
 R • 2187.00'
 PC • 127+77.93
 PT • 145+03.72
 Lr • Match Existing
 V • 70 MPH
 E • Match Existing

Curve C
 PI • 207-49.68
 DELTA • 30° 23' 38.24" (RT)
 D • 3' 04' 03"
 T • 507.37'
 L • 990.82'
 R • 1867.80'
 PCC • 202+42.31
 PT • 212+33.13
 Lr • Match Existing
 V • 70 MPH
 E • Match Existing



Matchline Sta. 118+50.00 See Sheet 3

Matchline Sta. 131+50.00 See Sheet 5



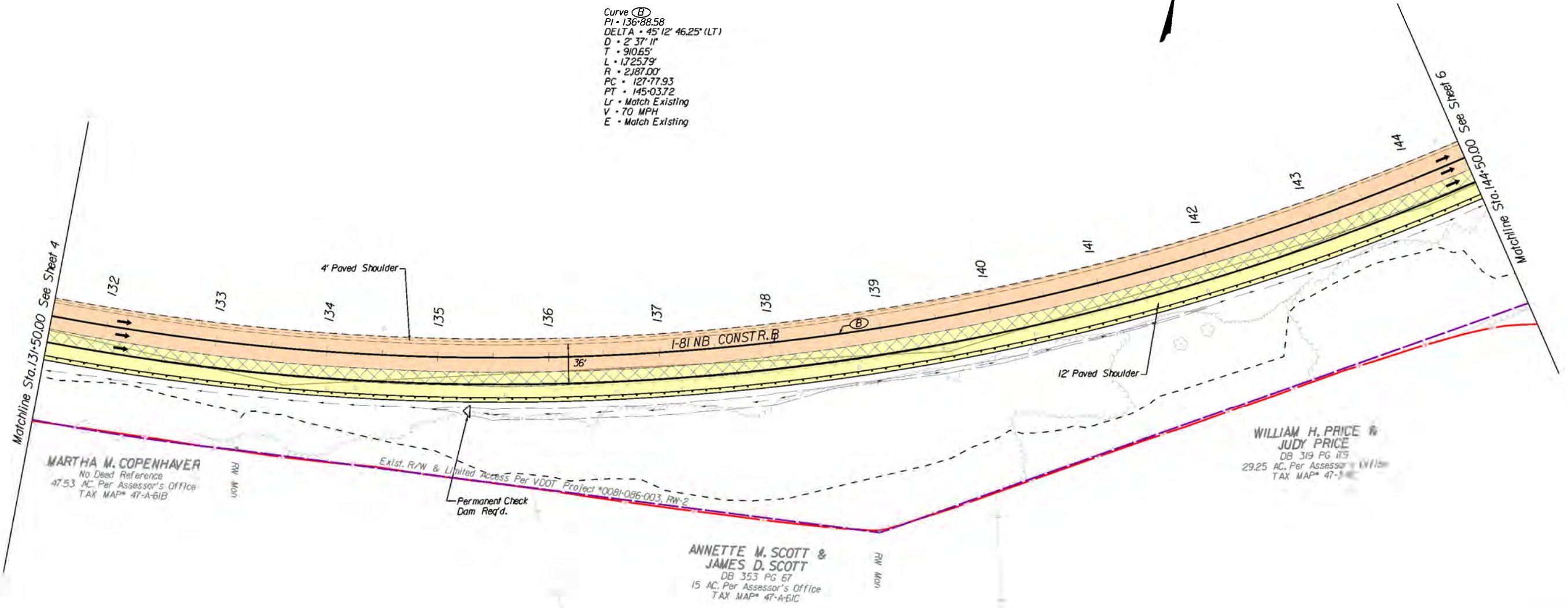
- | | | | |
|---------------------|------------------------|----------------------------|---------------------|
| CONSTRUCTION LIMITS | PROP. NEW PAVEMENT | EXIST. LIMITED ACCESS LINE | PROP. PIPE |
| --- CUT | PROP. MILL & OVERLAY | --- EXIST. RIGHT OF WAY | --- PROP. GUARDRAIL |
| --- FILL | DEMOLITION OF PAVEMENT | | |



NOTE: ALL LIMITS OF CONSTRUCTION ARE WITHIN EXISTING RIGHT OF WAY LIMITS

STATE PROJECT NO. 0081-086-834, P101, C501	UPC NO. 116161	SHEET NO. 4
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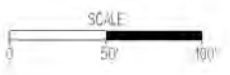
Curve (B)
 PI • 136+88.58
 DELTA • 45° 12' 46.25" (LT)
 D • 2' 37" 11"
 T • 910.65'
 L • 1725.79'
 R • 2187.00'
 PC • 127+77.93
 PT • 145+03.72
 Lr • Match Existing
 V • 70 MPH
 E • Match Existing



MARTHA M. COPENHAVER
 No Dead Reference
 47.53 AC. Per Assessor's Office
 TAX MAP# 47-A-61B

ANNETTE M. SCOTT &
 JAMES D. SCOTT
 DB 353 PG 67
 15 AC. Per Assessor's Office
 TAX MAP# 47-A-61C

WILLIAM H. PRICE &
 JUDY PRICE
 DB 319 PG 115
 29.25 AC. Per Assessor's Office
 TAX MAP# 47-3

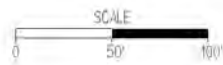
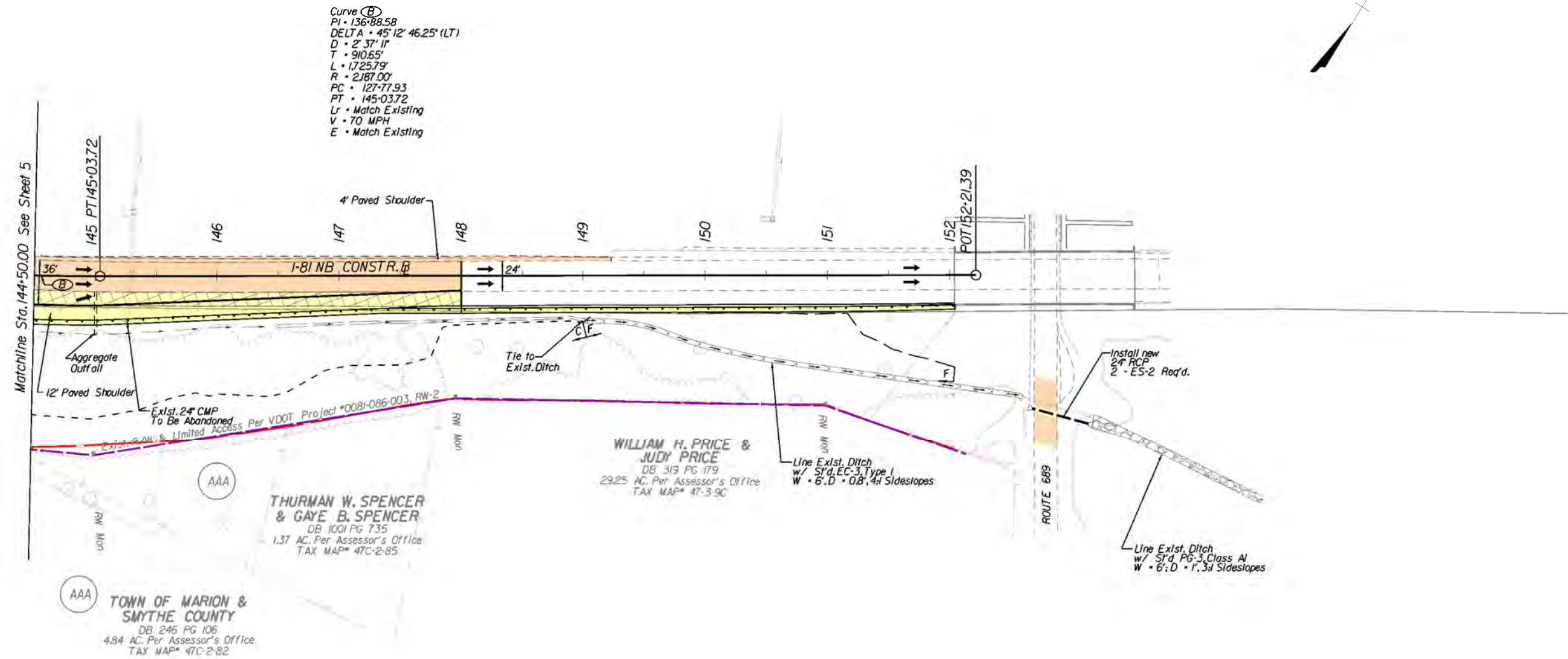


NOTE: ALL LIMITS OF CONSTRUCTION ARE WITHIN EXISTING RIGHT OF WAY LIMITS

CONSTRUCTION LIMITS	PROP. NEW PAVEMENT	EXIST. LIMITED ACCESS LINE	PROP. PIPE
--- CUT	PROP. MILL & OVERLAY	--- EXIST. RIGHT OF WAY	--- PROP. GUARDRAIL
--- FILL	DEMOLITION OF PAVEMENT		



STATE PROJECT NO. 0081-086-834, P101, C501	UPD NO. 116161	SHEET NO. 5
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NOTE: ALL LIMITS OF CONSTRUCTION ARE WITHIN EXISTING RIGHT OF WAY LIMITS

CONSTRUCTION LIMITS	PROP. NEW PAVEMENT	EXIST. LIMITED ACCESS LINE	PROP. PIPE
--- CUT	PROP. MILL & OVERLAY	--- EXIST. RIGHT OF WAY	--- PROP. GUARDRAIL
--- FILL	DEMOLITION OF PAVEMENT		



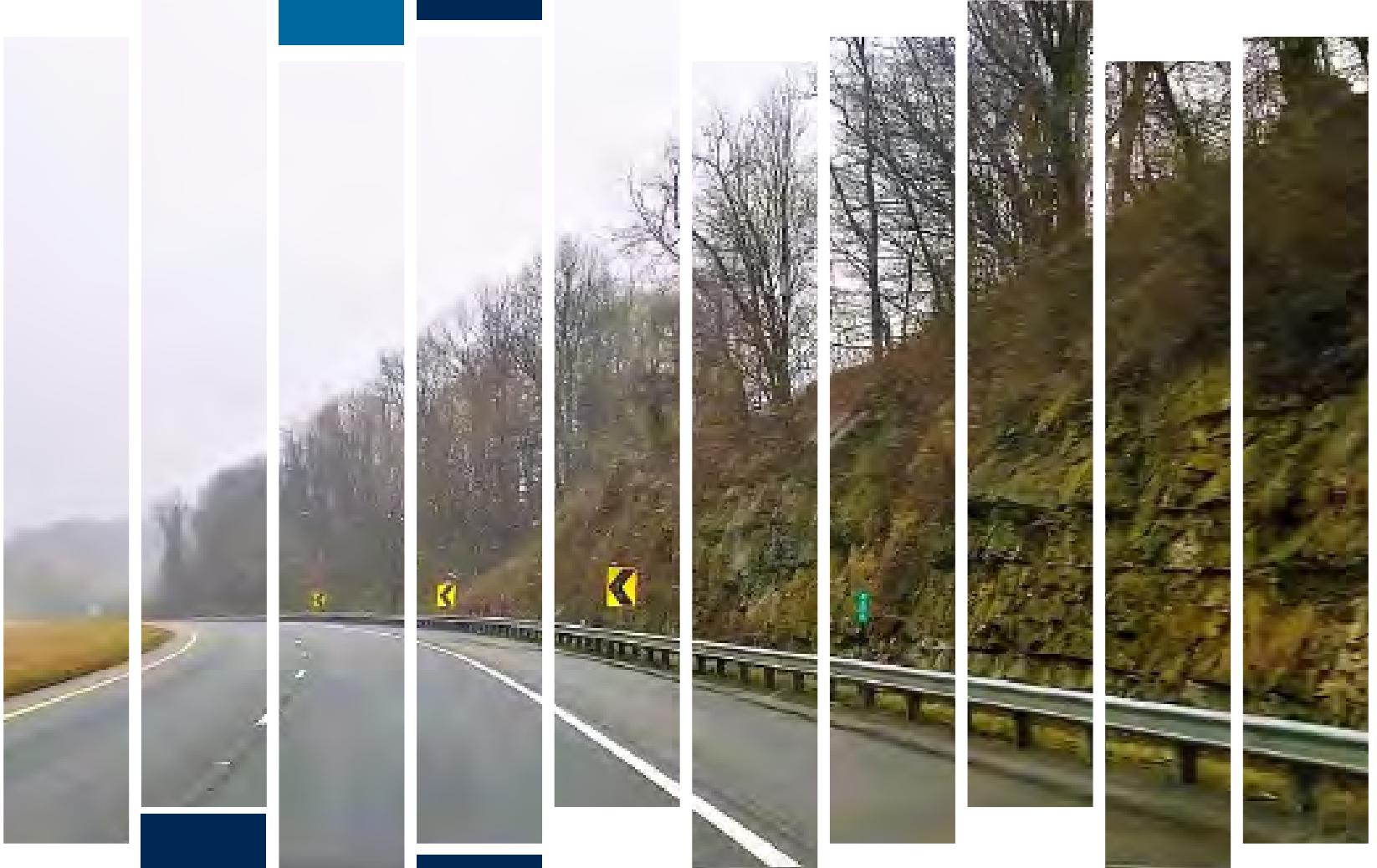
STATE PROJECT NO. 0081-086-834, P101, C501	UPD NO. 116161	SHEET NO. 6
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📍 1500 Lauderdale Memorial Highway, Charleston, TN 37310

☎ 423.336.2261 🌐 www.wbcci.com

Price Proposal



Design-Build

I-81 MM 48 Northbound Acceleration Lane Extension

Smyth County, Virginia

Contract ID Number: C00116161DB110



April 12, 2021



Tab 1
4.0.1.2 Price Proposal Checklist



ATTACHMENT 4.0.1.2

**DESIGN-BUILD PRICE PROPOSAL
CHECKLIST**

Project Name: I-81 MM 48 Northbound Acceleration Lane Extension

Contract ID Number: C00116161DB110

➤ Contents of Price Proposal:

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

Tab 2
4.3.1 Cost Breakdown Summary



ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

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

Price Proposal Cost Breakdown Summary;

Design Services, LS	<u>\$ 1,325,000.00</u>
Construction Services (exclude QA/QC), LS	<u>\$ 6,900,000.00</u>
Quality Assurance (QA) (Construction), LS	<u>\$ 215,000.00</u>
Quality Control (QC) (Construction), LS	<u>\$ 165,000.00</u>

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

Lump Sum (LS): Eight Million Six Hundred Five Thousand

Dollars and Zero Cents (\$ 8,605,000.00)

Signature: J. Mitchell Simpson Date: April 12, 2021

Design-Builder: Wright Brothers Construction Company, Inc.

Vendor No.: W276

Tab 3
4.3.2 Price Adjustment Information



EXHIBIT 6.3(a)
ADJUSTMENT FOR ASPHALT
SPECIAL PROVISION FOR
ASPHALT MATERIAL PRICE ADJUSTMENT for DESIGN-BUILD PROJECTS

June 6, 2018

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

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

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

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

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

Where: A = Asphalt Adjustment Dollar Amount

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

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

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

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

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

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

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

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

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

Adjustment of any asphalt material other than PG 64S-22 and PG 64E-22 will be based on the indexes for PG 64S-22. The quantity of asphalt cement for asphalt concrete pavement to which adjustment will be applied will be the quantity based on the percent of asphalt cement shown on the appropriate approved job mix formula.

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

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

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

**VIRGINIA DEPARTMENT OF TRANSPORTATION
 MASTER LISTING OF
 ASPHALT MATERIAL ITEMS ELIGIBLE FOR PRICE ADJUSTMENT**

ITEM	DESCRIPTION	UNITS	SPECIFICATION
10062	Asphalt-Stab. Open-Graded Material	Ton	313
10416	Liquid Asphalt	Gal	311 312
10417	Tack Coat	Gal	310
10420	Blotted Seal Coat Ty. B	Sy	ATTD
10422	Blotted Seal Coat Ty. C	Sy	ATTD
10423	Blotted Seal Coat Ty. C-1	Sy	ATTD
10424	Blotted Seal Coat Ty. D	Sy	ATTD
10598	NS Asphalt Concrete	Ton	315
10603	Asphalt Concrete Ty. SM-19.0A	Ton	315
10604	Asphalt Concrete Ty. SM-19.0D	Ton	315
10605	Asphalt Concrete Ty. SM-19.0E (64E)	Ton	315
10606	Asphalt Concrete Ty. SM-9.5	Ton	315
10607	Asphalt Concrete Ty. SM-12.5A	Ton	315
10608	Asphalt Concrete Ty. SM-12.5D	Ton	315
10609	Asphalt Concrete Ty. SM-12.5E (64E-22)	Ton	315
10610	Asphalt Concrete Ty. IM-19.0A	Ton	315
10611	Asphalt Concrete Ty. IM-19.0D	Ton	315
10612	Asphalt Conc. Base Cr. Ty. BM-25.0	Ton	315
10614	Asphalt Concrete Ty. IM-19.0E (64E)	Ton	315
10613	Asphalt Concrete Ty. BM-37.5	Ton	315
10635	Asphalt Concrete Ty. SM-9.5A	Ton	315
10636	Asphalt Concrete Ty. SM-9.5D	Ton	315
10637	Asphalt Concrete Ty. SM-9.5E (64E-22)	Ton	315
10639	Asphalt Concrete Ty. SM-19.0	Ton	315
10642	Asphalt Concrete Ty. BM-25.0A	Ton	315
10643	Asphalt Concrete Ty. BM-25.0D	Ton	315
10650	Stone Matrix Asphalt SMA-9.5(64H-22)	Ton	317
10651	Stone Matrix Asphalt SMA-9.5(64E-22)	Ton	317
10652	Stone Matrix Asphalt SMA-12.5(64H-22)	Ton	317
10653	Stone Matrix Asphalt SMA-12.5(64E-22)	Ton	317
10654	Stone Matrix Asphalt SMA-19.0(64H-22)	Ton	317
10655	Stone Matrix Asphalt SMA-19.0(64E-22)	Ton	317
10701	Liquid Asphalt Coating	Sy	ATTD
12505	Asphalt Concrete Curb Backup Material	Ton	315
13240	Asphalt Concrete Sidewalk	Ton	504
16110	Emul. Asph. Slurry Seal Type A	Sy	ATTD
16120	Emul. Asph. Slurry Seal Type B	Sy	ATTD
16130	Emul. Asph. Slurry Seal Type C	Sy	ATTD
16144	Latex Mod. Emul. Treat. Type B	Ton	ATTD

16145	Latex Mod. Emul. Treat. Type C	Ton	ATTD
16146	Latex Mod. Emul. Treat. Rutfilling	Ton	ATTD
16161	Modified Single Seal	Sy	ATTD
16162	Modified Double Seal	Sy	ATTD
16249	Nontracking Tack Coat	Gal.	ATTD
16250	Liquid Asphalt Matl. CMS-2 (Mod)	Gal	ATTD
16251	Liquid Asphalt Matl. CMS-2	Gal	ATTD
16252	Liquid Asphalt Matl. CRS-2	Gal	ATTD
16253	Liquid Asphalt Matl. CRS-2H	Gal.	ATTD.
16254	Liquid Asphalt Matl. RC-250	Gal	ATTD
16256	Liquid Asphalt Matl. RC-800	Gal	ATTD
16257	Ns Liquid Asphalt Matl.	Gal	ATTD
16260	Liquid Asphalt Matl. CRS-2L	Gal	ATTD
16325	NS Asphalt Concrete	Ton	N/A
16326	Asphalt Concrete Ty. SM-4.75A	Ton	315
16327	Asphalt Concrete Ty. SM-4.75D	Ton	315
16328	Asphalt Concrete Ty. SM-4.75E	Ton	315
16330	Asphalt Concrete Ty. SM-9.0A	Ton	315
16335	Asphalt Concrete Ty. SM-9.5A	Ton	315
16337	Asph. Conc. Ty. SM-9.5ASL (Spot Level)	Ton	315
16340	Asphalt Concrete Ty. SM-9.5D	Ton	315
16342	Asph. Conc. Ty. SM-9.5DSL (Spot Level)	Ton	315
16345	Asphalt Concrete Ty. SM-9.5E (64E-22)	Ton	315
16350	Asphalt Concrete Ty. SM-12.5A	Ton	315
16352	Asph. Con. Ty. SM-12.5ASL (Spot Level)	Ton	315
16355	Asphalt Concrete Ty. SM-12.5D	Ton	315
16357	Asph. Con. Ty. SM-12.5DSL (Spot Level)	Ton	315
16360	Asphalt Concrete Ty. SM-12.5E (64E-22)	Ton	315
16364	Asphalt Concrete Ty. SM-19.0E (64E)		
16365	Asphalt Concrete Ty. IM-19.0A	Ton	315
16370	Asphalt Concrete Ty. IM-19.0D	Ton	315
16371	Asphalt Concrete Ty. IM-19.0E (64E)		
16373	Asphalt Concrete Ty. IM-19.0A (T)	Ton	315
16374	Asphalt Concrete Ty. IM-19.0D (T)	Ton	315
16377	Asphalt Concrete Ty. BM-37.5	Ton	315
16379	Asphalt Concrete Ty. IM-19.0T	Ton	315
16390	Asphalt Concrete Ty. BM-25.0A	Ton	315
16392	Asphalt Concrete Ty. BM-25.0D	Ton	315
16395	Asphalt Concrete Ty. BM-25.0A (T)	Ton	315
16397	Asphalt Concrete Ty. BM-25.0D (T)	Ton	315
16400	Stone Matrix Asphalt SMA-9.5(64H-22)	Ton	ATTD
16401	Stone Matrix Asphalt SMA-9.5(64E-22)	Ton	ATTD
16402	Stone Matrix Asphalt SMA-12.5(64H-22)	Ton	ATTD
16403	Stone Matrix Asphalt SMA-12.5(64E-22)	Ton	ATTD
16404	Stone Matrix Asphalt SMA-19.0(64H-22)	Ton	ATTD
16405	Stone Matrix Asphalt SMA-19.0(64E-22)	Ton	ATTD
16490	Hot Mix Asphalt Treatment	Ton	ATTD

16500	Surf.Preparation & Restoration Type I	Ton	ATTD
16502	Surf.Preparation & Restoration Type II	Ton	ATTD
16504	Surf.Preparation & Restoration Type III	Ton	ATTD
67201	NS Asphalt Concrete Overlay	Ton	315
67210	NS Asphalt Concrete	Ton	315
68240	NS Asphalt Concrete	Ton	315

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

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

June 26, 2018

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

The Design-Builder shall submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in fuel used on specific items of work identified in this provision. The optional fuel item listing eligible for fuel adjustment is provided by the Department at this website: <http://www.virginiadot.org/business/const/resource.asp>. The listing on the web site also includes the corresponding fuel factor for each item. The fuel usage factor for each item is considered inclusive of all fuel usage.

In order to be eligible for fuel adjustment under this provision, the Design-Builder shall clearly identify in the Schedule of Items those pay items and the associated quantities it chooses to have fuel adjustment applied to in its work packages. Items the Design-Builder claims in its application of payment for fuel adjustments must be properly designated in order to be considered for adjustment. Items not properly designated or left out of the Design-Builder's Schedule of Items shall not be considered for adjustment.

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

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

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

The current monthly quantity for eligible items of work selected by the Design-Builder for fuel adjustment in its work packages will be multiplied by the appropriate fuel factor to determine the gallons of fuel to be cost adjusted. The amount of adjustment per gallon will be the net difference between the current index price and the base index price. Computation for adjustment will be made as follows:

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

Where; S = Monetary amount of the adjustment (plus or minus)

B = Base index price

E = Current index price

Q = Quantity of individual units of work

F = Appropriate fuel factor

Adjustments will not be made for work performed beyond the original contract time limit unless the original time limit has been changed by an executed Work Order.

If new pay items are added to this contract by Work Order and they are listed in the Department's master listing of eligible items, the Work Order must indicate which of these individual items will be fuel adjusted; otherwise, those items will not be fuel adjusted. If applicable, designating which new pay items will be added for fuel adjustment must be determined during development of the Work Order and clearly shown on the Work Order form. The Base Index price on any new eligible pay items added by Work Order will be the Base Index price posted for the month in which bids were received for that particular project. The Current Index price for any new eligible pay items added by Work Order will be the Index price posted for the month preceding the estimate on which the Work Order is paid.

When quantities differ between the last monthly application of payment prepared upon final acceptance and the final application of payment, adjustment will be made using the appropriate current index for the period in which that specific item of work was last performed.

In the event any of the base fuel prices in this contract increase more than 100 percent (i.e. fuel prices double), the Department will review each affected item of work and give the Design-Builder written notice if work is to stop on any affected item of work. The Department reserves the right to reduce, eliminate or renegotiate the price for remaining portions of affected items of work.

Any amounts resulting from fuel adjustment will not be included in the total cost of work for determination of progress or for extension of contract time.

I elect to use this provision

I elect not to use this provision

Date: April 12, 2021

Signature: J. Mitchell Simpson

Design-builder: Wright Brothers Construction Company, Inc.

Vendor No.: W276

EXHIBIT 6.3(d)
ADJUSTMENT FOR STEEL

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

June 6, 2018

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

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

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

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

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

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

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

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

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

Price increase/decrease will be computed as follows:

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

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

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

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

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

Sample Calculation of a Price Adjustment (increase)

Project bid on April 28, 2004.

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

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

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

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

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

Adjustment formula is as follows:

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

Where;

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

$$B = \$0.2816$$

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

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

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

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

Sample Calculation of a Price Adjustment (decrease)

Project bid on April 28, 2004.

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

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

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

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

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

Adjustment formula is as follows:

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

Where;

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

$$B = \$0.2816$$

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

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

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

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

MASTER LISTING

STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT

June 8, 2018

BLS Series I. D.

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

Request for Proposals
Part 3
Lump Sum Agreement
January 28, 2021

I-81 MM 48 Northbound Acceleration Lane Extension
Smyth County, Virginia
Project No. 0081-086-834 PE101, C501
Contract ID # C00116161DB110

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

I elect to use this provision

I elect not to use this provision

Date: April 12, 2021

Signature: *J. Mitchell Simpson*

Design-Builder: Wright Brothers Construction Company, Inc.

Vendor No.: W276

Tab 4
4.3.3 Proposal Guaranty (C-24)



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE Wright Brothers Construction Company, Inc. As principal, and Liberty Mutual Insurance 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 12th Day of April, 20 21

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

PROJECT NUMBER: State Project No. 0081-086-834 PE101, C501
Federal Project No. NHPP-081-1(367)
Contract ID No. C00116161DB110

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.

Wright Brothers Construction Company, Inc.

Liberty Mutual Insurance Company

By: [Signature]
(Principal*)
(Officer, Partner or Owner) (Seal)

By: [Signature]
(Surety Company)
(Attorney-in-Fact**) (Seal) Elizabeth A. Hartzberg
c/o Marsh USA Inc., 1803 West End Ave., Nashville, TN 37203
(Address)

President
(Principal*)

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

By: _____
(Surety Company)

(Principal*)

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

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

By: _____
(Address)

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

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

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

**Attach copy of Power of Attorney



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

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

Certificate No: 8204866

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Elizabeth A. Hartzberg

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 15th day of February, 2021.

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



By: David M. Carey

David M. Carey, Assistant Secretary

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

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 15th day of February, 2021, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

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

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

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

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

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

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

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

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 18TH day of APRIL, 2021.



By: Renee C. Llewellyn

Renee C. Llewellyn, Assistant Secretary

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

Tab 5
4.3.4 Sworn Statement Forms



**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

PROJECT: I-81 MM48 Northbound Acceleration Lane Extension Smyth County, Virginia

FHWA: NHPP-081-11367)

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

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

AFFIDAVIT

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

Signed at Bradley Co. (Charleston), TN, this 6th day of April, 20 21

County (City), STATE

Wright Brothers Construction Co., Inc.
(Name of Firm)

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

STATE of Tennessee COUNTY (CITY) of Bradley Co. (Charleston), TN

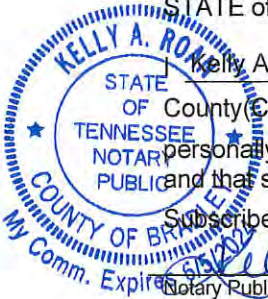
To-wit: Kelly A. Roan, a Notary Public in and for the State and

County (City) aforesaid, hereby certify that this day Stephen D. Wright

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 6th day of April, 20 21

[Signature] My Commission expires June 5, 2024
Notary Public



**OR
UNSWORN DECLARATION**

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

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

County (City), STATE

(Name of Firm)

By: _____
(Signature) Title (print)

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT**

PROJECT: I-81 MM 48 Northbound Acceleration Lane Extension from MM 48 to MM 48.8, Smyth County, Virginia; State Project 0081-086-864 PE101 C501; C00116161DB110

FHWA: NHPP-081-1 (367)

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

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

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

NAME	Location of Principal Office
<u>Wright Brothers Construction</u>	<u>1500 Lauderdale Memorial Hwy</u>
<u>Company, Inc.</u>	<u>Charleston, TN 37310</u>

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

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

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

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

(Continued)

ORDER NO.:
CONTRACT ID. NO.:

Form C-105
page 2

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

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

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

Signed at Bradley Co. (Charleston), TN, this 6th day of April, 20 21
County (City), STATE

Wright Brothers Construction Co., Inc. By: [Signature] President
(Name of Firm) (Signature) Title (print)

STATE of Tennessee COUNTY (CITY) of Bradley Co. (Charleston), TN
To-wit:

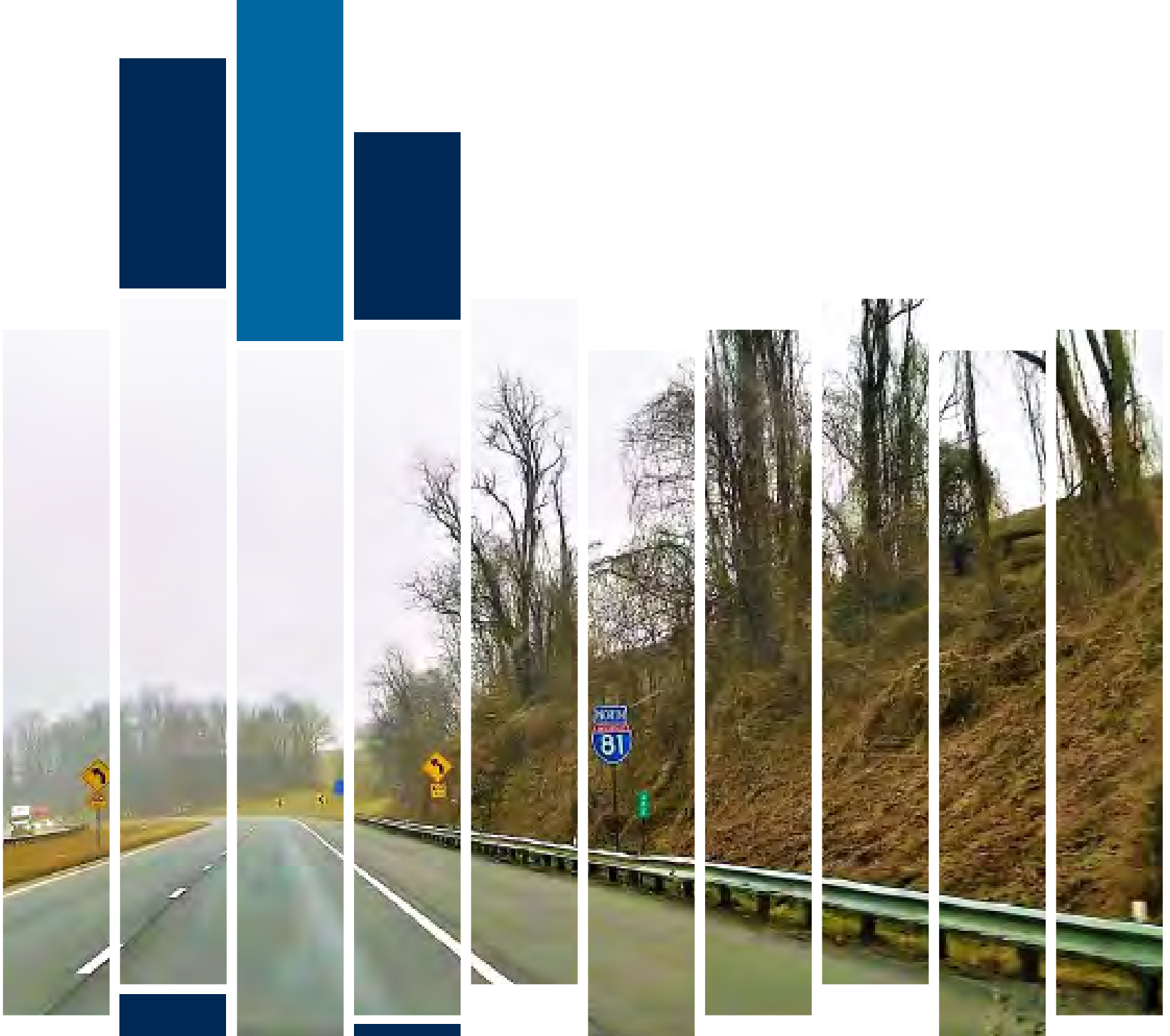
I Kelly A. Roan, a Notary Public in and for the State and
County (City) aforesaid, hereby certify that this day Stephen D. Wright

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 6th day of April, 20 21
My Commission expires June 5, 2024

[Signature]
Notary Public





 1500 Lauderdale Memorial Highway, Charleston, TN 37310

 423.336.2261  www.wbcci.com