

Serial Number: RFP-FQ16146/NAC
Date of Issue: November 28, 2016
Original Proposal Due Date: February 3, 2017
Revised Proposal Due Date: March 3, 2017

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
600 FIFTH STREET, N.W.
WASHINGTON, D.C. 20001

January 3, 2017

AMENDMENT NO. 1
REQUEST FOR PROPOSALS
FOR
POTOMAC YARD METROAIL STATION
FQ16146/NAC

TO WHOM IT MAY CONCERN:

The Proposal Due Date has been extended from February 3, 2017 to March 3, 2017. See revised pages 00 10 00-1 and 00 10 00-4 for further information.

The Request For Proposals and Proposal Documents accompanying RFP FQ16146/NAC requesting Proposals for the above project are hereby changed in part as listed below.

1. Volume 1 – Divisions 0 and 1

Delete the following pages and in lieu thereof substitute the accompanying pages:

<u>DELETE</u>	<u>SUBSTITUTE</u>	<u>DESCRIPTION</u>
00 10 00-1	00 10 00-1	Revised
00 10 00-4	00 10 00-4	Revised
00 20 00-1	00 20 00-1	Revised
00 20 00-4	00 20 00-4	Revised
00 20 00-7	00 20 00-7	Revised
00 20 00-9	00 20 00-9	Revised
00 20 00-10	00 20 00-10	Revised
00 20 00-11	00 20 00-11	Revised
00 20 00-14	00 20 00-14	Revised
00 30 00-2	00 30 00-2	Revised
00 43 40-2	00 43 40-2	Revised
01 11 10-1	01 11 10-1	Reissued
01 11 10-2	01 11 10-2	Revised
01 11 10-3	01 11 10-3	Revised
01 11 10-4	01 11 10-4	Revised
01 11 10-5	01 11 10-5	Revised
N/A	Appendix B	New

2. Volume 3 – General Plans – Project Directive Drawings

Delete the following drawing(s) and in lieu thereof substitute the accompanying pages:

<u>DELETE</u>	<u>SUBSTITUTE</u>	<u>DESCRIPTION</u>
C8e-G-002	C8e-G-002	Revised
N/A	C8e-C-01	New
N/A	C8e-C-02	New
N/A	C8e-C-03	New
N/A	C8e-C-04	New
N/A	C8e-C-05	New
C8e-C-103	C8e-C-103	Revised

3. Acknowledgment

Offerors are required to acknowledge receipt of this amendment on the Technical and Price Proposal Forms (Pages 00 41 20-1 and 00 41 30-1) in the space provided. Failure to acknowledge all amendments may cause the bid to be considered not responsive to the invitation, which would require rejection of the Proposal.



Norie A. Calvert
Contracting Officer

Enclosures

* * * * *

SECTION 00 10 00
PROPOSING REQUIREMENTS – DESIGN BUILD

00 10 10 REQUEST FOR PROPOSAL:

This Section includes Project information for Proposers.

NOTICE TO OFFERORS

Contract No. FQ16146/NAC includes RFP Documents for:

Project Name: POTOMAC YARD METRORAIL STATION

TECHNICAL PROPOSAL for the Work described herein shall be submitted to the Contract Administrator, Nichel Crooks, through WMATA's PMSS. Technical and Price Proposals shall be separate proposals and submitted before 3:00 PM (local time) on March 3, 2017. All questions are to be directed to Contract administrator.

DIRECTIONS TO SUBMITTING PROPOSER: Read and comply with the Solicitation Instructions. In addition to other submission requirements set forth in this Request for Proposal and all Amendments, the following must be properly executed, completed, and submitted separately as part of the offer:

A. TECHNICAL PROPOSAL:

1. Technical Proposal Form (properly executed)¹
2. Technical Proposal

B. PRICE PROPOSAL:

1. Price Proposal Form (properly executed)¹
2. Price Schedule
3. Price Guarantee
4. Proposal Data Form with Supporting Data
5. Representations and Certifications
6. List of DBE Certified Firms²
7. DBE Data³

PROPOSAL(S) MUST SET FORTH FULL, ACCURATE, AND COMPLETE INFORMATION AS REQUIRED BY THIS REQUEST FOR PROPOSAL, INCLUDING ALL AMENDMENTS

¹ The separate sealed Technical and Price Proposal Forms must be marked with offer under Solicitation RFP No. FQ16146/NAC and with acknowledgement of all Amendments.

² Proposed DBE firms must be certified WMATA DBE firms prior to submittal of Schedule of DBE Participation and Letters of Intent in order to be applied toward the DBE goal established for the Contract. Non-WMATA Certified DBE firms may be utilized by the Proposer but will not be applied toward the goal calculations.]

³ DBE Data and List of WMATA DBE-Certified Firms must be updated and included in Best and Final Offer (BAFO) submission(s).

Information Exchange (COBie) tools. The Design-Builder shall provide all design, drawings, tables, charts and schedules in such a format for all deliverables, both interim and final.

7. It is the sole responsibility of the Design Builder to comply with commitments, allowances, and restrictions, stated or implied, which are included in the following:

- A. Potomac Yard Metro Station Final Environmental Impact Statement (FEIS),
- B. Record of Decisions (RODs) from the Federal Transit Administration (FTA) and the National Park Service (NPS),
- C. Section 106 Memorandum of Agreement (MOA),
- D. Phase II Environmental Site Assessment
- E. The City of Alexandria's Development Special Use Permit (DSUP2016-004, 2016-005, 2016-005) conditions

The above stated documents are provided in this Solicitation FQ16146/NAC. All cost associated with the required compliance shall be included in the Design Builders proposal. See SECTION 00 30 00 INFORMATION AVAILABLE TO PROPOSERS.

- B. Basis of Design: As specified in Section 01 11 20, DESIGN AND PROGRAM REQUIREMENTS.

00 10 13 PROJECT SOLICITATION SCHEDULE:

- A. The solicitation schedule for this Project is as follows:

- 1. Issue Request for Proposal: November 28, 2016
- 2. Pre-Proposal Conference: December 19, 2016
- # 3. Technical and Price Proposal: March 3, 2017
- 4. Site Visit by Appointment: Subsequent to the Receipt of Technical Proposals Technical Evaluations: March through April, 2017
- 5. Comments Returned to Proposers: April 28, 2017
- 6. Oral Presentation by Proposer: Two weeks after comments are returned to Proposers
- 7. Request for Best and Final Offer: May 25, 2017
- 8. Receipt of Best and Final Offer: June 9, 2017
- 9. Projected Contract Award: July 21, 2017

#

END OF SECTION

SECTION 00 20 00
INSTRUCTIONS TO PROPOSERS (RFP)

This Section includes procedures with which Proposers must comply and conditions affecting award of the Contract.

00 20 01 GENERAL INSTRUCTIONS

A. Definitions as used herein:

1. The term "Solicitation" used in this document means this Request for Proposals (RFP).
2. The term "Offer" and "Proposal" are synonymous and mean a response to this Solicitation.
3. The term "PMSS" used in this document refers to the Authority's project management software system.
4. For further explanation of Contract terms, refer to Section 00 70 01, DEFINITIONS, of the General Conditions.

B. Method of Procurement:

1. This is a Best Value, single-phase, negotiated procurement.
 - a. Requires the Proposer(s) to prepare and submit separately Technical and Price Proposals based on the scope of Work set forth in the Solicitation. See Section 01 11 10, SUMMARY OF WORK. The Technical and Price Proposals will be evaluated separately based on the Technical Evaluation Factors stated under Section 00 20 03, TECHNICAL AND PRICE PROPOSAL FORMAT, PROCEDURES AND EVALUATION FACTORS, AND INSTRUCTIONS, and the Price Evaluation Factors stated in the same section.

#

b. DELETED

#

2. Oral presentation and Best and Final Offers are required. The Authority will not award this contract without a Best and Final Offer (BAFO).

#

#

C. Basis for Award:

1. Award will be made to that Proposer:
 - a. whose offer is judged by an integrated assessment of the evaluation criteria to be the most advantageous to the Authority based on technical merit and price as identified in Section 00 20 03, TECHNICAL AND PRICE PROPOSAL FORMAT, PROCEDURES AND EVALUATION FACTORS, AND INSTRUCTIONS, and
 - b. that the Authority deems responsible in accordance with the WMATA Procurement Procedures Manual.
2. The Authority reserves the right to conduct discussions with the Proposers. If it is determined that discussions are necessary, the Authority will establish a competitive range of all of the most highly rated technical Proposals.
3. The Authority will make a single award to one Proposer as the result of this Solicitation. See Notes to Proposers in Section 00 43 40, PRICE PROPOSAL SCHEDULE, for further award information.

- 1) Upon execution of such further contractual documents and bonds as may be required by the Proposal as accepted.
- 2) If the successful Proposer, upon acceptance of its Proposals by the Authority within the Acceptance Period, fails to execute such further Proposal guarantees and give such bond(s) as may be required by the terms of the Contract, its Contract may be terminated for default. In such event, the successful Proposer shall be liable for any cost of procuring the Work, which exceeds the amount of its Proposal, and the Proposal guarantee shall be available toward offsetting such difference.

L. Minimum Proposal Acceptance Period:

1. Acceptance Period, as used in this Section, means the number of Days available to the Authority for awarding a contract from the most current date specified in this Solicitation for receipt of Proposals or from the most current date specified for receipt of Best and Final Offers if applicable.
2. The Authority requires an Acceptance Period of 120 Days from the due date of Best and Final Offer.

M. Contract and Bonds: The Proposer whose Technical and Price Proposals are accepted shall, within the time established in this Solicitation, enter into a written contract with the Authority and furnish performance and payment bonds on standard Authority forms in the amounts indicated in Section 00 60 00, BONDS AND CERTIFICATES.

N. Solicitation Documents:

1. Solicitation Documents are available as indicated in Article 00 20 01, E – Invitation Documents.

O. Conditions Affecting the Work:

1. Proposers are required to visit the Project Site to conduct a preliminary Site-condition survey to ascertain the nature and location of the Work and the general and local conditions, which can affect the Work or the cost thereof. See Section 00 25 00, PRE-PROPOSAL MEETINGS SCHEDULE, for further details.
2. As discussed in Section 00 31 00, EXISTING CONDITIONS, Proposers may examine records of all original borings, test excavations, and other subsurface investigations and existing utilities and environmental investigations, if any, made for the Authority prior to the design and construction of the Project.

3. DELETED

#

#

P. Opportunity for Disadvantaged Business Enterprises to Propose: The Washington Metropolitan Area Transit Authority hereby notifies all Proposers that the Proposer shall ensure that in regard to any contract entered into pursuant to this Solicitation, disadvantaged business enterprises will be afforded full opportunity to submit Proposals in response to this Solicitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for award.

Q. Disadvantaged Business Enterprises: (See Section 00 45 30, DBE DATA)

1. It is the policy of the Authority (WMATA) that Disadvantaged Business Enterprises (DBEs) shall have an equal opportunity to receive and participate in performing WMATA contracts, including contracts and subcontracts at any tier, and of the Federal Transit Administration (FTA) and the U. S. Department of Transportation (US DOT) in receiving and participating in federally assisted contracts. The DBE requirements, if any, are set forth in Section 00 45 30,

Columbia practice applies to this Project or, if it does, that it will continue in effect during the term of this Project. It is the responsibility of the Design-Builder to determine its liability for any and all taxes applicable to this Project. Assessment or payment of taxes by the Design-Builder, including taxes resulting from changes in existing laws or the application thereof or of new or additional taxes, shall not constitute the basis for an increase in the Contract price, except as otherwise allowed under Section 00 77 01, FEDERAL, STATE, AND LOCAL TAXES.

3. By submission of its Proposal, the Proposer certifies that none of the taxes to which the Authority is exempt are included in its Proposal price(s) or the final Contract Price. In the event that the Authority learns that any taxes to which the Authority is exempt are included in the final Contract Price, the Authority shall be entitled to a reduction in the Contract Price reflecting such amount and a refund of monies paid related to such taxes, plus applicable interest.
- X. Advance Cost Agreement: Within 30 Days after Notice of Award, the Design-Builder shall make available for audit review, information on its accounting system used to project fixed and variable overhead rates applicable to possible Contract Modifications. The Authority's Office of the Auditor General, to the extent possible, will review and approve said accounting system. When appropriate and if possible, as a result of the audit review, Advance Cost Agreements may be executed between the Contracting Officer and the Design-Builder. The Cost Agreements shall be a supplemental agreement to the Contract.
- Y. Proprietary Data in Proposals:
 1. The Authority will provide all reasonable precautions to ensure that proprietary, technical, and pricing information remains within the review process except where otherwise ordered by an administrative or judicial body or necessary to use in a judicial or administrative proceeding. Proposers shall attach to each page of all proprietary data submitted with the Solicitation the following notation:
 - a. "This data furnished pursuant to this RFP shall not be disclosed outside the Authority, be duplicated, or used in whole or in part for any purpose other than to evaluate the offer; provided that, if a contract is awarded on the basis of that offer, the Authority shall have the right to duplicate, use, and disclose this data, in any manner and for any purpose whatsoever."
 2. The Authority's right to use information contained in these data is not limited if the information is or has been obtained by the Authority from another independent legitimate source.
 3. Except for the foregoing limitation, the Authority may duplicate, use, and disclose in any manner and for any purpose whatsoever and have others so do, all data furnished in response to this Solicitation.
- Z. Contract Performance Evaluation: The Proposer is advised that a Performance Evaluation will be completed at the end of the Contract. Factors to be included in the Performance Evaluation are as follows: Quality of Work, Timely Performance, Effectiveness of Management, Compliance with Labor Standards, Compliance with Safety Standards, and an Overall Evaluation. The Performance Evaluation may be used in determinations of responsibility for future WMATA contracts.

00 20 02 PROPOSAL FORMAT

- A. Proposal Page and Character Size: The page size shall not exceed 8-1/2 by 11 inches, except for foldouts, which may not exceed 11 by 17 inches. The page margins shall not be smaller than one inch on all four sides. The type size for text shall not be smaller than 12 point, with at least a line spacing of one. The type size for figures and tables shall be no smaller than 8 point.
- B. Elaboration: Legibility, clarity, and completeness are essential. Unnecessarily elaborate brochures or other presentations beyond that sufficient to present a complete and effective Proposal are not

G. Price Proposal

#	Volume	Part	Title	Copies	Page Limits
	2	A	Price Submission	N/A	N/A
	2	B	Forms and Contractual Information	N/A	N/A

00 20 03 TECHNICAL AND PRICE PROPOSAL PROCEDURES AND EVALUATION FACTORS, AND INSTRUCTIONS

A. Technical Proposal Evaluation Procedures:

1. Each Technical Proposal will be reviewed and evaluated individually by the Authority in accordance with procurement policy and procedures.
2. Proposals will be evaluated by their strengths, weaknesses, and deficiencies against the evaluation factors and these attributes will be communicated to the proposers for follow-up action as appropriate.
3. Definitions:
 - a. Discussions: Oral or written communications including negotiations between the Authority and an Offeror (other than clarifications) that involve information essential for determining the acceptability of the Proposal or to rectify identified defects in the Proposal.
 - b. Clarifications: Communication with an Offeror for the sole purpose of eliminating minor irregularities, informalities, or apparent clerical mistakes in the Proposal. Unlike discussions, clarification does not give the Proposer an opportunity to revise or modify its Proposal, except to the extent that correction of apparent clerical mistakes results in revision. All clarifications submitted by the Proposer must be in one location and in accordance with Section 00 43 40, PRICE PROPOSAL SCHEDULE.
 - c. Deficiencies: Defects in the Proposal could preclude acceptance. Involves any part of the Proposer's Proposal, which would not satisfy the Authority's evaluation standards established in the Solicitation. Includes failures to meet specifications, submit information, or questionable technical or management approaches. Deficiencies identified during the evaluation of the Proposal will be of one of two categories:
 - 1) Material: Material-basis for rejection because further discussions would not be prudent.
 - 2) Curable: May be corrected by clarification or discussions and brought into the acceptable range.
 - d. Weakness: Includes ambiguities, lack of complete descriptions, errors in interpretation, omissions of essential information, and inadequate information, all of which are considered reparable in discussions. An excessive number of clarifications may in itself constitute a weakness.
 - e. Strengths: Elements of the Proposal that exceed the evaluation standards of the Solicitation and provide an identified benefit to the Authority.
4. Ratings: Based upon the evaluations, an adjectival rating will be given depicting how well the Proposer's Proposal meets the stated evaluation factors and Solicitation requirements for the Technical Proposal. The adjectival criteria are as follows:

- a. Exceptional: Exceeds evaluation standards in a beneficial way to the Authority, has many significant strengths and no weaknesses or deficiencies, and is innovative, comprehensive, and complete in all details.
 - b. Exceeds: Exceeds evaluation standard in a beneficial way to the Authority, has some strengths and no significant weaknesses, and is comprehensive and complete in all details.
 - c. Acceptable: Meets evaluation standards and any weaknesses are readily correctable.
 - d. Marginal: Fails to meet evaluation standards, however, any significant deficiencies are correctable. The Proposal lacks essential information to support Proposal.
 - e. Unacceptable: Fails to meet an evaluation standard and the deficiency is uncorrectable. Proposal would have to undergo a major revision to become acceptable. The Proposal has demonstrated lack of understanding of the Authority's requirements or omissions of major areas.
5. Each Technical Proposal Evaluation Factor is equally important and is not listed in any order in regards to importance or weighting.

B. Technical Proposal Evaluation Factors:

1. Work Approach:

- a. Proposer shall describe in detail its means and methods of prosecuting the Work described in this Solicitation.

The Proposer's response will be rated based on its application of its expertise working on a live railroad performing design and construction of the work included in the scope; and credibility and realism of the proposed approach.

#

#

2. Past Performance and Experience:

The Proposer must detail its experience on Design-Build project(s) of similar size and complexity. The list shall describe similar projects completed within the last (10) ten years or currently in progress. The list of projects shall include:

1. Name and location of project;
2. Name of the owner;
3. Name and phone number of contact person;
4. Value of contract;
5. Percentage of Contract that was self-performed, and
6. General description of the project.

Proposers are advised that the Authority reserves the right to contact any and all clients and Transit Agencies listed.

Response to this Evaluation Factor shall not exceed 25 pages with 12 pt. font text.

3. Key Personnel

Submit the following information regarding the qualification and experience of individuals proposed by Design Builder as Key Personnel.

1. Identify the Key Personnel and their company affiliation within Design Builder's Team.
2. Resumes with appropriate details and work history for those individuals from the Design Build team who will have overall responsibility for the delivery of The Potomac Yard Metrorail Station.

- Project Manager, In charge of design and construction of the Project as a whole, with overall responsibility for the successful and timely completion of the Project
- Design Engineering Manager, Architect of Record, Engineers of Record, who will be responsible for key design activities and decisions in their respective disciplines.
- Construction Manager, who will be responsible for implementation of the design during construction and for all construction activities.
- Safety Superintendent/Manager, who will be responsible for overall project safety.
- Construction General Superintendent, responsible for oversight of the day-to-day construction at the site
- LEED Coordinator, responsible for managing all aspects of LEED Certification
- Systems Integrator, who will be a liaison between the Design Manager, Construction Manager, Project Manager, and the City of Alexandria.
- Quality Manager, who will be responsible for all quality assurance and quality control on the project.

#

#

4. Designer:
 - b. The proposer shall identify the Designer that completes the Design-Build team and describe similar projects completed within the last ten (10) years or currently in progress. The list of similar projects shall include:
 1. Name and location of project;
 2. Name of the owner;
 3. Name and phone number of contact person;
 4. Value of contract;
 5. General description of the project.

Response to this Evaluation Factor shall not exceed 15 pages with 12 pt. font text.

The Authority reserves the right to contact any and all clients and/or transit agencies listed.

5. Safety

Proposers must provide the Design-Builder's OSHA Lost Time Injury Incidence Rate (LTIIR) and Experience Modification Rating (EMR) for each of the preceding 3 years. If the Proposer is a Joint Venture, the EMR will be an Average of the Joint Venture Partners.

Note: The Authority will not award the Contract to any Proposer whose EMR exceeds 1.0.

6. Schedule

- a. Proposer must develop and submit an Executive Summary of the Project Schedule, not exceeding 500 items. The schedule shall depict the Work submitted for Item 1, Work Approach. The schedule shall include durations for all major activities.

Response to this Evaluation Factor does not have a page limit but shall not exceed 500 items.

7. Project Challenges

REVISED AM-1

1. Oral presentations may be requested only from Proposers that have not been eliminated from the competition. The oral presentation shall address the same topics as in the written Technical Proposal. The oral presentation shall be provided by the proposed key members of the Proposer's project team. Proposers' major Subcontractors/DBE representatives are also urged to attend. Total presentation time, including clarifications, shall be no longer than 2 hours.
2. At its sole discretion, the Authority will schedule oral presentations at the Headquarters of the Washington Metropolitan Area Transit Authority at 600 Fifth Street, N.W., Washington, D.C. 20001. Requests from Proposers to reschedule their oral presentations are discouraged. No rescheduling will be done unless determined necessary by the Contracting Officer. The oral presentations will take place after Proposals have been received by the Authority and prior to the Authority's request for a Best and Final Offer (BAFO),
3. Oral presentations will be held in a conference room with conference-room style seating. The Authority will provide only a projection screen.
4. Oral presentations will not constitute discussions or oral Proposals, as the Authority reserves the right to make an award without discussions. The Authority will not inform the Proposer of its strengths, deficiencies, or weaknesses during the presentation.
5. No cost/price information shall be included in the oral presentation or in any accompanying written information.
6. The Proposer shall provide six printed copies of its presentation in 8.5-inch by 11-inch format to the Contracting Officer at the time of the presentation. No other documentation of the oral presentations will be accepted. No change to the Proposer's written Proposal will be accepted at the oral presentation.
7. After completion of the oral presentation, the Authority may request clarification of any of the points addressed during the oral presentation, which are unclear, and may ask for elaboration by the Proposer on any point, which was not adequately supported in the presentation. Any such exchange will be for clarification only and will not constitute discussions. Further, no exchange during the oral presentation shall constitute a change to the Solicitation. The time required for Clarifications will be counted against the Proposer's 2-hour time limit.
8. The Authority reserves the right to videotape or to audiotape each Proposer's oral presentation.

H. Clarifications and Discussions:

1. Clarifications: Anytime during the evaluation process of the Technical and Price Proposals, the Authority may engage in limited exchanges with the Proposers to request clarifications of any of the points, which are unclear, and to resolve minor or clerical errors. Any such exchange will be for clarification only, and will not constitute Discussions within the meaning of FAR 15.306.
2. Discussions: The Authority contemplates that discussions will be necessary to maximize the Authority's ability to obtain best value. However, after BAFO, the Authority reserves the right to award a contract without discussions or any contact with the Proposers. If the Authority determines that discussions are necessary, it will establish a competitive range and schedule discussions with all Proposers in the competitive range. The Authority will maintain confidentiality of all Proposals.
 - a. Discussions will be held at the Headquarters of the Washington Metropolitan Area Transit Authority at 600 Fifth Street, N.W., Washington, D.C. 20001. Requests from Proposers to reschedule their discussions are discouraged, and no rescheduling will be done unless determined necessary by the Authority.

#

#

that shall be further developed into Proposal Drawings by the Proposer and Design Drawings by the Design Builder.

- B. The WMATA CAD Manual is provided in the Request for Proposal Documents and shall be adhered to for the preparation of Proposal Drawings by the Proposer and Design Drawings and As-built Drawings by the Design-Builder.

00 31 00 EXISTING CONDITIONS

#

- A. DELETED

#

- B. Proposers may examine records of all original borings, test excavations, and other subsurface investigations and existing utilities and environmental investigations, if any, made for the Authority prior to the design and construction of the Project. These materials may be examined by appointment made with the Contracting Officer.
- C. As-Built Drawings of the original construction of the segment are included in Volume 3 of the RFP. These drawings may not reflect the current existing conditions and are included for reference only.

00 32 00 GEOTECHNICAL REPORT

- A. Geotechnical Report is included in the RFP Documents and is provided as an aid for the Proposer's preparation of their Proposals and for preparation of the Design Drawings by the Design-Builder.
 - 1. Potomac Yard Metrorail Station – Geotechnical Data Report
 - 2. WMATA Potomac Yard – Presentation of Geotechnical Site Investigations Results

00 33 00 ENVIRONMENTAL REPORTS

- A. Project Environmental documentation is included in the RFP Documents and is provided as an aid for the Proposer's preparation of their Proposals and for preparation of the Design Drawings by the Design-Builder.
- B. Due to the complexity and involvement of various jurisdictional entities, including, but not limited to the National Park Service, Federal Transit Administration, City of Alexandria, and the Washington Metropolitan Area Transit Authority, the following information contains project requirements and commitments which applies to the Potomac Yard Metrorail Station Project. The Design Builder shall adhere to the requirements and commitments present in the following documents. Should there be conflicting requirements or commitments between jurisdictional agencies, the Design Build shall adhere to the requirement and commitments that are the most stringent.
- C. All Project requirements and commitments stated in the following Environmental documentation shall be included in the Design Builders price proposal.
 - 1. Final Environmental Impact Statement
 - 2. Federal Transit Administration (FTA) Record of Decision (ROD)
 - 3. FTA Mitigation Commitments Attachment A
 - 4. National Park Service (NPS) Record of Decision (ROD)
 - 5. Section 106 Memorandum of Agreement (MOA)
 - 6. Final Phase I and Phase II Environmental Site Assessments
 - 7. Cultural Effects Reports

REVISED AM-1

#	21	Permitting Allowance	18	Allow	\$50,000	\$50,000	#
#	22	Utility Allowance	19	Allow	\$250,000	\$250,000	#
Total Base Price \$							

Notes to Proposers

- (1) Mobilization shall be paid monthly in twelve (12) equal installments over the first six months of the contract.
- (2) Contractor shall provide a quotation for all cost elements that make up General Conditions. General Conditions costs shall not be included with any other cost elements proposed under items 1 and 3 through 24 above.
- (3) Contractor shall provide a quotation for all work below station platform level, which includes, but is not limited to:

- | | | | |
|---|---|--|---|
| # | <ul style="list-style-type: none"> • earthwork • retaining walls • demolition • grading and drainage • stormwater management • erosion and sediment control | <ul style="list-style-type: none"> • pavement, striping • signage • utilities • perimeter fence • treatment of contaminated water • track work | # |
|---|---|--|---|

- (4) Contractor shall provide a quotation for all work on Potomac Greens Park which includes, but is not limited to:

- | | |
|---|--|
| <ul style="list-style-type: none"> • demolition • grading • pervious and impervious pavement • gazebo • playground equipment • site furnishings • sodding • seeding | <ul style="list-style-type: none"> • erosion and sediment control • drainage • utility(s) relocation • irrigation • site lighting • retaining walls • landscaping |
|---|--|

- (5) Contractor shall provide a quotation for all work on Potomac Yards Park, which includes, but is not limited to:

- | | |
|--|--|
| <ul style="list-style-type: none"> • grading • pervious and impervious pavement • gazebo • playground equipment • site furnishings • sodding • seeding • erosion and sediment control • drainage • utility(s) relocation • irrigation • site lighting • retaining walls • bicycle parking area • DELETED • DELETED | <ul style="list-style-type: none"> • raised high visibility crosswalk(s) • landscaping |
|--|--|

SECTION 01 11 10
DESIGN-BUILDER KEY STAFF

PART 1 – GENERAL

1.01 SUMMARY

- A. This Section specifies key staff that form s the Design-Builder's team and identifies their basic functions.

1.02 REFERENCES

- A. United States Green Building Council (USGBC)
 - 1. Leadership in Environmental Engineering and Design (LEED)
 - a. New Construction and Major Renovation
- B. Registrar Accreditation Board of the American Society for Quality (RABASQ)
- C. Occupational Safety and Health Association (OSHA)
 - 1. Construction Safety Training
 - 2. First Aid/CPR/Blood Borne Pathogens Training

1.03 SUBMITTALS

- A. Submit the following within 10 days of Award in accordance with Section 01 33 00, SUBMITTAL PROCEDURES:
 - 1. Evidence of qualifications and experience of Key Staff.

1.04 DESIGNER

- A. The Design-Builder shall be responsible for performing or furnishing design professional services and related services in all phases of the Project and require its Designer to perform the services in accordance with the specifications and requirements of the Contract and in accordance with professional standards of skill, care, and diligence adhered to by firms recognized for their expertise, experience, and knowledge in performing these services. The Design-Builder shall be responsible for the professional quality, technical accuracy, completeness, and coordination of the services and shall serve as the Architect of Record and the Engineers of Record for the Project.
- B. All architecture, engineering, and other design services rendered by or through the Design-Builder shall be accomplished, reviewed, and approved by the Designer's team of architects and engineers licensed to practice in their respective disciplines in the jurisdiction where the Project will be constructed. The Design-Builder shall comply with local laws regarding the licensing of design firms and personnel providing services for the Project.
- C. All positions shall be filled by competent personnel satisfactory to the Authority. Each position shall be held by a separate full-time employee unless otherwise specifically approved by the Authority.
- D. Individuals holding these key staff positions shall not be changed without written Authority approval for substitution of key staff.

E. Key Designer Staff

1. Design Engineering Manager

- #
- a. A registered Professional Engineer licensed to practice engineering in all jurisdictions where the Project will be constructed, shall have a degree in engineering with a minimum of 15 years experience in design and design management of complex multi-discipline projects in the transportation industry. #
 - b. Responsible for managing design and design services during construction for all disciplines involved in the Project. The Design Engineering Manager shall assign Architect and Engineer(s) of Record for Project and shall establish and implement design milestone submittal schedules. The Design Engineering Manager is responsible to ensure that design of all project elements is done in accordance with Contract Documents, Industry Standards, and jurisdictional codes and regulations. The Design Engineering Manager responsibilities also include but are not limited to managing design sub-consultants that support the Designer, developing and implementing a Design Control Plan (DCP), and a Design Quality Plan (DQP) in carrying out design of Project elements and ensuring that sub-consultants do the same, coordinating with Jurisdictional Authorities and utility companies and ensuring that all design complies with applicable jurisdictional codes and standards, preparation and submittal of design milestone and Issued for Construction Drawings and Issued for Construction Specifications, preparation of Working Drawings, responding to and managing review comments from the Authority and other reviewers, and assisting the Construction Manager in obtaining permits, all in a timely manner without affecting Project schedule.
 - c. Responsible for managing the preparation of As-Built Drawings and As-Built Specifications.

2. Architect of Record

- #
- a. A licensed Architect in the jurisdiction where the Project will be constructed, with an undergraduate or graduate degree in architecture, and with 15 to 20 years experience in design of complex multi-discipline projects of a similar type and financial magnitude in the transportation industry. #
 - b. Responsible for signing and sealing Issued for Construction Drawings and Specifications.
 - c. The Architect of Record shall be an active participant in all phases of the Project, including the construction phase, for the selection of materials, products and finishes for submittals, approval of samples and mock-ups, coordination of architectural work with structural, mechanical, electrical, and other disciplines, and regular Site visits to verify conformance with the approved design.

3. Engineers of Record

- #
- a. Registered Professional Engineers licensed to practice in their respective disciplines in the jurisdiction where the Project will be constructed, with undergraduate or graduate degrees in engineering, and with 15 to 20 years experience in design of complex multi-discipline projects of a similar type and financial magnitude in the transportation industry. #
 - b. Responsible for signing and sealing Issued for Construction Drawings and Specifications.
 - c. Responsible to ensure that design within their disciplines is done in accordance with Contract Documents, Industry Standards, and jurisdictional codes and regulations. Responsibilities also include but are not limited to, implementing the Design Control Plan (DCP) and a Design Quality Plan (DQP), supporting the Design Engineering Manager in coordinating with Jurisdictional Authorities and Utility companies and ensuring that all design complies with applicable jurisdictional codes and standards, preparation and submittal of design milestone and Issued for Construction Drawings and Issued for

Construction Specifications, preparation of Shop Drawings and Working Drawings, and responding to and addressing review comments from WMATA and other reviewers.

- d. Engineers of Record shall be active participants in all phases of the Project, including the construction phase, for review of submittals, approval of samples and mock-ups, coordination of the Work of their respective disciplines with other disciplines, and regular Site visits to verify conformance with the approved design.

4. LEED Coordinator

- a. LEED Accredited Professional with documented experience in managing all aspects of LEED certification in accordance with USGBC and LEED for New Construction and Major Renovation and with a minimum of 5 years experience in attaining LEED certification for projects of a similar type and financial magnitude in the construction industry.
- b. Responsible for coordinating the design of the Project with architect and engineers to ensure that the Project attains LEED Silver Certification.
- c. LEED Coordinator shall be an active participant in all phases of the project, including the construction phase of the Project.

5. Systems Integrator

- a. The Systems Integrator shall be registered as a Professional Engineer, licensed to practice in the jurisdiction where the Project will be constructed. The Systems Integrator shall have 10 or more years experience in transportation infrastructure systems design of a similar type and financial magnitude, and previous related experience in the design of systems for transportation facilities.
- b. The Systems Integrator shall coordinate all systems-related interfaces between the Authority and the design disciplines.

1.05 DESIGN-BUILDER

- A. The Design-Builder shall responsible for management of the Project and for performing as the builder, including furnishing the services of Subcontractors and vendors, to perform all manufacture, fabrication, installation, and construction to complete the Project in accordance with the approved Issued for Construction Drawings and Issued for Construction Specifications, all applicable jurisdictional codes and regulations, the approved Quality Management System; the approved Safety Plan; the approved Systems Integration Plan, and environmental and other applicable requirements to achieve Acceptance in accordance with the approved Project Schedule. The Design-Builder shall obtain jurisdictional approvals and permits, and Utility approvals.
- B. All personnel involved in the performance of construction work shall be experienced and qualified to perform their trade, and all construction work shall be performed in a skilled and workmanlike manner.
- C. Individuals holding these key staff positions shall not be changed without written Authority approval for substitutions of key staff.
- D. Key Design-Builder Staff

1. Project Manager

- a. Project Manager shall have a minimum of 20 years experience managing design and construction of complex multi-discipline projects of a similar type and financial magnitude in the transportation industry.

REVISED AM-1

- b. In charge of design and construction of the Project as a whole, with overall responsibility for the successful and timely completion of the Project
- c. Supervises the Key Staff, shall be the sole point of contact with the Contracting Officer Representative, shall be responsible for coordinating with outside agencies as required, shall be responsible for managing cost and maintaining schedule of the Project, shall be responsible for ensuring that QA/QC and Safety guidelines are followed, and shall be responsible for testing, commissioning, and close-out of the Project.

2. Construction Manager

- # a. Shall have a minimum of 20 years experience in managing complex multi-discipline heavy construction projects and a minimum of 15 years managing the construction of projects of a similar type and financial magnitude in the transportation industry. #
- b. Responsible for managing construction of all facets of the Project.
- c. In charge of the day-to-day construction activity of the Project. Responsibilities include but are not limited to acquiring construction permits, managing Subcontractors, independent testing companies, fabricators and Suppliers, coordinating with Quality Manager and Safety Manager in the implementation of project Quality and Safety plans, development, management, and implementation of Project Schedule, preparation, submittal, and management of construction submittals, maintaining as-built documentation, coordinating with Design Engineering Manager, outside agencies, and Utility companies on construction related matters. The Construction Manager is responsible to ensure that construction is based on Issued for Construction Drawings and Issued for Construction Specifications and that all applicable codes and standards are complied with.

3. Construction General Superintendent

- # a. Shall have a minimum of 15 years experience in complex multi-discipline heavy construction, a minimum of 10 years in transportation industry, and a minimum of 5 years in a supervisory capacity supervising projects of a similar type and financial magnitude. #
- b. Responsible for oversight of day-to-day construction at the Site.
- c. Responsibilities include but are not limited to supervising construction activity, overseeing coordination between Subcontractors, and ensuring that construction is based on current Shop Drawings and Working Drawings. The Construction General Superintendent is also responsible for maintaining as-built documentation.

4. Quality Manager

- # a. Shall be trained as a Lead Auditor in a Registrar Accreditation Board of the American Society for Quality (RABASQ) approved course on the requirements of ISO 9001 and with a minimum of 10 years of related experience including a minimum of 5 years of management positions in a production, manufacturing, or construction environment performing QA/QC auditing. Transportation industry experience is preferred. #
- b. Reports to one or more levels of management above the Design-Builder's Project Manager.
- c. Responsible for the Quality Assurance (QA) and Quality Control (QC) for the Project and shall be fully familiar with the Federal Transit Agency's (FTA) Quality requirements.
- # d. Shall be a full time staff member of the Design-Builder's team and shall establish, implement, and maintain the Quality Management System, shall report directly to and be supervised by an Officer of the Design-Builder at a level above that of the Project Manager responsible for the Project, shall serve as a liaison officer with the Authority and the Jurisdictional #

- e. Authorities on matters relating to the Design-Builder's quality system, shall be responsible for ensuring that the Quality Management System is effective in ensuring that the Contract requirements are satisfied, and shall be responsible for the oversight of onsite and offsite testing by the Design-Builder.
- f. The Quality Manager may be approved as the Safety and Security Certification Manager as defined in Section 01 11 50, SAFETY AND SECURITY CERTIFICATION.

5. Safety Superintendent

#

- a. Shall have a four year degree and a minimum of 15 years experience in heavy industry construction safety practices and with a minimum of 5 years in transportation construction in operating conditions, and shall have completed OSHA Construction Safety Training and First Aid/CPR/Blood Borne Pathogens Training. Shall be a Certified Safety Professional (CSP).
- b. Responsible for development of a construction safety plan.
- c. Shall be a full time member of the Design-Builder and devotes full time to worksite safety in implementing, enforcing, and maintaining the safety program for the Design-Builder and Subcontractor forces. The Safety Superintendent shall have no duty other than safety supervision of persons, equipment, and property affected by Contract work.
- d. Shall have specialized training and experience in construction safety supervision and have a thorough knowledge of all OSHA regulations. The Safety Superintendent shall have the ability to develop and conduct safety-training courses. The Safety Superintendent shall be familiar with industrial hygiene equipment and testing as required for the protection of all personnel and the public

#

PART 2 – PRODUCTS (not used)

PART 3 – EXECUTION (NOT USED)

END OF SECTION

FQ 16146/NAC

APPENDIX B

***NOTICE OF REQUIREMENTS
FOR
DISADVANTAGED BUSINESS ENTERPRISE (DBE)***

March 2012

*** * ***

**~Applies only if bid/proposal price is \$500,000 or more for a construction contract
or \$100,000 or more for a supply and service contract.**

~ APPENDIX B

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

1. DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENT:

- A. The DBE requirements of the Authority's DBE Program Plan apply to this contract. Accordingly, the Contractor shall carry out the requirements of the Authority's DBE Program Plan and this Appendix in the award and administration of this U.S. Department of Transportation (US DOT) assisted contract.

2. POLICY:

- A. It is the policy of the Authority (WMATA), the Federal Transit Administration (FTA) and the US DOT that Disadvantaged Business Enterprises (DBEs) shall compete fairly to receive and participate in performing federally assisted contracts, including contracts and subcontracts at any tier. It is further the policy of the Authority, the FTA and the US DOT that its prime contractors establish procedures to ensure the timely payment of amounts due pursuant to the terms of their subcontracts. The Contractor hereby agrees to carry out this policy in the award and administration of subcontracts to the fullest extent possible consistent with efficient Contract performance.

3. CONTRACT GOAL:

- A. If the bidder/proposer is not a DBE, the bidder/proposer agrees that the DBE goal for this Contract shall be met by subcontractors or by joint ventures with DBEs. The goal set forth for this Contract is 18% of the final Contract price, including amendment and modification. The amount of DBE participation will be determined by the dollar value of the work performed and/or supplies furnished by DBE firms as compared to the total value of all work performed and/or supplies furnished under this Contract. The Contractor shall have met this goal if the Contractor's DBE participation meets or exceeds this goal.
- B. In cases where work is added to the Contract by modification such that additional DBE participation is necessary to meet this goal, the Contractor shall increase the participation of one or more firms listed on the "Schedule of DBE Participation" or submit additional DBE certified firms to meet the goal. In cases where work is deleted from the Contract, the goal shall be applicable to the new Contract amount. The Contractor shall be permitted to meet the goal by revising its DBE participation, provided, however, that the revision shall not result in DBE participation that is less than the original goal.

4. DEFINITIONS:

- A. **Appendix B.** The Notice of Requirements for Disadvantaged Business Enterprise, which when attached to a solicitation, implements the DBE requirements of the Authority's DBE Program Plan in the award and administration of federally funded Authority contracts.
- B. **Certified DBE.** means a for-profit small business concern (a) that is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals; (b) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it; and (c) whose eligibility is evidenced by a current WMATA Certification letter, a D.C. Department of Transportation Certification letter, or a certification letter issued by the Metropolitan Washington Unified Certification Program (MWUCP).
- C. **Contractor.** One who participates, through a contract or subcontract (at any tier), in a US DOT assisted highway, transit or airport program.
- D. **DC DOT.** The District of Columbia Department of Transportation.
- F. **Good Faith Efforts.** Efforts to achieve a DBE goal or other requirements of the Authority's DBE Program Plan which by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the goal program requirement.
- G. **Joint Venture.** An association of a DBE firm and one or more other firms to carry out a single, for-profit business enterprise, for which the parties combine their property, capital, efforts, skills and knowledge, and in which the DBE is responsible for a distinct, clearly defined portion of the work of the contract and shares in the capital contribution, control, management, risks, and profits of the joint venture commensurate with its ownership interest.
- H. **Metropolitan Washington Unified Certification Program (MWUCP).** A unified certification program mandated by 49 CFR §26.81 between two federal transit recipients (WMATA and the D.C. Department of Transportation). The agreement became effective January 2005.
- I. **Pre-certification.** A requirement under 49 C FR §26.81(c) that all certifications by the MWUCP be made final before the due date for bids or offers on a contract on which a firm seeks to participate as a DBE.
- J. **Race-conscious.** A measure or program that is focused specifically on assisting only DBEs, including women-owned DBEs.
- K. **Race-neutral.** A measure or program that is, or can be, used to assist all small businesses. For the purposes of the DBE program, race-neutral

includes gender-neutrality.

- L. **Small Business Concern.** With respect to firms seeking to participate as DBE's in US DOT assisted contracts, a small business concern as defined pursuant to Section 3 of the Small Business Act and Small Business Administration implementing regulations (13 CFR Part 121) that also does not exceed the cap on average annual gross receipts specified in 49 CFR Part 26.65(b).
- M. **Socially and Economically Disadvantaged Individual.** Any individual who is a citizen (or other lawfully admitted permanent resident) of the United States and who the Authority finds to be a socially and economically disadvantaged individual on a case-by-case basis, and any individual in the following groups, members of which are rebuttably presumed to be socially and economically disadvantaged.
 - (1) Black Americans, which includes persons having origins in any of the Black racial groups of Africa;
 - (2) Hispanic Americans, which includes persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture or origin, regardless of race;
 - (3) Native Americans, which includes persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians;
 - (4) Asian-Pacific Americans, which includes persons whose origins are from Japan, China, Taiwan, Korea, Burma (Myanmar), Vietnam, Laos, Cambodia (Kampuchea), Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, the U.S. Trust Territories of the Pacific Islands (Republic of Palau), the Commonwealth of the North Marianas Islands, Macao, Fiji, Tonga, Kiribati, Juvalu, Nauru, Federated States of Micronesia, or Hong Kong;
 - (5) Subcontinent Asian Americans, which includes persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka;
 - (6) Women; and
 - (7) Any additional groups whose members are designated as socially and economically disadvantaged by the SBA, at such time as the SBA designation becomes effective.
- N. **US DOT Assisted Contract.** Any contract between the Authority and a contractor (at any tier) funded in whole or in part with US DOT financial assistance, including letters of credit or loan guarantees.
- O. **Unified Certification Program (UCP).** The program mandated by 49 CFR Part

26.81(a), which requires all U. S. DOT recipients of federal financial assistance to participate in a statewide certification program by March 2002.

- P. **WMATA.** Washington Metropolitan Area Transit Authority, the transit system (rail and bus) serving the metropolitan Washington area, including parts of Virginia and Maryland.

5. HOW DBE PARTICIPATION IS COUNTED TOWARDS THE CONTRACT GOAL:

DBE participation shall be counted towards meeting the DBE goal in accordance with the following:

- A. When a DBE participates in a contract, only the value of the work actually performed by the DBE is counted towards the DBE goal.
- (1) This amount includes the entire amount of that portion of a construction contract that is performed by the DBE's own forces. This amount includes the cost of supplies and materials obtained by the DBE for the work of the contract, including supplies purchased or equipment leased by the DBE (except supplies and equipment the DBE subcontractor purchases or leases from the prime contractor or its affiliate).
 - (2) This amount includes the entire amount of fees or commissions charged by a DBE firm for providing a bona fide service, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of the contract, towards the DBE goal, provided the fee is reasonable and not excessive as compared with fees customarily allowed for similar services.
 - (3) When a DBE subcontracts part of its work under the contract to another firm, the value of the subcontract work may be counted towards the DBE goal only if the DBE's subcontractor is itself a DBE. Work that a DBE subcontracts to a non-DBE firm does not count towards the DBE goal.
- B. When a DBE performs as a participant in a joint venture, the portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work of the contract that a DBE performs with its own forces towards the DBE goal may be counted.
- C. Expenditures to a DBE contractor towards the DBE goal may be counted only if the DBE is performing a commercially useful function on that contract.
- (1) A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities

by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, the Authority will consider the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the DBE credit claimed for its performance of the work, and other relevant factors.

- (2) A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation.
- (3) If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of its contract with its own work force, or if the DBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work, the Authority will presume that the DBE is not performing a commercially useful function.

D. The following factors will be used by the Authority in determining whether a DBE trucking company is performing a commercial useful function:

- (1) The DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible for on a particular contract, and there cannot be a contrived arrangement for the purpose of meeting the DBE goal.
- (2) The DBE must itself own and operate at least one fully licensed, insured and operational truck used on the contract.
- (3) The DBE receives credit for the total value of the transportation services it provides on the contract using trucks it owns, insures, and operates using drivers, it employs.
- (3) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
- (5) The DBE may also lease trucks from a non-DBE firm, including an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services

are not provided by a DBE.

- (6) The lease must indicate that the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the terms of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

E. The following factors will be used to count expenditures with DBEs for materials or supplies towards the DBE goal:

- (1) If the materials or supplies are obtained from a DBE manufacturer, 100 percent of the cost of the materials or supplies will be counted towards the DBE goal. A manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the contract.
- (2) If the materials or supplies are purchased from a DBE regular dealer, 60 percent of the cost of the materials or supplies will be counted towards the DBE goal. A regular dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question. A person may be a regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating, or maintaining a place of business as provided in this paragraph if this person both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by long-term lease agreement and not on an ad hoc or contract-by-contract basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not regular dealers within the meaning of this paragraph.
- (3) With respect to materials or supplies purchased from a DBE which is neither a manufacturer nor a regular dealer, the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials and supplies required on a job site, may be counted towards the DBE goal, provided the fees are reasonable and are not excessive as compared with fees customarily allowed for similar services. The cost of the materials and supplies themselves may not be counted towards the DBE goal.

F. All DBE firms must be pre-certified. Participation by a firm that is not currently

certified as a DBE by the Authority at the time of the due date for bids or offers on a contract, does not count towards the DBE goal. All DBE firms must be in compliance with 49 CFR, Part 26.

- G. The dollar value of work performed under the contract by a firm who has been decertified as a DBE by the MWUCP does not count towards the DBE goal.
- H. The participation of a DBE subcontractor does not count towards the Contractor's DBE goal until the amount being counted towards the goal has been paid to the DBE.

6. BID AND PROPOSAL REQUIREMENTS (WITH THE BID/PROPOSAL):

The bidder/proposer shall submit the following with its bid/proposal. Any bidder/proposer who fails to complete and return this information with its bid/proposal shall be deemed to be not responsive and may be ineligible for contract award. Bidders/proposers that fail to meet the DBE goal above and fail to demonstrate "good faith efforts" to justify waiver of the DBE goal (see paragraph 6.C. below) shall be deemed to be not responsible and will be ineligible for Contract award.

- A. Completed "Schedule of DBE Participation" (Attachment B-1) sufficient to meet the above goal. If the bidder/proposer is a DBE firm and intends to satisfy the appropriate DBE requirement with its own firm, it must indicate in the Schedule the area of work and percentage it will perform to satisfy the goal. All bidder/proposers must attach current WMATA, DC DOT or MWUCP certification letters for each DBE listed on the Schedule.
- B. Executed "Letters of Intent to Perform as a Subcontractor/Joint Venture" (Attachment B-2). If the bidder/proposer is not a DBE or intends to satisfy the requirements through other DBE firms, then it must attach these letters from each certified DBE listed on the Schedule.
- C. Justification for grant of relief (Appendix B waiver of DBE goal). If in the submittal of its bid/proposal, the bidder/proposer fails to meet the DBE goal above, the bidder/proposer has the burden of furnishing sufficient documentation with its bid/proposal of its "good faith efforts" to justify a grant of relief (waiver) from the goal or portion of the goal. Such justification shall be in the form of a detailed report. The following is a list of actions which shall be considered as part of the bidder's/proposer's good faith efforts to obtain DBE participation. This list is neither a mandatory checklist nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases:
 - (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid/proposal meetings, advertising and/or written notices) the interest of all certified DBEs who have the capability to perform the work of the contract. The bidder/proposer must solicit this

interest within sufficient time to allow the DBEs to respond to the solicitation. The bidder/proposer must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

- (2) Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goal will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces.
- (3) Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
- (4) (a) Negotiating in good faith with interested DBEs. It is the bidder's/proposer's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBEs to perform the work. "DBE Unavailability Certifications" (Attachment B-3) shall be completed as appropriate.
- (b) A bidder/proposer using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as the contract goal into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's/proposer's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder/proposer of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.
- (5) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate

causes for the rejection or non-solicitation of bids/proposals in the contractor's efforts to meet the project goal.

- (6) Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.
- (7) Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.
- (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

7. BID AND PROPOSAL REQUIREMENTS (APPARENT SUCCESSFUL BIDDER/PROPOSER):

The bidder/proposer shall submit the following items within ten (10) calendar days after notification that they are the apparent successful bidder/proposer:

- A. A copy of a current WMATA, D.C. DOT or MWUCP certification letter(s) shall be attached to the DBE Schedule of Participation to evidence DBE pre-certification.
- B. DBE Manufacturer's Affidavit, if applicable, must be submitted in order to receive 100 percent of the allowable credit for expenditures to DBE manufacturers/suppliers (Attachment B-4). By submission of this Affidavit, the bidder/proposer certifies this it is satisfied that the manufacturer meets the requirements of 49 CFR Part 26.
- C. Schedule B Information for Determining Joint Venture Eligibility, if applicable (Attachment B-5, pgs. 1, 2, 3, 4). Submittal shall be signed by all parties, dated and notarized.
- D. Copy of Joint Venture Agreement, if applicable. Submittal shall be signed by all parties, dated and notarized.
- E. Certification letter of the DBE regular dealer/supplier, if applicable. If the bidder/proposer wants to receive the maximum allowable credit of its expenditures for material(s) or supplies required under this Contract, from DBE regular dealers/suppliers, the DBE must submit a signed and notarized statement on their letterhead, that they are a regular dealer of the material(s) or supplies. By submission of this statement, the bidder/proposer certifies that it is satisfied that the subcontractor is a regular dealer/supplier that meets the requirements of 49 CFR Part 26.
- F. For Design-Build contracts, if a DBE goal is specified in Section 00 86 05, DBE GOAL REQUIREMENTS, the proposer shall submit with its initial Price

Proposal a list of DBE-certified firms that it intends to enter into subcontract agreements with for this Contract. If no goal is specified in Section 00 86 05 of the solicitation and the proposer still intends to utilize DBEs in the performance of this Contract, the proposer shall submit with its initial Price Proposal a list of those DBE- certified firms. The documentation requirements of Section 00 45 30 of the solicitation shall be completed and submitted at the time set forth for the submittal of Best and Final Offer (BAFO) to the Authority for any Contract in which a DBE goal is applicable or for any Contract in which there was no goal established, but the proposer identified DBE-certified firms that it intends to enter into subcontract agreements with in its initial Price Proposal. Any proposer who fails to complete and return the following information, if applicable, with their BAFO Price Proposal may be deemed to be not responsible and may be ineligible for contract award. Proposers that fail to meet the DBE goal, if any, specified in Section 00 86 05 and fail to demonstrate a good faith effort and to justify waiver of the DBE goal may be deemed to be not responsible and may be ineligible for contract award.

8. CONTRACT ADMINISTRATION REQUIREMENTS:

The following requirements apply after contract award:

- A. The Contractor shall include the following provision in the General Provisions of each subcontract it awards in support of the DBE goal:

“The contractor shall not discriminate on the basis of race, color, national origin or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of US DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in termination of this contract or such other remedy as the Buyer deems appropriate.”

- B. (1) The Contractor shall monitor the performance of, collect and report data on DBE participation to the WMATA’s DBE office on the attached “Prompt Payment Report-Prime Contractor’s Report” (Attachment B-6) which shall be submitted monthly with each payment request. Failure to submit these reports may result in suspension of contract payments. The Contractor shall certify with each payment request that payment has been or will be made to all subcontractors due payment, within ten (10) days after receipt of payment from the Authority for work by that subcontractor. The Contractor shall inform the COR or COTR, with their payment request, of any situation in which scheduled subcontractor payments have not been made and the reason therefore.

(2) The Contractor shall require each sub-contractor to complete and forward to the DBE Liaison Officer on a monthly basis a “Prompt Payment Report-Subcontractor’s Report” (Attachment B-7). The sub-contractor shall certify that payment has been received.

C. The Contractor shall have a continuing obligation to maintain a schedule for participation by DBE contractor(s) to meet its goal set forth above in this Appendix. The Contractor shall not have work performed nor the materials or supplies furnished by any individual or firm other than those named in the "Schedule of DBE Participation." If at any time, the Contractor believes or has reason to believe that it needs to obtain a substitute for a DBE contractor named in the "Schedule of DBE Participation", the Contractor shall, within ten (10) days, notify the contracting officer and the DBE office of that fact in writing. Situations which may warrant substitution for a DBE firm include, but are not limited to the following:

- (1) Evidence of change in ownership or circumstances regarding the firm's status as a DBE.
- (2) Death or physical disability, if the named subcontractor or DBE partner of the joint venture is an individual.
- (3) Dissolution, if a corporation or partnership.
- (4) Bankruptcy of the subcontractor, subject to applicable bankruptcy law, and only instances where the bankruptcy affects the Contractor's ability to perform.
- (5) Inability to furnish a reasonable performance or payment bond, if required.
- (6) Inability to obtain, or loss of, a license necessary for the performance of the particular category of work.
- (7) Failure or inability to comply with a requirement of law applicable to contractors and subcontractors on a construction, alteration or repair project.
- (8) Failure or refusal to execute the subcontract in accordance with the terms of an offer submitted to the Contractor prior to the Contractor's submission of its bid/proposal, but only where the contracting officer or other delegated authority's representative can ascertain with reasonable certainty the terms of such offer. In the absence of any other factors, such a failure or refusal will be considered an unusual situation only if the bidder/proposer obtained, prior to bidding/proposing, an enforcement commitment from the subcontractor involved.
- (9) Failure to comply with the terms and conditions of this Contract or those of its subcontract or joint venture agreement.

Within 30 days thereafter, the Contractor shall, if necessary to achieve the Appendix B goal, make every reasonable effort to subcontract the same or other work equivalent in value to other certified DBE firms. The Contractor must have the prior written approval of the contracting officer and the DBE office before

substitution for a DBE subcontractor, regardless of the reason for substitution. Failure to obtain Authority approval could result in the Authority declaring the Contractor ineligible to receive further Authority contracts for three years from the date of the finding.

- D. The contractor shall forward copies of all subcontracts to the DBE office at the time of their execution.
- E. If the contracting officer or other delegated authority's representative determines that the Contractor has failed to comply with this Appendix B, he/she will notify the Contractor of such non-compliance and the action to be taken. The Contractor shall, after receipt of such notice, take corrective action. If the Contractor fails or refuses to comply promptly, the contracting officer or other delegated authority's representative may issue a "stop work order" stopping all or part of the work until satisfactory corrective action has been taken. No part of the time lost due to any such stop work order shall be made the subject of claim for extension of time or for excess costs or damages by the Contractor. When the Authority proceeds with such formal actions, it has the burden of proving that the Contractor has not met the requirements of this Appendix, but the Contractor's failure to meet its Appendix B goal shall shift to it the requirement to come forward with evidence to show that it has met the good faith requirements of this Appendix. Where the Contractor, after exhausting all its administrative and legal remedies and procedures is found to have failed to exert a "good faith effort" to involve DBE's in the work as herein provided, the Authority may declare the Contractor ineligible to receive further Authority contracts for three years from the date of the finding.
- F. The Contractor agrees to cooperate in any studies or surveys as may be conducted by the Authority which are necessary to determine the extent of the Contractor's compliance with this Appendix.
- G. The Contractor shall keep records and documents for two years following performance of this Contract to indicate compliance with this Appendix. These records and documents, or copies thereof, shall be made available at reasonable times and places for inspection by any authorized representative of the Authority and will be submitted upon request together with any other compliance information which such representative may require.
- H. If the Authority, the FTA or the US DOT has reason to believe that any person or firm has willfully and knowingly provided incorrect information or made false statements regarding the DBE Program, the matter shall be referred to the WMATA's DBE office.
- I. Failure by the Contractor to carry out the requirements of this Appendix is a material breach of this Contract, which may result in the termination of this Contract under the Default provision of this Contract or such other remedy as the Authority deems appropriate.

SUMMARY OF SUBMITTALS

With the Bid/Proposal

1. Completed "Schedule of DBE Participation" (Attachment B-1) with current certification letters attached for each listed DBE.
2. Executed "Letters of Intent to Perform as a Subcontractor/Joint Venture" (Attachment B-2).
3. Justification for grant of relief (waiver of DBE goal), if applicable. Include completed "DBE Unavailability Certifications" (Attachment B-3) as appropriate.

Bid and Proposal Requirements (Apparent Successful Bidder/Proposer)

1. All DBEs must submit a copy of their current WMATA or DC DOT certification letters or a certification letter issued by the MWUCP.
2. DBE Manufacturer's Affidavit, if applicable, must be submitted in order to receive 100 percent of the allowable credit for expenditures to DBE manufacturers/suppliers (Attachment B-4).
3. Schedule B Information for Determining Joint Venture Eligibility, if applicable (Attachment B-5, pgs. 1, 2, 3, 4).
4. Copy of Joint Venture Agreement, if applicable.
5. Certification letter of the DBE regular dealer/supplier, if applicable.

After Contract Award

1. "Prompt Payment Report-Prime Contractor's Report" Attachment B-6) – submitted monthly.
2. "Prompt Payment Report-Subcontractor's Report" (Attachment B-7) - submitted monthly.
3. Request to substitute DBE contractor (see paragraph 8.C.) – submitted as required.
4. Copies of subcontracts-submitted at the time of their execution.

SUBMIT WITH BID / PROPOSAL
SCHEDULE OF DBE PARTICIPATION

Contract No. _____

Project Name _____

Name of Bidder/Proposer

The bidder/proposer shall complete this Schedule by identifying only those DBE firms, with scope of work and price, who have agreed to perform work on this Contract. The prices for the work/supplies of these firms shall be at prices amounting to at least the DBE percentage goal of the total contract price. The bidder/proposer agrees to enter into a formal agreement with the DBE firm(s) listed for the work and at, or greater than, the prices listed in this Schedule subject to award of a Contract with the Authority. If the total amount is less than the DBE percentage goal, a justification for waiver of DBE goal shall be attached to this Schedule.

Name of DBE Subcontractor	Address	Type of Work (Electrical, Paving, Etc.) and Contract Items or Parts Thereof to be Performed and Work Hours Involved	Agreed Price
Subtotal \$ DBE Subcontractors			
Name of DBE Prime Contractor	Address	Type of Work (Electrical, Paving, Etc.) and Contract Items or Parts Thereof to be Performed and Work Hours Involved	Agreed Price
Subtotal \$ DBE Prime Contractor			
TOTAL \$ ALL DBE CONTRACTORS		TOTAL	

 Signature of Contractor Representative

 Title

 Date

M 23.26a (Rev 02/12)

Contract Number: _____

Project Name: _____

**LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR/JOINT VENTURE
(ALL ITEMS MUST BE COMPLETED)**

TO: _____
(Name of Bidder/Proposer)

The undersigned intends to perform work in connection with the above projects as (check one):

_____ an individual _____ a corporation
_____ a partnership _____ a joint venture

Specify in detail particular work items or parts thereof to be performed:

at the following price: \$ _____

Please indicate _____% of the dollar value of the subcontract that will be awarded to non-DBE contractors, if applicable. The undersigned will enter into a formal agreement with you for the above work upon your execution of a contract with the Authority.

Name of DBE Subcontractor/Joint Venture

Phone Number

Address

WMATA Vendor ID #/DBE Cert. #

Signature & Title

Date

The following is to be completed by the Prime Contractor. A copy of this letter must be returned to the DBE subcontractor to indicate acceptance.

To: _____
(Name of DBE)

You have projected your interest and intent for such work, and the undersigned is projecting completion of such work as follows:

**WORK
ITEMS**

**PROJECTED DBE
COMMENCEMENT
DATE**

**PROJECTED DBE
COMPLETION
DATE**

(Date)

(Name of Prime Contractor &
Acceptance Signature)

SUBMIT WITH BID / PROPOSAL

DBE UNAVAILABILITY CERTIFICATION

I, _____, of _____,
(Name) (Title) (Bidder/Proposer)

certify that on _____ I contacted the following DBE contractor to obtain a proposal for work
(Date)
items to be performed on Contract Number _____.

DBE Contractor

Work Items
Sought

Form of Bid Sought (i.e., Unit
Price, Materials and Labor
Only, Etc.

To the best of my knowledge and belief, said DBE contractors were unavailable (exclusive of unavailability due to lack of agreement on price) for work on this project, or unable to prepare a proposal, for the following reason(s):

Signature: _____

Date: _____

_____ was offered an opportunity to bid on the above
(Name of DBE Contractor)

identified work on _____ by _____.
(Date) (Source)

The above statement is true and accurate account of why I did not submit a bid on this project.

(Signature of DBE Contractor)

(Title)

M

23.25 (Rev 10/99)

DBE Certification Instructions

Important Notice

If you do not have a current, official letter of certification from WMATA, D.C. DOT or MWUCP, you are not pre-certified and are therefore not eligible to participate as a Disadvantaged Business Enterprise on the proposal.

For those who wish to access the MWUCP certification application, it may be found on the internet at the following address:

https://www.wmata.com/business/disadvantaged_business_enterprise. Go to "Procurement and Contracting", click on "Disadvantaged Business Enterprise", then click on "DBE Application for Certification".

49 CFR Part 26 gives Metropolitan Washington Unified Certification Program (MWUCP) 90 days in which to process a complete DBE application. In order to become certified and participate in the MWUCP, you must comply with the procedures that follow. Certification must be final before the due date for bids or offers on a contract on which a firm seeks to participate as a DBE.

Instructions

49 CFR Part 26.81(d) of the Certification Procedures requires a firm to be certified as a DBE in its "home state", where it has its principal place of business, in order to become certified outside such "home state". Therefore, you must attach a copy of a valid DBE Certification letter from your home state Department of Transportation to the MWUCP Application. In addition, submit the pertinent documents for your company listed below. The application should be completed in full and **NOTARIZED**.

General (All firms must submit documents under General)

- Current (unaudited) Financial Statements
- Prior three (3) years Federal Tax Returns
- Resume of Principal(s) and Key Personnel
- Third Party Agreements, such as Rental and Management Agreements
- Licenses to Do Business
- Personal Net Worth (PNW) Statement
- Statement of Disadvantage
- No Change Affidavit or Notice of Change (where applicable)

Corporations

- Articles of Incorporation
- By-Laws
- Stock Ownership Options
- Copy of Stock Certifications of Each Holder
- Copy of Voting Rights
- Record of First Organizational Meeting

Partnerships

- Partnership Agreement

Proprietorships

- IRS Employer ID Number
- WMATA Vendor ID#

Limited Liability Companies

Operating Agreement
Certificate of Formation, Operating Agreement with any amendments
U.S. Corporate or Partnership Income Tax Returns

Change of Status Review

On or before each certification anniversary date, you must submit a No Change Statement attesting that there have been no changes in the firm's circumstances affecting its ability to meet the eligibility requirements of 49 C FR Part 26 or WMATA's DBE Program Plan. Those firms which have undergone changes in circumstances must submit a Notice Regarding Change for review by the Office of Procurement and Materials, DBE Unit. A review of these changes shall be made to determine if the firm is in compliance with the 49 CFR Part 26.

Affidavit Enclosure

NOTE: When completing MWUCP Application, complete all information blocks. Type "N/A" if item does not apply to you or your firm.

DBE MANUFACTURER'S AFFIDAVIT

I hereby declare and affirm that I am _____ (Title)
and duly authorized representative of _____ (Name of Company),
a _____ owned and controlled enterprise
whose address is _____

I further declare and affirm that company employees (persons not on the payroll of and/or performing the same tasks for disadvantaged owned business having any interest in the affiant's business) operate the following company equipment relative to the manufacturing process:

Equipment

Type	Function	Model	Age	Make
------	----------	-------	-----	------

Number of employees involved in the manufacturing process: _____

The undersigned swears that the foregoing statements are true and correct and fully understands that WMATA may rely on these statements in determining whether a WMATA prime contractor purchasing goods from the undersigned's manufacturing concern is entitled to a 100% credit of such purchases towards its DBE goal. The undersigned further understands that any material misrepresentation will be grounds for initiating action under Federal or state laws concerning false statements.

Signature of Affiant	Printed Name
----------------------	--------------

Date: _____ State: _____ County: _____

On this _____ day of _____, 19____,

before me appeared _____
(Name)

to me personally known, who, being duly sworn, did execute the foregoing Affidavit, and did state that he
or she was properly authorized by _____
(Name of Firm)

to execute the Affidavit and did so as his or her free act and deed.

(Seal) Sworn and subscribed before me _____
(Notary Public)

Commission Expires: _____

23.29 (10/99)

M

Information For Determining Joint Venture Eligibility

Page 1

.....
Name and address of Joint Venture:

Contact Person: _____ Telephone: _____

Have you attached a copy of the Joint Venture agreement? ☐ Yes ☐ No

NOTE: Affidavit will not be processed without a copy of the Joint Venture agreement.

.....
Name and address of Joint Venture partner: _____

Contact Person: _____ Telephone: _____

_____ Status of firm: ☐ DBE. ☐ Non-

Minority.

Does firm have current WMATA, DC DOT or MWUCP DBE certification? ☐ Yes ☐ No

.....
Name and address of Joint Venture partner: _____

Contact Person: _____ Telephone: _____

_____ Status of firm: ☐ DBE. ☐ Non-

Minority.

Does firm have current WMATA, DC DOT or MWUCP DBE certification? ☐ Yes ☐ No

.....
Describe the nature of the Joint Venture business:

Describe the role in the Joint Venture of each partner listed above:

Describe the experience and business qualifications of each partner in the Joint Venture listed above:

.....

Information For Determining Joint Venture Eligibility

Page 2

.....

Indicate the percentage of ownership in the Joint Venture for each Joint Venture partner, indicating dollar amounts wherever applicable.

Name of Partner	Percentage of Ownership	Profit and Loss Sharing	Capital Contributions including Equipment	Other Agreements
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

TOTALS:

.....

Identify by name, title, race, sex and company affiliation those individuals responsible for the management control of and participation in this contract:

1. Financial decisions, such as payroll, insurance, surety and/or bonding requirements:

Name: _____ Race: _____

Title: _____ Sex: ☐ Male ☐ Female

Company affiliation: _____

2. Management decisions, such as estimating, marketing and sales, hiring and firing, purchasing supplies:

Name: _____ Race: _____

Title: _____ Sex: ☐ Male ☐ Female

Company affiliation: _____

3. Supervision of field operations:

Name: _____ Race: _____

Title: _____ Sex: ☐ Male ☐ Female

Company affiliation: _____

.....

M

23.06c (Rev 10/99)

Information For Determining Joint Venture Eligibility

Page 3

.....

The undersigned swear that the foregoing statements are correct and include all material information necessary to identify and explain the terms and operations of our following named Joint Venture:

and the intended participation by each Joint Venturer in the undertaking. Further the undersigned covenant and agree to provide the Authority current, complete and accurate information regarding actual Joint Venture work and the payment thereof and any proposed changes in any of the Joint Venture arrangements and to permit the audit and examination of the books, records and files of the Joint Venture, or those of each Joint Venturer relevant to the Joint Venture, by authorized representatives of the Authority or the Federal funding agency. Any material misrepresentation will be grounds for terminating any contract which may be awarded and for initiating action under Federal and State laws concerning false statements.

It is recognized and acknowledged that the Authority's DBE Program shall have access to the information provided herein above for the purpose of establishing eligibility and authenticity of the minority/woman-owned status of the Joint Venture.

It is understood that trade secrets and information privileged by law, as well as commercial, financial, geological and geophysical data furnished will be protected.

_____ (NAME OF FIRM)	_____ (NAME OF SECOND FIRM)
_____ (SIGNATURE OF AFFIANT)	_____ (SIGNATURE OF AFFIANT)
_____ (PRINT NAME)	_____ (PRINT NAME)
_____ (TITLE)	_____ (TITLE)
_____ (DATE)	_____ (DATE)

.....

..

23.29 (10/99)

M

Information For Determining Joint Venture Eligibility

Page 4

.....
Date: _____ State: _____ County: _____

On this _____ day of _____, 19____,

before me appeared _____
(Name)

to me personally known, who, being duly sworn, did execute the foregoing Affidavit, and did state that he or she was properly authorized by _____

(Name of Firm)
to execute the Affidavit and did so as his or her free act and deed.

(Seal) Sworn and subscribed before me _____
(Notary Public)

Commission Expires: _____

.....
Date: _____ State: _____ County: _____

On this _____ day of _____, 19____,

before me appeared _____
(Name)

to me personally known, who, being duly sworn, did execute the foregoing Affidavit, and did state that he or she was properly authorized by _____

(Name of Firm)
to execute the Affidavit and did so as his or her free act and deed.

(Seal) Sworn and subscribed before me _____
(Notary Public)

Commission Expires: _____

.....
M

23.06c (Rev 10/99)

Washington Metropolitan Area Transit Authority

**DISADVANTAGED BUSINESS ENTERPRISE (DBE)
MONTHLY PROMPT PAYMENT REPORT**

PRIME – CONTRACTOR’S REPORT

This report is required to be submitted to the Office of Procurement, DBE Branch 600 5th Street, NW, Suite 3C, Washington, DC 20001, pursuant to the requirements of WMATA’s DBE Program Plan and §26.29 of 49 CFR Part 26.

Contract No.: _____ Reporting Period: _____

Name of Prime Contractor: _____ or No _____

Prime Contract Amount: _____ Total Received this Reporting Period: _____ Total Received to Date: _____
DBE Goal _____

Name of Sub-Contractor	DBE (Y/N)	Description of Work	Date of Contract Awarded	Amount of Sub-Contractor Award	Amount Paid This Reporting Period	Cumulative Paid To Sub-Contractor	% of Physical Work Complete
TOTAL							

I certify the information furnished with respect to DBE subcontractor performance correct to the best of my knowledge and represents a current status of the prime contractor with the DBE subcontractors for the designated period covered by this report. Further, those subcontractors, due payment pursuant to the terms of their subcontracts will be paid within ten days after receipt of payment from WMATA.

By: _____ Title: _____ Date: _____

Washington Metropolitan Area Transit Authority

**DISADVANTAGED BUSINESS ENTERPRISE (DBE)
MONTHLY PROMPT PAYMENT REPORT**

SUBCONTRACTOR'S REPORT

This report is required to be submitted to the Office of Procurement, DBE Branch 600 5th Street, NW, Suite 3C, Washington, DC 20001, pursuant to the requirements of WMATA's DBE Program Plan and §26.29 of 49 CFR Part 26.

Contract No.: _____ Reporting Period: _____

Name of Subcontractor: _____ DBE – Yes or No

Subcontractor Contract Amount: _____ Total Received this Reporting Period: _____ Total Received to Date: _____

Name of Sub-Contractor	DBE (Y/N)	Description of Work	Date of Contract Awarded	Amount of Sub-Contractor Award	Amount Paid This Reporting Period	Cumulative Paid To Sub-Contractor	% of Physical Work Complete
TOTAL							

I certify the information furnished with respect to DBE subcontractor performance correct to the best of my knowledge and represents a current status for the designated period covered by this report. Further, those contractors, due payment pursuant to the terms of their subcontracts will be paid within ten days after receipt of payment from the Contractor.

By: _____ Title: _____ Date: _____

POTOMAC YARD METRORAIL STATION
LIST OF DRAWINGS

SHEET NO.	DRAWING NO.	DRAWING TITLE
1 of 142	C8e-G-001	COVER SHEET
2 of 142	C8e-G-002	LIST OF DRAWINGS AND GENERAL NOTES
3 of 142	C8e-G-003	VICINITY MAP
4 of 142	C8e-G-004	FTA PROJECT IDENTIFICATION SIGN
4a of 142	C8e-G-004a	FOREST PROTECTION NOTES AND DETAILS
4b of 142	C8e-C-01	HORIZONTAL & VERTICAL CONTROL - SURVEY CONTROL PLAN
4c of 142	C8e-C-02	HORIZONTAL & VERTICAL CONTROL - SURVEY CONTROL PLAN
4d of 142	C8e-C-03	HORIZONTAL & VERTICAL CONTROL - SURVEY CONTROL PLAN
4e of 142	C8e-C-04	HORIZONTAL & VERTICAL CONTROL - SURVEY CONTROL PLAN
4f of 142	C8e-C-05	HORIZONTAL & VERTICAL CONTROL - SURVEY CONTROL PLAN
5 of 142	C8e-SP-101	SURVEY PLAN
6 of 142	C8e-SP-102	SURVEY PLAN
7 of 142	C8e-SP-103	SURVEY PLAN
8 of 142	C8e-SP-104	SURVEY PLAN
9 of 142	C8e-SP-105	SURVEY PLAN
10 of 142	C8e-SO-101	BORING LOCATION PLAN
11 of 142	C8e-R-101	RIGHT OF WAY PLAN
12 of 142	C8e-R-102	RIGHT OF WAY PLAN
13 of 142	C8e-R-103	RIGHT OF WAY PLAN
14 of 142	C8e-R-104	RIGHT OF WAY PLAN
15 of 142	C8e-R-105	RIGHT OF WAY PLAN
16 of 142	C8e-TW-101	TRACKWORK COVER SHEET
17 of 142	C8e-TW-102	GENERAL NOTES
18 of 142	C8e-TW-103	ABBREVIATIONS AND LEGEND
19 of 142	C8e-TW-104	PLAN AND PROFILE 1 OF 5
20 of 142	C8e-TW-105	PLAN AND PROFILE 2 OF 5
21 of 142	C8e-TW-106	PLAN 3 OF 5
22 of 142	C8e-TW-107	PROFILE 4 OF 5
23 of 142	C8e-TW-108	PLAN AND PROFILE 5 OF 5
24 of 142	C8e-TW-109	ALIGNMENT DATA
25 of 142	C8e-TW-110	TYPICAL SECTIONS 1 OF 5
26 of 142	C8e-TW-111	TYPICAL SECTIONS 2 OF 5
27 of 142	C8e-TW-112	TYPICAL SECTIONS 3 OF 5
28 of 142	C8e-TW-113	TYPICAL SECTIONS 4 OF 5
29 of 142	C8e-TW-114	TYPICAL SECTIONS 5 OF 5
30 of 142	C8e-TW-115	TRANSITION DETIAL
31 of 142	C8e-TW-116	CROSS SECTIONS STA. 426+00.00 TO STA. 427+25.00
32 of 142	C8e-TW-117	CROSS SECTIONS STA. 427+50.00 TO STA. 428+75.00
33 of 142	C8e-TW-118	CROSS SECTIONS STA. 429+00.00 TO STA. 430+75.00
34 of 142	C8e-TW-119	CROSS SECTIONS STA. 431+00.00 TO STA. 432+75.00
35 of 142	C8e-TW-120	CROSS SECTIONS STA. 433+00.00 TO STA. 434+75.00
36 of 142	C8e-TW-121	CROSS SECTIONS STA. 435+00.00 TO STA. 436+75.00
37 of 142	C8e-TW-122	CROSS SECTIONS STA. 437+00.00 TO STA. 438+75.00
38 of 142	C8e-TW-123	CROSS SECTIONS STA. 439+00.00 TO STA. 440+25.00
39 of 142	C8e-TW-124	CROSS SECTIONS STA. 440+50.00 TO STA. 441+75.00
40 of 142	C8e-TW-125	CROSS SECTIONS STA. 442+00.00 TO STA. 443+25.00
41 of 142	C8e-TW-126	CROSS SECTIONS STA. 443+50.00 TO STA. 444+75.00
42 of 142	C8e-TW-127	CROSS SECTIONS STA. 445+00.00 TO STA. 446+25.00
43 of 142	C8e-TW-128	CROSS SECTIONS STA. 446+50.00 TO STA. 447+75.00
44 of 142	C8e-TW-129	CROSS SECTIONS STA. 448+00.00 TO STA. 449+25.00
45 of 142	C8e-TW-130	CROSS SECTIONS STA. 449+50.00 TO STA. 450+75.00

SHEET NO.	DRAWING NO.	DRAWING TITLE
46 of 142	C8e-TW-131	CROSS SECTIONS STA. 451+00.00 TO STA. 452+25.00
47 of 142	C8e-TW-132	CROSS SECTIONS STA. 452+50.00 TO STA. 453+75.00
48 of 142	C8e-TW-133	CROSS SECTIONS STA. 454+00.00 TO STA. 455+25.00
49 of 142	C8e-TW-134	CROSS SECTIONS STA. 455+50.00 TO STA. 456+75.00
50 of 142	C8e-TW-135	CROSS SECTIONS STA. 457+00.00 TO STA. 458+25.00
51 of 142	C8e-TW-136	CROSS SECTIONS STA. 458+50.00 TO STA. 459+75.00
52 of 142	C8e-TW-137	CROSS SECTIONS STA. 460+00.00 TO STA. 461+25.00
53 of 142	C8e-TW-138	CROSS SECTIONS STA. 461+50.00 TO STA. 462+75.00
54 of 142	C8e-TW-139	CROSS SECTIONS STA. 463+00.00 TO STA. 463+50.00
55 of 142	C8e-C-101	SITE PLAN 1 OF 5
56 of 142	C8e-C-102	SITE PLAN 2 OF 5
57 of 142	C8e-C-103	SITE PLAN 3 OF 5
58 of 142	C8e-C-104	SITE PLAN 4 OF 5
59 of 142	C8e-C-105	SITE PLAN 5 OF 5
60 of 142	C8e-C-106	CONSTRUCTION STAGING & EMPLOYEE PARKING (OPTION #1)
61 of 142	C8e-C-107	CONSTRUCTION STAGING & EMPLOYEE PARKING (OPTION #2)
62 of 142	C8e-C-108	CONSTRUCTION ACCESS (OLD TOWN GREENS PARK)
63 of 142	C8e-C-109	CONSTRUCTION ACCESS (TRAFFIC CIRCLE) AND CONSTRUCTION TRAILERS
64 of 142	C8e-C-110	TEMPORARY CONTRACTOR PEDESTRIAN BRIDGE
65 of 142	C8e-U-101	UTILITY PLAN 1 OF 5
66 of 142	C8e-U-102	UTILITY PLAN 2 OF 5
67 of 142	C8e-U-103	UTILITY PLAN 3 OF 5
68 of 142	C8e-U-104	UTILITY PLAN 4 OF 5
69 of 142	C8e-U-105	UTILITY PLAN 5 OF 5
70 of 142	C8e-L-101	LANDSCAPE PLAN
71 of 142	C8e-A-001	GENERAL NOTES, SYMBOLS, AND ABBREVIATIONS
72 of 142	C8e-A-002	PROJECT KEYNOTES
73 of 142	C8e-A-003	MATERIALS AND FINISHES SCHEDULE
74 of 142	C8e-A-004	BASIS OF DESIGN DIAGRAMMS
75 of 142	C8e-A-005	OVERHEAD PERSPECTIVES
76 of 142	C8e-A-006	GROUND LEVEL PERSPECTIVES
77 of 142	C8e-A-007	INTERIOR PERSPECTIVES
78 of 142	C8e-A-008	RENDERINGS
79 of 142	C8e-A-010	SITE PLANS
80 of 142	C8e-A-011	STATION PLANS
81 of 142	C8e-A-012	STATION PLANS
82 of 142	C8e-A-013	NORTHWEST STATION FACILITIES PLANS
83 of 142	C8e-A-014	SOUTHWEST STATION FACILITIES PLANS
84 of 142	C8e-A-015	SOUTHWEST STATION FACILITIES PLANS
85 of 142	C8e-A-016	EAST RAMP PLANS
86 of 142	C8e-A-020	BUILDING ELEVATIONS - NORTH & EAST
87 of 142	C8e-A-021	BUILDING ELEVATIONS - SOUTH & WEST
88 of 142	C8e-A-022	GLEBE RD PAVILION, PED. BRIDGE, RAMP ELEVATIONS
89 of 142	C8e-A-100	STATION SERVICE LEVEL PLAN - NORTH
90 of 142	C8e-A-101	STATION SERVICE LEVEL PLAN - MIDDLE
91 of 142	C8e-A-102	STATION SERVICE LEVEL PLAN - SOUTH
92 of 142	C8e-A-103	STATION PLATFORM PLAN - NORTH
93 of 142	C8e-A-104	STATION PLATFORM PLAN - MIDDLE
94 of 142	C8e-A-105	STATION PLATFORM PLAN - SOUTH

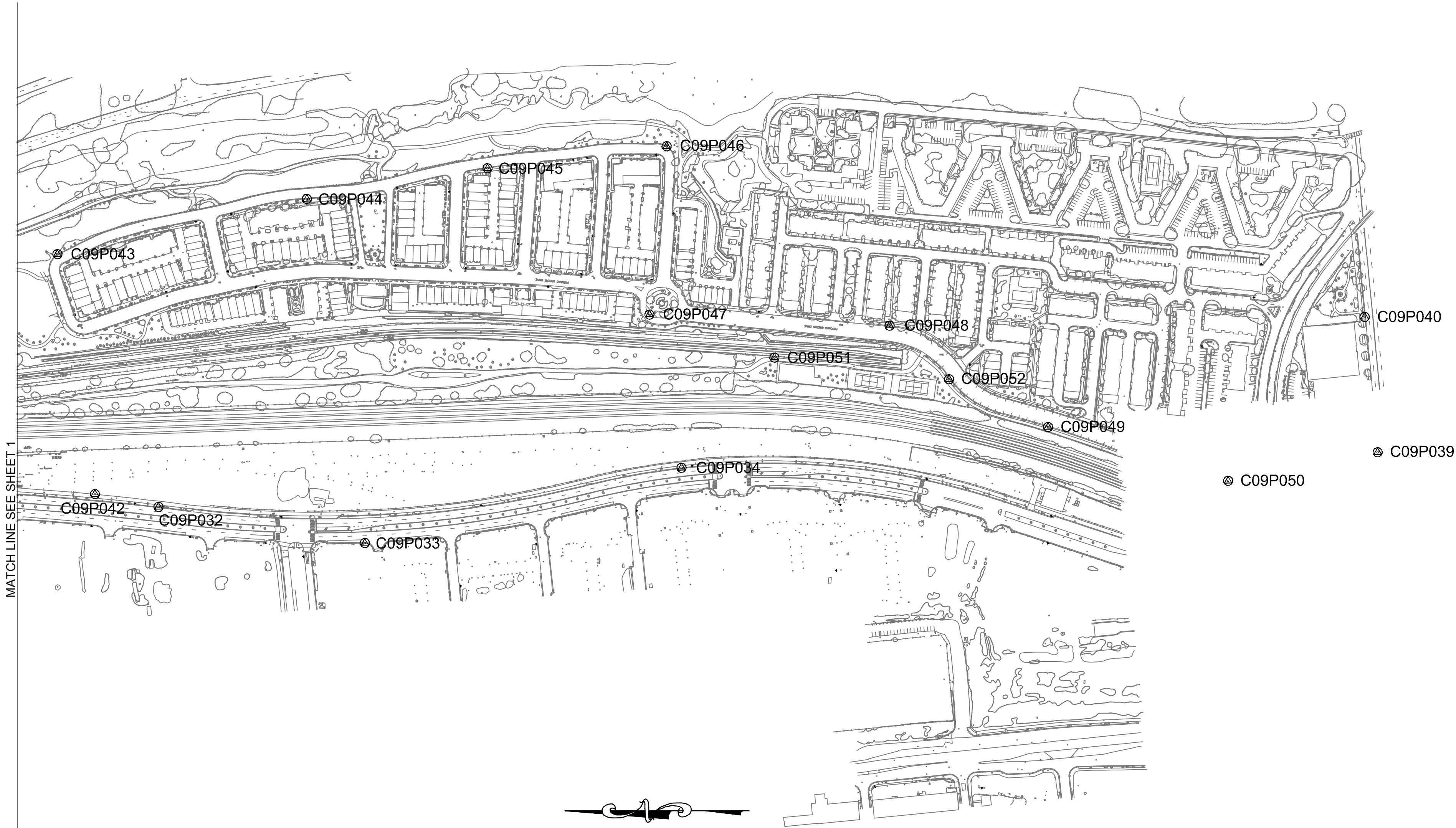
SHEET NO.	DRAWING NO.	DRAWING TITLE
95 of 142	C8e-A-106	STATION MEZZANINE LEVEL PLAN - NORTH
96 of 142	C8e-A-107	STATION MEZZANINE LEVEL PLAN - SOUTH
97 of 142	C8e-A-108	STATION ROOF PLAN - NORTH
98 of 142	C8e-A-109	STATION ROOF PLAN - MIDDLE
99 of 142	C8e-A-110	STATION ROOF PLAN - SOUTH
100 of 142	C8e-A-123	GLEBE RD PAVILION GROUND LEVEL PLAN
101 of 142	C8e-A-124	GLEBE RD PAVILION MEZZANINE LEVEL PLAN
102 of 142	C8e-A-125	GLEBE RD PAVILION ROOF PLAN
103 of 142	C8e-A-130	AC SWITCHGEAR BUILDING PLANS
104 of 142	C8e-A-200	STATION EAST ELEVATION - NORTH
105 of 142	C8e-A-201	STATION EAST ELEVATION - MIDDLE
106 of 142	C8e-A-202	STATION EAST ELEVATION - SOUTH
107 of 142	C8e-A-203	STATION NORTH AND SOUTH ELEVATIONS
108 of 142	C8e-A-204	STATION WEST ELEVATION - NORTH
109 of 142	C8e-A-205	STATION WEST ELEVATION - MIDDLE
110 of 142	C8e-A-206	STATION WEST ELEVATION - SOUTH
111 of 142	C8e-A-210	NORTH PEDESTRIAN BRIDGE NORTH ELEVATIONS
112 of 142	C8e-A-211	NORTH PEDESTRIAN BRIDGE SOUTH ELEVATIONS
113 of 142	C8e-A-212	SOUTH PEDESTRIAN / BICYCLE BRIDGE ELEVATIONS
114 of 142	C8e-A-213	EAST RAMP, BIKE & RIDE STORAGE EAST ELEVATIONS
115 of 142	C8e-A-222	GLEBE RD PAVILION, WEST RAMP WEST ELEVATIONS
116 of 142	C8e-A-223	GLEBE RD PAVILION NORTH AND SOUTH ELEVATIONS
117 of 142	C8e-A-224	GLEBE RD PAVILION, WEST RAMP EAST ELEVATIONS
118 of 142	C8e-A-230	AC SWITCHGEAR BUILDING ELEVATIONS
119 of 142	C8e-A-300	STATION LONGITUDINAL SECTIONS
120 of 142	C8e-A-301	STATION NORTH MEZZANINE CROSS SECTION
121 of 142	C8e-A-302	STATION PLATFORM CROSS SECTION
122 of 142	C8e-A-303	STATION SOUTH CROSS SECTION
123 of 142	C8e-A-322	GLEBE RD PAVILION LONGITUDINAL SECTION
124 of 142	C8e-A-323	GLEBE RD PAVILION CROSS SECTIONS
125 of 142	C8e-A-324	GLEBE RD PAVILION CROSS SECTIONS
126 of 142	C8e-A-400	STATION FACADE AT MEZZANINE
127 of 142	C8e-A-401	STATION FACADE AT SERVICE ROOMS
128 of 142	C8e-A-402	STATION FACADE AT PLATFORM
129 of 142	C8e-A-403	STATION FACADE AT ESCALATOR & STAIRS
130 of 142	C8e-A-404	STATION ROOF SECTIONS
131 of 142	C8e-A-410	NORTH PEDESTRIAN BRIDGE MEZZANINE CONNECTION
132 of 142	C8e-A-411	NORTH PEDESTRIAN BRIDGE
133 of 142	C8e-A-412	NORTH PEDESTRIAN BRIDGE CORNER
134 of 142	C8e-A-413	SOUTH PED. / BICYCLE BRIDGE MEZZANINE CONNECTION
135 of 142	C8e-A-414	SOUTH PEDESTRIAN / BICYCLE BRIDGE
136 of 142	C8e-A-415	SOUTH PEDESTRIAN / BICYCLE BRIDGE CORNER
137 of 142	C8e-A-416	WEST RAMP
138 of 142	C8e-A-417	EAST RAMP CONNECTION TO MEZZANINE
139 of 142	C8e-A-418	EAST RAMP
140 of 142	C8e-A-419	EAST BIKE & RIDE STORAGE
141 of 142	C8e-A-421	PLATFORM SIGNAGE & BENCHES
142 of 142	C8e-A-422	PLATFORM SIGNAGE & BENCHES

Dec 21, 2016 4:43PM
C:\MATA-Doc\Rail Planning\Bentley\Drawings\Station\PS\400 Technical\Change Book\PS\Volume 3 - MATA Standard and RFP Drawings\PS\400 Station and Facility Map.dwg

										CONTRACT NO. FQ16146					
DESIGNED _____ DATE _____ DRAWN _____ DATE _____ CHECKED _____ DATE _____ APPROVED _____ DATE _____	REFERENCE DRAWINGS				REVISIONS					WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE	POTOMAC YARD METRORAIL STATION GENERAL PLANS LIST OF DRAWINGS				
	NUMBER	DESCRIPTION	DATE	BY	DESCRIPTION										
			12-22-2016		AM-1										
										SUBMITTED _____		APPROVED _____ CHIEF ENGINEER		DATE _____	
SCALE Not to Scale		DRAWING NO. C8e-G-002		SHEET NO. 2 of 142											

Jul 13, 2016--2: 02pm
X:\Chentilly\15-0923.001 - WMATA Potomac Yards\04-Survey\CAD\150923-001_PY_Control.dwg

CONTROL POINT DATA:			
MONUMENT	NORTHING	EASTING	ELEVATION
C09P032	148996.2582	195878.7523	35.792
C09P033	148436.5081	195780.7516	35.770
C09P034	147577.0787	195984.9766	42.419
C09P039	145688.2840	196026.9795	44.705
C09P040	145723.4478	196394.3865	45.303
C09P042	149168.6358	195913.5362	34.992
C09P043	149270.5058	196564.6018	26.516
C09P044	148593.7821	196714.3620	25.227
C09P045	148103.4214	196797.6843	25.474
C09P046	147617.5055	196857.3981	23.730
C09P047	147664.1271	196400.5940	23.382
C09P048	147012.4653	196370.6036	35.473
C09P049	146582.5571	196095.4544	41.539
C09P050	146094.0717	195949.4906	40.810
C09P051	147325.0710	196284.0617	37.446
C09P052	146851.0924	196225.2457	39.732



DESIGNED	_____	DATE
DRAWN	W. HAMM	1/26/2016
CHECKED	J. FLEMMING	3/29/2016
APPROVED	_____	DATE


REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS			
DATE	BY	DESCRIPTION	
05.06.2016	SES	REVISED NOTES	
07.13.2016	SES	UPDATED BORDER	

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY		
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES		
OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE		
SUBMITTED	DATE	APPROVED CHIEF ENGINEER
		DATE


POTOMAC YARD METRORAIL STATION GENERAL PLANS HORIZONTAL & VERTICAL CONTROL SURVEY CONTROL PLAN		
SCALE HOR: 1" = 200'	DRAWING NO. C8e-C-02	SHEET NO. 4c of 142

CONTRACT NO. FQ16146

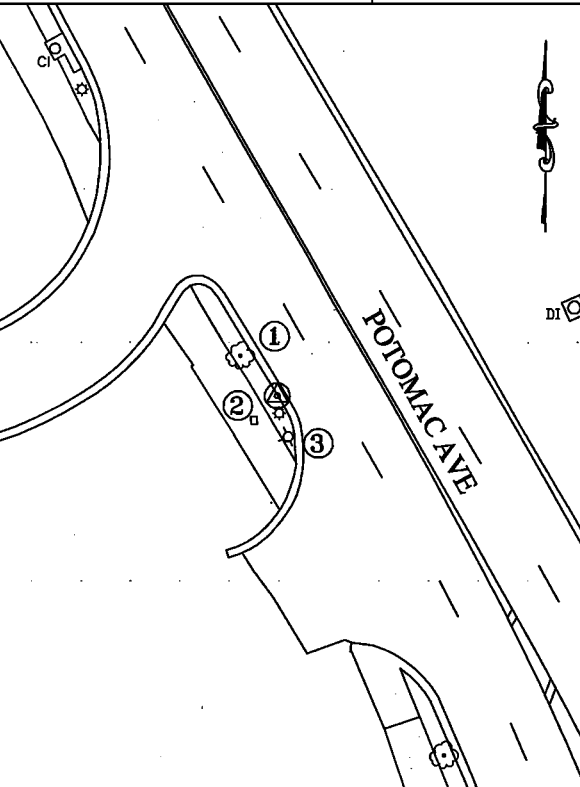








metro

METROPOLITAN AREA TRANSIT AUTHORITY
 600 Fifth Street; Washington, D.C. 20001



MONUMENT RECORD SHEET

MONUMENT NAME:		C09P030		WMATA SURFACE CONTROL																					
CONTRACT NUMBER:		CQ7075 TO#15		HORIZONTAL ADJUSTMENT: X:(Chantilly)15-0923.001 - WMATA Potomac Yard/03-Consultants & Clients/CLIENT HORIZONTAL ADJUSTMENT: X:(Chantilly)15-0923.001 - WMATA Potomac Yard/03-Consultants & Clients/CLIENT																					
DESCRIPTION: 3 1/2 DIA. STD. METRO SURVEY CONTROL - BRASS DISC, STAMPED C09P030, SET ON CURB				<u>LINK TO MRS IMAGE:</u> <u>COMMENTS:</u> COORDINATES ARE WMATA LDP 2089 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVelling FROM EXISTING WMATA CONTROL																					
LOCATION: ON CURB ON WEST SIDE OF POTOMAC AVE, APPROXIMATELY 150' WEST OF STORM MANAGEMENT POND				COMBINED SCALE: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">WMATA LDP NORTHING</td> <td style="width: 50%; padding: 2px;">WMATA LDP EASTING</td> </tr> <tr> <td style="padding: 2px;">150128.8768</td> <td style="padding: 2px;">195763.2292</td> </tr> <tr> <td style="padding: 2px;">MD NAD 27 NORTHING</td> <td style="padding: 2px;">MD NAD 27 EASTING</td> </tr> <tr> <td style="padding: 2px;">MD NAD 83 NORTHING</td> <td style="padding: 2px;">MD NAD 83 EASTING</td> </tr> <tr> <td style="padding: 2px;">LATITUDE</td> <td style="padding: 2px;">LONGITUDE</td> </tr> <tr> <td style="padding: 2px;">ELEVATION NGVD 29 (FEET)</td> <td style="padding: 2px;"></td> </tr> <tr> <td style="padding: 2px;">ELEVATION NAVD 88 (FEET)</td> <td style="padding: 2px;">32.720</td> </tr> <tr> <td style="padding: 2px;"></td> <td style="padding: 2px;">DIFF.</td> </tr> </table>		WMATA LDP NORTHING	WMATA LDP EASTING	150128.8768	195763.2292	MD NAD 27 NORTHING	MD NAD 27 EASTING	MD NAD 83 NORTHING	MD NAD 83 EASTING	LATITUDE	LONGITUDE	ELEVATION NGVD 29 (FEET)		ELEVATION NAVD 88 (FEET)	32.720		DIFF.				
WMATA LDP NORTHING	WMATA LDP EASTING																								
150128.8768	195763.2292																								
MD NAD 27 NORTHING	MD NAD 27 EASTING																								
MD NAD 83 NORTHING	MD NAD 83 EASTING																								
LATITUDE	LONGITUDE																								
ELEVATION NGVD 29 (FEET)																									
ELEVATION NAVD 88 (FEET)	32.720																								
	DIFF.																								
SET BY: A. MORTON THOMAS & ASSOC		DATE: OCTOBER, 2011																							
																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding: 5px;">REFERENCE MONUMENTS</td> </tr> <tr> <td style="width: 50%; padding: 2px;">STATION BACK: N/A</td> <td style="width: 50%; padding: 2px;">AZIMUTH: N/A</td> </tr> <tr> <td colspan="2" style="padding: 2px;">HORIZONTAL GROUND DISTANCE: N/A</td> </tr> <tr> <td style="padding: 2px;">STATION AHEAD: N/A</td> <td style="padding: 2px;">AZIMUTH: N/A</td> </tr> <tr> <td colspan="2" style="padding: 2px;">HORIZONTAL GROUND DISTANCE: N/A</td> </tr> <tr> <td colspan="2" style="padding: 5px;">REFERENCE MARK</td> </tr> <tr> <td style="width: 50%; padding: 2px;">① 3" OAK</td> <td style="width: 50%; padding: 2px;">15.0 (+/-)</td> </tr> <tr> <td style="padding: 2px;">② ELECTRIC BOX</td> <td style="padding: 2px;">7.0 (+/-)</td> </tr> <tr> <td style="padding: 2px;">③ FIRE HYDRANT</td> <td style="padding: 2px;">9.5 (+/-)</td> </tr> <tr> <td style="padding: 2px;">④</td> <td style="padding: 2px;"></td> </tr> </table>						REFERENCE MONUMENTS		STATION BACK: N/A	AZIMUTH: N/A	HORIZONTAL GROUND DISTANCE: N/A		STATION AHEAD: N/A	AZIMUTH: N/A	HORIZONTAL GROUND DISTANCE: N/A		REFERENCE MARK		① 3" OAK	15.0 (+/-)	② ELECTRIC BOX	7.0 (+/-)	③ FIRE HYDRANT	9.5 (+/-)	④	
REFERENCE MONUMENTS																									
STATION BACK: N/A	AZIMUTH: N/A																								
HORIZONTAL GROUND DISTANCE: N/A																									
STATION AHEAD: N/A	AZIMUTH: N/A																								
HORIZONTAL GROUND DISTANCE: N/A																									
REFERENCE MARK																									
① 3" OAK	15.0 (+/-)																								
② ELECTRIC BOX	7.0 (+/-)																								
③ FIRE HYDRANT	9.5 (+/-)																								
④																									
RECOVERY DATA				LEGEND																					
DATE	BY	COMPANY	CONDITION	 VERTICAL MONUMENT	 LEAD & TAPE																				
				 HORIZONTAL MONUMENT	 SCRIBE																				
				 HORIZ. & VERTICAL MON.	 REBAR WITH CAP																				

DRAWN BY: JF
 DATE: 03/20/11
 C:\CHANTILLY\15-0923.001 - WMATA Potomac Yard\03-Consultants & Clients\CLIENT\03-001.dwg
 15-0923.001 - WMATA Potomac Yard\03-Consultants & Clients\CLIENT\03-001.dwg

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
600 Fifth Street; Washington, D.C. 20001

MONUMENT RECORD SHEET

MONUMENT NAME:	C09P031	WMATA SURFACE CONTROL
CONTRACT NUMBER:	CQ7075 TO#15	HORIZONTAL ADJUSTMENT: X=Chantilly/15-0923.001 - WMATA Potomac Yard/03-Consultants & Clients/CLIENT VERTICAL ADJUSTMENT: X=Chantilly/15-0923.001 - WMATA Potomac Yard/03-Consultants & Clients/CLIENT LINK TO MRS IMAGE:

LOCATION: ON EAST CURB OF POTOMAC AVE SOUTH OF THE INTERSECTION WITH EAST GLEBE ROAD	COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF VMS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD83 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL
---	--

SET BY: A. MORTON THOMAS & ASSOC	DATE: OCTOBER, 2011
---	----------------------------

COMBINED SCALE:	
WMATA LDP NORTHING	WMATA LDP EASTING
149664.9753	195929.3236
MD NAD 27 NORTHING	MD NAD 27 EASTING
MD NAD 83 NORTHING	MD NAD 83 EASTING
LATITUDE	LONGITUDE

ELEVATION NGVD 29 (FEET)		
ELEVATION NAVD 83 (FEET)	36.084	DIFF.

REFERENCE MONUMENTS	
STATION BACK: N/A	AZIMUTH: N/A
HORIZONTAL GROUND DISTANCE: N/A	
STATION AHEAD: N/A	AZIMUTH: N/A
HORIZONTAL GROUND DISTANCE: N/A	
REFERENCE MARK	DISTANCE
① STORM DRAIN MANHOLE	57.9' (+/-)
② ELECTRIC MANHOLE	24.6' (+/-)
③ TELEPHONE MANHOLE	35.3' (+/-)
④	

RECOVERY DATA			
DATE	BY	COMPANY	CONDITION

LEGEND	
⬇ VERTICAL MONUMENT	+ LEAD & TACK
⬅ HORIZONTAL MONUMENT	SCREWE
⊗ HORIZ. & VERTICAL MON.	⊗ REBAR WITH CAP

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
800 Fifth Street; Washington, D.C. 20001

MONUMENT RECORD SHEET

MONUMENT NAME:	C09P032	WMATA SURFACE CONTROL
CONTRACT NUMBER:	CQ7075 TO#15	HORIZONTAL ADJUSTMENT: X:(Client)/Y:(15-0923.001 - WMATA Potomac Yard/03-Consultants & Client/CLIENT)
DESCRIPTION: 3 1/2" DIA. STD. METRY SURVEY CONTROL BRASS DISC, STAMPED "C09P032".		VERTICAL ADJUSTMENT: X:(Client)/Y:(15-0923.001 - WMATA Potomac Yard/03-Consultants & Client/CLIENT)
		<u>LINK TO MRS IMAGE:</u>

LOCATION: SET IN CURB ON THE EAST SIDE POTOMAC AVE. BETWEEN EAST GLEBE ROAD AND SWANN AVE.	COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL.
---	---



SET BY: A. MORTON THOMAS & ASSOC	DATE: OCT 2011
---	-----------------------

COMBINED SCALE:		
WMATA LDP NORTHING	WMATA LDP EASTING	
148996.2582	195878.7523	
MD NAD 27 NORTHING	MD NAD 27 EASTING	
MD NAD 83 NORTHING	MD NAD 83 EASTING	
LATITUDE	LONGITUDE	
ELEVATION NGVD 29 (FEET)		
ELEVATION NAVD 88 (FEET)	35.792	DIFF.

REFERENCE MONUMENTS	
STATION BACK: N/A	AZIMUTH: N/A
HORIZONTAL GROUND DISTANCE: N/A	
STATION AHEAD: N/A	AZIMUTH: N/A
HORIZONTAL GROUND DISTANCE: N/A	

REFERENCE MARK		DISTANCE
①	STORM MANHOLE	70.6' (+/-)
②	ELECTRIC BOX	31.9' (+/-)
③	STORM MANHOLE	79.7' (+/-)
④		

The diagram is a plan view of a street intersection and adjacent areas. It shows Potomac Ave running vertically, with Glebe Rd to its west and Swann Ave to its east. Sudeawk runs horizontally, intersecting Potomac Ave. A north arrow points towards the top right. Several monument locations are marked with circles containing numbers: 1 is on Glebe Rd, 2 is on Potomac Ave, 3 is on Sudeawk, and 4 is on Swann Ave. Stationing is indicated along the roads: 0+00, 0+20, 0+40, 0+60, 0+80, 1+00, 1+20, 1+40, 1+60, 1+80, 2+00, 2+20, 2+40, 2+60, 2+80, 3+00, 3+20, 3+40, 3+60, 3+80, 4+00, 4+20, 4+40, 4+60, 4+80, 5+00, 5+20, 5+40, 5+60, 5+80, 6+00, 6+20, 6+40, 6+60, 6+80, 7+00, 7+20, 7+40, 7+60, 7+80, 8+00, 8+20, 8+40, 8+60, 8+80, 9+00, 9+20, 9+40, 9+60, 9+80, 10+00, 10+20, 10+40, 10+60, 10+80, 11+00, 11+20, 11+40, 11+60, 11+80, 12+00, 12+20, 12+40, 12+60, 12+80, 13+00, 13+20, 13+40, 13+60, 13+80, 14+00, 14+20, 14+40, 14+60, 14+80, 15+00, 15+20, 15+40, 15+60, 15+80, 16+00, 16+20, 16+40, 16+60, 16+80, 17+00, 17+20, 17+40, 17+60, 17+80, 18+00, 18+20, 18+40, 18+60, 18+80, 19+00, 19+20, 19+40, 19+60, 19+80, 20+00, 20+20, 20+40, 20+60, 20+80, 21+00, 21+20, 21+40, 21+60, 21+80, 22+00, 22+20, 22+40, 22+60, 22+80, 23+00, 23+20, 23+40, 23+60, 23+80, 24+00, 24+20, 24+40, 24+60, 24+80, 25+00, 25+20, 25+40, 25+60, 25+80, 26+00, 26+20, 26+40, 26+60, 26+80, 27+00, 27+20, 27+40, 27+60, 27+80, 28+00, 28+20, 28+40, 28+60, 28+80, 29+00, 29+20, 29+40, 29+60, 29+80, 30+00, 30+20, 30+40, 30+60, 30+80, 31+00, 31+20, 31+40, 31+60, 31+80, 32+00, 32+20, 32+40, 32+60, 32+80, 33+00, 33+20, 33+40, 33+60, 33+80, 34+00, 34+20, 34+40, 34+60, 34+80, 35+00, 35+20, 35+40, 35+60, 35+80, 36+00, 36+20, 36+40, 36+60, 36+80, 37+00, 37+20, 37+40, 37+60, 37+80, 38+00, 38+20, 38+40, 38+60, 38+80, 39+00, 39+20, 39+40, 39+60, 39+80, 40+00, 40+20, 40+40, 40+60, 40+80, 41+00, 41+20, 41+40, 41+60, 41+80, 42+00, 42+20, 42+40, 42+60, 42+80, 43+00, 43+20, 43+40, 43+60, 43+80, 44+00, 44+20, 44+40, 44+60, 44+80, 45+00, 45+20, 45+40, 45+60, 45+80, 46+00, 46+20, 46+40, 46+60, 46+80, 47+00, 47+20, 47+40, 47+60, 47+80, 48+00, 48+20, 48+40, 48+60, 48+80, 49+00, 49+20, 49+40, 49+60, 49+80, 50+00, 50+20, 50+40, 50+60, 50+80, 51+00, 51+20, 51+40, 51+60, 51+80, 52+00, 52+20, 52+40, 52+60, 52+80, 53+00, 53+20, 53+40, 53+60, 53+80, 54+00, 54+20, 54+40, 54+60, 54+80, 55+00, 55+20, 55+40, 55+60, 55+80, 56+00, 56+20, 56+40, 56+60, 56+80, 57+00, 57+20, 57+40, 57+60, 57+80, 58+00, 58+20, 58+40, 58+60, 58+80, 59+00, 59+20, 59+40, 59+60, 59+80, 60+00, 60+20, 60+40, 60+60, 60+80, 61+00, 61+20, 61+40, 61+60, 61+80, 62+00, 62+20, 62+40, 62+60, 62+80, 63+00, 63+20, 63+40, 63+60, 63+80, 64+00, 64+20, 64+40, 64+60, 64+80, 65+00, 65+20, 65+40, 65+60, 65+80, 66+00, 66+20, 66+40, 66+60, 66+80, 67+00, 67+20, 67+40, 67+60, 67+80, 68+00, 68+20, 68+40, 68+60, 68+80, 69+00, 69+20, 69+40, 69+60, 69+80, 70+00, 70+20

	WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 600 Fifth Street; Washington, D.C. 20001	
MONUMENT RECORD SHEET		

MONUMENT NAME:	C09P033	WMATA SURFACE CONTROL
CONTRACT NUMBER:	CQ7075 TO#15	HORIZONTAL ADJUSTMENT: X%Chantilly(15-0923.001 - WMATA Potomac Yard)/03-Consultants & Clients(CLIENT) VERTICAL ADJUSTMENT: X%Chantilly(15-0923.001 - WMATA Potomac Yard)/03-Consultants & Clients(CLIENT)
DESCRIPTION: 3 1/2" DIA. STD. METRO SURVEY CONTROL BRASS DISC, STAMPED "C09P033".		<u>LINK TO MRS IMAGE:</u>







LOCATION: SET IN CURB ON THE WEST SIDE OF POTOMAC AVE. BETWEEN SWANN AVE AND BLUEMONT AVE.	COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL.
---	---

SET BY: A. MORTON THOMAS & ASSOC **DATE:** OCT 2011

COMBINED SCALE:		
WMATA LDP NORTHING	WMATA LDP EASTING	
148436.5081	195780.7516	
MD NAD 27 NORTHING	MD NAD 27 EASTING	
MD NAD 83 NORTHING	MD NAD 83 EASTING	
LATITUDE	LONGITUDE	
ELEVATION NGVD 29 (FEET)		
ELEVATION NAVD 88 (FEET)	35.770	DIFF.

REFERENCE MONUMENTS	
STATION BACK: N/A	AZIMUTH: N/A
HORIZONTAL GROUND DISTANCE: N/A	
STATION AHEAD: N/A	AZIMUTH: N/A
HORIZONTAL GROUND DISTANCE: N/A	

REFERENCE MARK		DISTANCE
① STORM MANHOLE	7.0' (+/-)	
② STORM MANHOLE	19.7' (+/-)	
③ SANITARY MANHOLE	48.5' (+/-)	
④		

RECOVERY DATA				LEGEND	
DATE	BY	COMPANY	CONDITION	 VERTICAL MONUMENT  HORIZONTAL MONUMENT  HORIZ. & VERTICAL MON.	 LEAD & TAG  SCRIBE  REBAR WITH CAP

DRAWN BY: JF - 11/2009
 DATE: 08/20/2011
 PROJECT: C09P033 - MAXIA Potomac Yard/04-Survey/CADA/MONUMENT RECORD SHEETS/LT144-016_ASR_C09P033.dwg


WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY


DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES


OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE


POTOMAC YARD METRORAIL STATION GENERAL PLANS HORIZONTAL & VERTICAL CONTROL SURVEY CONTROL PLAN		
SCALE HOR: 1" = 200'	DRAWING NO. C8e-C-03	SHEET NO. 4d of 142


Jul 13, 2016 - 2:06pm
X:\Chantilly\15-0923.001 - WMATA Potomac Yards\04-Survey\CAD\150923-001_PY_Control.dwg


M metro		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 600 Fifth Street, Washington, D.C. 20001			
MONUMENT RECORD SHEET					
MONUMENT NAME:		C09P046		WMATA SURFACE CONTROL	
CONTRACT NUMBER:		CQ7075 TO#15		HORIZONTAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
DESCRIPTION:		3 1/2" DIA. STD. METRO SURVEY CONTROL BRASS DISC, STAMPED "C09P046".		VERTICAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
LOCATION:		SET IN CURB AT THE SOUTH END OF CARPENTER ROAD ON THE EAST SIDE.		COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL	
SET BY:		A. MORTON THOMAS & ASSOC		DATE: OCT 2015	
COMBINED SCALE:		WMATA LDP NORTHING		WMATA LDP EASTING	
		147617.5055		196857.2981	
		MD NAD 27 NORTHING		MD NAD 27 EASTING	
		MD NAD 83 NORTHING		MD NAD 83 EASTING	
		LATITUDE		LONGITUDE	
		ELEVATION NGVD 29 (FEET)		DIFF.	
		ELEVATION NAVD 88 (FEET)		23.790	
		REFERENCE MONUMENTS			
		STATION BACK: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		STATION AHEAD: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		REFERENCE MARK		DISTANCE	
		① STORM DRAIN MANHOLE		28.3' (+/-)	
		② LIGHT POLE		9.7' (+/-)	
		③ FIRE HYDRANT		36.7' (+/-)	
		④			
RECOVERY DATA		LEGEND			
DATE		BY		COMPANY	
CONDITION		VERTICAL MONUMENT		LEAD & TACK	
		HORIZONTAL MONUMENT		SCRIBE	
		HORIZ. & VERTICAL MON.		REBAR WITH CAP	


M metro		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 600 Fifth Street, Washington, D.C. 20001			
MONUMENT RECORD SHEET					
MONUMENT NAME:		C09P047		WMATA SURFACE CONTROL	
CONTRACT NUMBER:		CQ7075 TO#15		HORIZONTAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
DESCRIPTION:		3 1/2" DIA. STD. METRO SURVEY CONTROL BRASS DISC, STAMPED "C09P047".		VERTICAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
LOCATION:		SET IN HANDICAPPED RAMP ON THE NORTH WEST OF ROANDBOUT ON POTOMAC GREENS DR.		COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL	
SET BY:		A. MORTON THOMAS & ASSOC		DATE: OCT 2015	
COMBINED SCALE:		WMATA LDP NORTHING		WMATA LDP EASTING	
		147664.1271		196400.5940	
		MD NAD 27 NORTHING		MD NAD 27 EASTING	
		MD NAD 83 NORTHING		MD NAD 83 EASTING	
		LATITUDE		LONGITUDE	
		ELEVATION NGVD 29 (FEET)		DIFF.	
		ELEVATION NAVD 88 (FEET)		23.382	
		REFERENCE MONUMENTS			
		STATION BACK: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		STATION AHEAD: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		REFERENCE MARK		DISTANCE	
		① STORM DRAIN MANHOLE		21.9' (+/-)	
		② LIGHT POLE		39.0' (+/-)	
		③ LIGHT POLE		29.2' (+/-)	
		④			
RECOVERY DATA		LEGEND			
DATE		BY		COMPANY	
CONDITION		VERTICAL MONUMENT		LEAD & TACK	
		HORIZONTAL MONUMENT		SCRIBE	
		HORIZ. & VERTICAL MON.		REBAR WITH CAP	

M metro		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 600 Fifth Street, Washington, D.C. 20001			
MONUMENT RECORD SHEET					
MONUMENT NAME:		C09P048		WMATA SURFACE CONTROL	
CONTRACT NUMBER:		CQ7075 TO#15		HORIZONTAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
DESCRIPTION:		3 1/2" DIA. STD. METRO SURVEY CONTROL BRASS DISC, STAMPED "C09P048".		VERTICAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
LOCATION:		SET IN CURB ON THE EAST SIDE POTOMAC GREENS DR BETWEEN ARCH HALL LN AND FITZHUUGH WAY.		COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL	
SET BY:		A. MORTON THOMAS & ASSOC		DATE: OCT 2015	
COMBINED SCALE:		WMATA LDP NORTHING		WMATA LDP EASTING	
		147012.4653		196370.6036	
		MD NAD 27 NORTHING		MD NAD 27 EASTING	
		MD NAD 83 NORTHING		MD NAD 83 EASTING	
		LATITUDE		LONGITUDE	
		ELEVATION NGVD 29 (FEET)		DIFF.	
		ELEVATION NAVD 88 (FEET)		35.473	
		REFERENCE MONUMENTS			
		STATION BACK: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		STATION AHEAD: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		REFERENCE MARK		DISTANCE	
		① STORM DRAIN MANHOLE		12.3' (+/-)	
		② LIGHT POLE		27.8' (+/-)	
		③ STORM DRAIN MANHOLE		47.5' (+/-)	
		④			
RECOVERY DATA		LEGEND			
DATE		BY		COMPANY	
CONDITION		VERTICAL MONUMENT		LEAD & TACK	
		HORIZONTAL MONUMENT		SCRIBE	
		HORIZ. & VERTICAL MON.		REBAR WITH CAP	

M metro		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 600 Fifth Street, Washington, D.C. 20001			
MONUMENT RECORD SHEET					
MONUMENT NAME:		C09P049		WMATA SURFACE CONTROL	
CONTRACT NUMBER:		CQ7075 TO#15		HORIZONTAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
DESCRIPTION:		3 1/2" DIA. STD. METRO SURVEY CONTROL BRASS DISC, STAMPED "C09P049".		VERTICAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
LOCATION:		SET IN CURB ON THE WEST SIDE POTOMAC GREENS DR. BETWEEN CATTS TAVERN DR AND SCARBURGH WAY.		COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL	
SET BY:		A. MORTON THOMAS & ASSOC		DATE: OCT 2015	
COMBINED SCALE:		WMATA LDP NORTHING		WMATA LDP EASTING	
		146582.5571		196095.4544	
		MD NAD 27 NORTHING		MD NAD 27 EASTING	
		MD NAD 83 NORTHING		MD NAD 83 EASTING	
		LATITUDE		LONGITUDE	
		ELEVATION NGVD 29 (FEET)		DIFF.	
		ELEVATION NAVD 88 (FEET)		41.539	
		REFERENCE MONUMENTS			
		STATION BACK: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		STATION AHEAD: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		REFERENCE MARK		DISTANCE	
		① TREE		8.4' (+/-)	
		② LIGHT POLE		74.2' (+/-)	
		③ LIGHT POLE		76.2' (+/-)	
		④			
RECOVERY DATA		LEGEND			
DATE		BY		COMPANY	
CONDITION		VERTICAL MONUMENT		LEAD & TACK	
		HORIZONTAL MONUMENT		SCRIBE	
		HORIZ. & VERTICAL MON.		REBAR WITH CAP	

M metro		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 600 Fifth Street, Washington, D.C. 20001			
MONUMENT RECORD SHEET					
MONUMENT NAME:		C09P050		WMATA SURFACE CONTROL	
CONTRACT NUMBER:		CQ7075 TO#15		HORIZONTAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
DESCRIPTION:		3 1/2" DIA. STD. METRO SURVEY CONTROL BRASS DISC, STAMPED "C09P050".		VERTICAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
LOCATION:		SET IN CURB ON THE EAST SIDE OF POTOMAC GREENS DRIVE, NORTH OF THE INTERSECTION WITH MASSEY LN.		COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL	
SET BY:		A. MORTON THOMAS & ASSOC		DATE: OCT 2015	
COMBINED SCALE:		WMATA LDP NORTHING		WMATA LDP EASTING	
		146094.0717		195949.4906	
		MD NAD 27 NORTHING		MD NAD 27 EASTING	
		MD NAD 83 NORTHING		MD NAD 83 EASTING	
		LATITUDE		LONGITUDE	
		ELEVATION NGVD 29 (FEET)		DIFF.	
		ELEVATION NAVD 88 (FEET)		40.810	
		REFERENCE MONUMENTS			
		STATION BACK: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		STATION AHEAD: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		REFERENCE MARK		DISTANCE	
		① SEWER MANHOLE		18.3' (+/-)	
		② FIRE HYDRANT		40.7' (+/-)	
		③ LIGHT POLE		50.0' (+/-)	
		④			
RECOVERY DATA		LEGEND			
DATE		BY		COMPANY	
CONDITION		VERTICAL MONUMENT		LEAD & TACK	
		HORIZONTAL MONUMENT		SCRIBE	
		HORIZ. & VERTICAL MON.		REBAR WITH CAP	

M metro		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 600 Fifth Street, Washington, D.C. 20001			
MONUMENT RECORD SHEET					
MONUMENT NAME:		C09P051		WMATA SURFACE CONTROL	
CONTRACT NUMBER:		CQ7075 TO#15		HORIZONTAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
DESCRIPTION:		PK NAIL		VERTICAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
LOCATION:		PK IN A ASPHALT SIDEWALK ON NORTHEAST OF THE PLAYGROUND		COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL	
SET BY:		A. MORTON THOMAS & ASSOC		DATE: OCT 2015	
COMBINED SCALE:		WMATA LDP NORTHING		WMATA LDP EASTING	
		147325.0710		196284.0617	
		MD NAD 27 NORTHING		MD NAD 27 EASTING	
		MD NAD 83 NORTHING		MD NAD 83 EASTING	
		LATITUDE		LONGITUDE	
		ELEVATION NGVD 29 (FEET)		DIFF.	
		ELEVATION NAVD 88 (FEET)		37.446	
		REFERENCE MONUMENTS			
		STATION BACK: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		STATION AHEAD: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		REFERENCE MARK		DISTANCE	
		① ELECTRIC MANHOLE		6.7' (+/-)	
		② TREE		23.3' (+/-)	
		③ CORNER OF FENCE		14.4' (+/-)	
		④			
RECOVERY DATA		LEGEND			
DATE		BY		COMPANY	
CONDITION		VERTICAL MONUMENT		LEAD & TACK	
		HORIZONTAL MONUMENT		SCRIBE	
		HORIZ. & VERTICAL MON.		REBAR WITH CAP	

M metro		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 600 Fifth Street, Washington, D.C. 20001			
MONUMENT RECORD SHEET					
MONUMENT NAME:		C09P052		WMATA SURFACE CONTROL	
CONTRACT NUMBER:		CQ7075 TO#15		HORIZONTAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
DESCRIPTION:		3 1/2" DIA. STD. METRO SURVEY CONTROL BRASS DISC, STAMPED "C09P052".		VERTICAL ADJUSTMENT: X:\Chantilly\15-0923.001 - WMATA Potomac Yards\03-Consultants & Clients\CLIENT\	
LOCATION:		SET IN CURB ON THE WEST SIDE OF POTOMAC GREENS DR. ON FRONT OF CATTS TAVERN DR INTERSECTION.		COMMENTS: COORDINATES ARE WMATA LDP 2009 BASED ON A COMBINATION OF GPS AND TRADITIONAL TRAVERSE. ELEVATIONS ARE NAVD88 BASED ON DIFFERENTIAL LEVELING FROM EXISTING WMATA CONTROL	
SET BY:		A. MORTON THOMAS & ASSOC		DATE: OCT 2015	
COMBINED SCALE:		WMATA LDP NORTHING		WMATA LDP EASTING	
		146851.0924		196225.2457	
		MD NAD 27 NORTHING		MD NAD 27 EASTING	
		MD NAD 83 NORTHING		MD NAD 83 EASTING	
		LATITUDE		LONGITUDE	
		ELEVATION NGVD 29 (FEET)		DIFF.	
		ELEVATION NAVD 88 (FEET)		39.732	
		REFERENCE MONUMENTS			
		STATION BACK: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		STATION AHEAD: N/A		AZIMUTH: N/A	
		HORIZONTAL GROUND DISTANCE: N/A			
		REFERENCE MARK		DISTANCE	
		① STORM DRAIN MANHOLE		46.7' (+/-)	
		② TREE		13.9' (+/-)	
		③ STREET SIGN		52.6' (+/-)	
		④			
RECOVERY DATA		LEGEND			
DATE		BY		COMPANY	
CONDITION		VERTICAL MONUMENT		LEAD & TACK	
		HORIZONTAL MONUMENT		SCRIBE	
		HORIZ. & VERTICAL MON.		REBAR WITH CAP	

DESIGNED	DATE	NUMBER	DESCRIPTION	DATE	BY	DESCRIPTION
DRAWN	W. HAMM	1/26/2016		05.06.2016	SES	REVISED NOTES
CHECKED	J. FLEMMING	3/29/2016		07.13.2016	SES	UPDATED BORDER
APPROVED	DATE					

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

SUBMITTED DATE APPROVED CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
GENERAL PLANS
HORIZONTAL & VERTICAL CONTROL
SURVEY CONTROL PLAN

SCALE HOR: 1" = 200' DRAWING NO. C8e-C-05 SHEET NO. 4f of 142

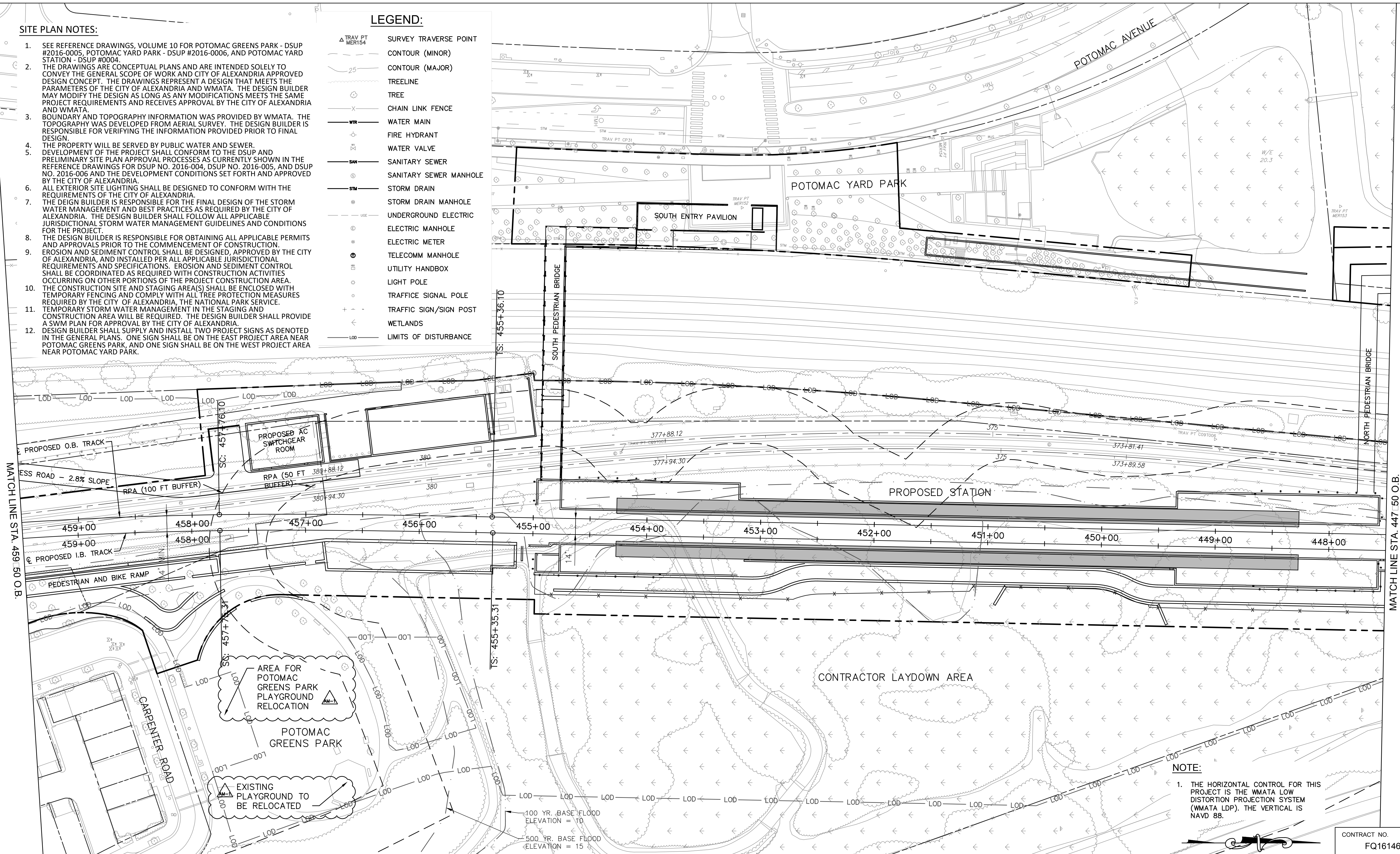
CONTRACT NO.
FQ16146

Dec 20, 2016 - 4:28pm
P:\Projects\1028\1028-10 - Potomac Yard\ECOM Files\Civil\FINAL\PYMS SITE PLANS.dwg

SITE PLAN NOTES:

- SEE REFERENCE DRAWINGS, VOLUME 10 FOR POTOMAC GREENS PARK - DSUP #2016-0005, POTOMAC YARD PARK - DSUP #2016-0006, AND POTOMAC YARD STATION - DSUP #0004.
- THE DRAWINGS ARE CONCEPTUAL PLANS AND ARE INTENDED SOLELY TO CONVEY THE GENERAL SCOPE OF WORK AND CITY OF ALEXANDRIA APPROVED DESIGN CONCEPT. THE DRAWINGS REPRESENT A DESIGN THAT MEETS THE PARAMETERS OF THE CITY OF ALEXANDRIA AND WMATA. THE DESIGN BUILDER MAY MODIFY THE DESIGN AS LONG AS ANY MODIFICATIONS MEETS THE SAME PROJECT REQUIREMENTS AND RECEIVES APPROVAL BY THE CITY OF ALEXANDRIA AND WMATA.
- BOUNDARY AND TOPOGRAPHY INFORMATION WAS PROVIDED BY WMATA. THE TOPOGRAPHY WAS DEVELOPED FROM AERIAL SURVEY. THE DESIGN BUILDER IS RESPONSIBLE FOR VERIFYING THE INFORMATION PROVIDED PRIOR TO FINAL DESIGN.
- THE PROPERTY WILL BE SERVED BY PUBLIC WATER AND SEWER.
- DEVELOPMENT OF THE PROJECT SHALL CONFORM TO THE DSUP AND PRELIMINARY SITE PLAN APPROVAL PROCESSES AS CURRENTLY SHOWN IN THE REFERENCE DRAWINGS FOR DSUP NO. 2016-004, DSUP NO. 2016-005, AND DSUP NO. 2016-006 AND THE DEVELOPMENT CONDITIONS SET FORTH AND APPROVED BY THE CITY OF ALEXANDRIA.
- ALL EXTERIOR SITE LIGHTING SHALL BE DESIGNED TO CONFORM WITH THE REQUIREMENTS OF THE CITY OF ALEXANDRIA.
- THE DEIGN BUILDER IS RESPONSIBLE FOR THE FINAL DESIGN OF THE STORM WATER MANAGEMENT AND BEST PRACTICES AS REQUIRED BY THE CITY OF ALEXANDRIA. THE DESIGN BUILDER SHALL FOLLOW ALL APPLICABLE JURISDICTIONAL STORM WATER MANAGEMENT GUIDELINES AND CONDITIONS FOR THE PROJECT.
- THE DESIGN BUILDER IS RESPONSIBLE FOR OBTAINING ALL APPLICABLE PERMITS AND APPROVALS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- EROSION AND SEDIMENT CONTROL SHALL BE DESIGNED, APPROVED BY THE CITY OF ALEXANDRIA, AND INSTALLED PER ALL APPLICABLE JURISDICTIONAL REQUIREMENTS AND SPECIFICATIONS. EROSION AND SEDIMENT CONTROL SHALL BE COORDINATED AS REQUIRED WITH CONSTRUCTION ACTIVITIES OCCURRING ON OTHER PORTIONS OF THE PROJECT CONSTRUCTION AREA.
- THE CONSTRUCTION SITE AND STAGING AREA(S) SHALL BE ENCLOSED WITH TEMPORARY FENCING AND COMPLY WITH ALL TREE PROTECTION MEASURES REQUIRED BY THE CITY OF ALEXANDRIA, THE NATIONAL PARK SERVICE.
- TEMPORARY STORM WATER MANAGEMENT IN THE STAGING AND CONSTRUCTION AREA WILL BE REQUIRED. THE DESIGN BUILDER SHALL PROVIDE A SWM PLAN FOR APPROVAL BY THE CITY OF ALEXANDRIA.
- DESIGN BUILDER SHALL SUPPLY AND INSTALL TWO PROJECT SIGNS AS DENOTED IN THE GENERAL PLANS. ONE SIGN SHALL BE ON THE EAST PROJECT AREA NEAR POTOMAC GREENS PARK, AND ONE SIGN SHALL BE ON THE WEST PROJECT AREA NEAR POTOMAC YARD PARK.

LEGEND:	
	SURVEY TRAVERSE POINT
	CONTOUR (MINOR)
	CONTOUR (MAJOR)
	TREELINE
	TREE
	CHAIN LINK FENCE
	WATER MAIN
	FIRE HYDRANT
	WATER VALVE
	SANITARY SEWER
	SANITARY SEWER MANHOLE
	STORM DRAIN
	STORM DRAIN MANHOLE
	UNDERGROUND ELECTRIC
	ELECTRIC MANHOLE
	ELECTRIC METER
	TELECOMM MANHOLE
	UTILITY HANDBOX
	LIGHT POLE
	TRAFFICE SIGNAL POLE
	TRAFFIC SIGN/SIGN POST
	WETLANDS
	LIMITS OF DISTURBANCE



NOTE:

- THE HORIZONTAL CONTROL FOR THIS PROJECT IS THE WMATA LOW DISTORTION PROJECTION SYSTEM (WMATA LDP). THE VERTICAL IS NAVD 88.

DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVED	DATE

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS	
DATE	DESCRIPTION
02/26/16	REVISED PER CITY COMMENTS
03/31/16	PER CITY COMMENTS - PRELIMINARY SITE PLAN
12/21/16	REVISED AM-1

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

SUBMITTED DATE APPROVED CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
GENERAL PLANS
SITE PLAN 3 OF 5

SCALE 1" = 40' DRAWING NO. C8e-C-103 SHEET NO. 57 OF 142

CONTRACT NO.
FQ16146