



U.S. Department
of Transportation

Federal Highway
Administration

Eastern Federal Lands
Highway Division

Final Construction Report

Project No.: VI NH-9999(88)

Location: Virgin Islands Department of Public Works, St. Thomas, Virgin Islands

Description: Constructed two new retaining walls, one on Route 33, the other at the Route 35/40 intersection. Plus new concrete paved waterway, guardrail, and asphalt pavement.

Submitted by:

Mark L. Mullholand
Project Engineer

Date

Approved by:

Zaki Saad
Construction Operations Engineer

Date

Approved by:

Thomas J. Scott
Construction Engineer

Date

FINAL CONSTRUCTION REPORT

PROJECT VI NH-9999(88) St. Thomas, U.S. Virgin Islands

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FINAL CONSTRUCTION REPORT

**Project VI NH-9999(88)
St. Thomas, Virgin Islands**

I. PROJECT DESCRIPTION

A. Project Number – Virgin Islands Department of Public Works, Project VI NH-9999(88) in St. Thomas, Virgin Islands.

B. Description of Work - This project consists of the following:

Constructed two new retaining walls, one on Route 33, the other at the Route 35/40 intersection. Plus new concrete paved waterway, guardrail, and asphalt pavement.

C. Environmental Considerations - The Federal Highway Administration (FHWA) determined that the project met the requirements of a Class II Action (Categorical Exclusion) under the National Environmental Policy Act (NEPA) of 1969.

II. PROJECT DATA

A. Specifications - The specifications used for this project were the “Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects”, FP-96

B. Termini -

Route 33 - Station 1+017 to Station 1+139
Route 35/40 - Station 2+004 to Station 2+090

C. Length –

Route 33 – 122 meters
Route 35/40 – 86 meters

D. Width –

Route 33 – two 3.6 meter lanes
Route 35/40 – one 3.3 meter lane (outbound) one 3.6 meter lane (inbound)

E. Pavement Structure –

Route 33 and Route 35/40 –

150 millimeter aggregate base, grading C or D

75 millimeter hot asphaltic concrete pavement, class B grading C

50 millimeter hot asphaltic concrete pavement, class B grading E

F. Structures –

Route 33 – Reinforced concrete retaining wall – 86.2 meters

Route 35/40 – Reinforced concrete retaining wall – 69 meters

G. Contract Number and Date - DTFH71-03-C-00022

August 25, 2003

H. Contracting Officers -

Melisa L. Ridenour - Division Engineer
Donald W. Miller – Director, Project Delivery
Wanda A. Peffer – Contracting Officer
Eduardo A. Calderon - Construction Engineer
Christopher J. Schneider – Construction Operations Engineer
Zaki M. Saad - Construction Operations Engineer

I. Contract Bid Amount - \$1,063,900.00**J. Engineer's Estimate - \$940,000.00****K. Final Contract Amount - \$1,131,001.50****L. Contract Time –**

Date of Award:	August 25, 2003
Notice to Proceed:	October 14, 2003
Original Completion Date:	May 29, 2003
Extensions Granted:	83 calendar days
Revised Completion Date:	August 20, 2004
Substantial Completion Date:	August 20, 2004
Date of Final Completion:	September 2, 2004

M. Contractor –

Island Roads Corporation
6501 Red Hook Plaza, Suite 201
St. Thomas, USVI 00802

N. Subcontractors -

Huggins Trucking
 P.O. Box 11341
 St. Thomas, USVI 00801
 Trucking
 DBE
 Final contract amount - \$20,004

Fleming's Trucking
 148-141 Estate Tutu
 St. Thomas, USVI 00802-7073
 Trucking
 DBE
 Final contract amount - \$25,645

Neon Construction
 P.O. Box 11063
 St. Thomas, VI 00801
 Constructed retaining wall at the Rt. 33 site.
 DBE
 Final contract amount - \$131,842

Antillean Construction
 6I-1A Estate Thomas 4906
 St. Thomas, VI 00803
 Constructed retaining wall at the Rt. 35/40 site.
 DBE
 Final contract amount - \$122,388

O. Engineering Costs -

EFLHD PE Costs -	\$155,101.28
EFLHD CE Costs -	<u>\$227,282.11</u>
Total Costs -	\$382,383.39

Percentage of Final Contract Amount - 33.8

P. Maintaining Agency -

Virgin Islands Department of Public Works

III. CONSTRUCTION**A. Materials -**

Item 25803, Reinforced Concrete Retaining Wall

Concrete – Class A(AE)

Minimum 28 day compressive strength = 28 mega pascals

Supplier – St. Thomas Concrete

P.O. Box 7368

St. Thomas, USVI

Cement – Caribe Type I

Puerto Cumarebo, Venezuela

Fine Sand – Barbuda Sand

St. Thomas, USVI

Coarse Sand – Brookman Quarry

St. Thomas, USVI

Coarse Aggregate – Brookman Quarry (#57 stone)

St. Thomas, USVI

Specific Gravity = 2.69 grams per cubic centimeter

Absorbtion = 0.4 percent

LA Abrasion = 10 percent

Sodium Sulfate Soundness = 0.4 percent

Air Entrainment – MB AE 90

Master Builders

Water Reducer – Polyheed RI

Master Builders

Retarder – Pozzolith 981

Master Builders

Reinforcing Steel – Black Rebar

Ameristeel – Jacksonville Rebar Division

Item 30102ZN, Aggregate Base, Grading C or D

Supplied by Devcon Corporation from its St. Thomas, VI quarry

Maximum Dry Density = 136.4 pounds per cubic foot

Optimum Moisture = 6.4 percent

Sodium Sulfate Soundness = 5.9 percent

Item 40101BC, Hot Asphalt Concrete Pavement, Class B Grading C

Supplied by Island Roads Corp. from its St. Thomas, VI plant

Design Asphalt Content = 5.3 percent

Theoretical Maximum Density = 151.6 pounds per cubic foot

Liquid AC - Penetration = 63

Anti Strip = none

Coarse Aggregate – Specific Gravity = 2.69 grams per cubic centimeter

Absorption = 0.44 percent

LA Abrasion = 10 percent

Sodium Sulfate Soundness = 0.4 percent

Fine Aggregate – Specific Gravity = 2.73 grams per cubic centimeter

Absorption = 2.33 percent

Sodium Sulfate Soundness = 11.2 percent

Item 40101BED, Hot Asphalt Concrete Pavement, Class B Grading E

Supplied by Island Roads Corp. from its St. Thomas, VI plant

Design Asphalt Content – 5.6 percent

Theoretical Maximum Density = 151.8 pounds per cubic foot

Liquid AC – Penetration = 63

Anti Strip = none

Coarse Aggregate – Specific Gravity = 2.69 grams per cubic centimeter

Absorption = 0.44 percent

LA Abrasion = 10 percent

Sodium Sulfate Soundness = 0.4 percent

Fine Aggregate – Specific Gravity = 2.73 grams per cubic centimeter

Absorption = 2.33 percent

Soundness = 11.2 percent

B. Experimental or New Features -

None

C. Changes and Problems -

1. Changes -

Contract Modification No. 1 – This CM made the following adjustments to the contract:

1. Adjusted/decreased the contract item quantities as required for items that had underruns.
2. At the Route 35/40 site we had an existing AT&T fiber-optic line running through the limits of excavation at a depth of 550 millimeter below top of asphalt grade. Its existence and location were as shown in the plans. However, the conduit was backfilled with a protective layer of concrete 508 millimeter high by 150 millimeter wide - this was not identified in the plans. To suspend the conduit off of our shoring in mid air on 2.5 meter centers (as was the contractor's proposal), dictated that the concrete be removed so it could be handled. Since the fiber optic line was very valuable, to insure no damage occurred, the concrete was removed by hand using a 15 pound chipping hammer. This could not be done all at once, but little by little as the excavation progressed.

The protective concrete covering was poured back at the end of the job to return the fiber-optic line to its original condition. The height was a bit less- 407 millimeter, to keep it below our new HACP pavement. The length of concrete removal and replaced was 70 meters.

Cost to remove the existing concrete = \$45.00 per meter x 70 meters = \$3,150.00

Cost to pour the concrete back = \$98.40 per meter x 70 meters = \$6,888.00

Contract time added to perform this additional work = 11 working days

At the Route 33 site we had existing raised pavement markers at centerline. They were removed during the pavement's reconstruction and had to be replaced upon completion of paving to return the road to its original condition. The contract failed to address this issue.

The estimated quantity of raised pavement markers were 100 each.

Cost to place new raised pavement markers = \$15.00 each x 100 = \$1,500.00

Contract time added to perform this additional work = 1 working day

3. At the Route 33 site we encountered wire mesh reinforced concrete pavement of varying depth (50 millimeter to 150 millimeter thick) from Station 1+031 to 1+086 underneath the existing asphalt pavement. This was not indicated on the plans. Total length of roadway reconstruction was Station 1+025 to 1+120 or 95 meter. Total length of roadway with wire mesh reinforced concrete pavement under the asphalt was 55 meters or 58 percent of the roadway reconstruction. To reconstruct the right lane, it had to be removed. The contractor requested no additional payment to remove this concrete pavement. Contract time added to perform this additional work = 3 working days

4. At the Route 33 site the contractor was delayed by 1 week from beginning placement of

concrete for the new retaining wall. This was due to the fact that the concrete plant ran out of cement, and the next scheduled delivery was a week late. The cement was transported from Venezuela by boat. Any number of things could cause a delay – bad weather, customs delays, etc. St. Thomas was last on the delivery route so any delay along the way affected delivery time.

The contractor was ready to begin placing concrete on February 24th, but could not begin until March 2nd. This issue did not involve any money. Contract time added for this delay = 5 working days.

5. At the Route 35/40 site the contractor was delayed by 1 week from beginning work because the project engineer and VI Government insisted that the variable message boards be placed in service 1 week prior to reducing traffic from two lanes to one as part of our public advance notification plan. The Route 35/40 intersection is a major one with very high volume of traffic. The contractor was ready to switch traffic on February 9th, but had to wait until the 17th (no work allowed on the 16th because it was a Federal holiday). There was no wording in the contract requiring a week's advance notification, so the FHWA was obligated to extend the contract time for this delay. This issue did not involve any money. Contract time added for this delay = 5 working days.

6. At the Route 35/40 site the contractor was required to maintain electric and phone service to the one residence directly below our work site. The contractor's plan was to temporarily put the meters on a wooden post out of our way, construct the new wall, then put the meters back in their original location on a new concrete meter pedestal. WAPA informed us that the original location was an "illegal" one. Meaning there was no place for the meter readers to pull off the road to read the meter. This resulted in traffic delays and safety issues since they had to stop their vehicle in the middle of the travel lane. Since we had to take out the old meter anyway, WAPA insisted that the new meter pedestal be located at the driveway's entrance to the residence. This is what the contractor did, but since the meter was now 70 meters away from where it was before, they had to run two 2-inch conduits for electricity and one 1-inch conduit for phone underground to bring it back to where it originally entered the resident's house. As a result the contractor's costs were significantly higher than what was anticipated. There was also an issue with time. The contractor had the new box and conduit installed and ready for service to be switched on March 24th. In spite of the contractor's pleas for WAPA to come out and switch service, they did not do so until April 5th. This resulted in the contractor having to stop excavation at the end of the day on March 26th (he could not proceed any further with the old service pedestal in the way). No excavation could be performed from March 29th to April 5th. Excavation resumed on April 6th. The contractor's original lump sum bid price was \$5,000.00. His new price was \$11,712.50. This resulted in an increase in the item's cost of \$6,712.50. Contract time added for this delay = 6 working days.

7. During construction of the new retaining wall at the Route 35/40 site, traffic was detoured onto the road that runs by Drake's Seat per the plans. This route was in bad shape – very narrow and the pavement was falling apart. In two areas (both 45 meters long) the road was not wide enough for two large vehicles to pass safely. There had a bank on one side 3 meters high, and

guardrail with a 30-meter very steep drop-off on the other side. To correct the situation these two narrow areas were widened by cutting back the bank 1.5 meters, placing 100 millimeters of aggregate base, and 65 millimeters of hot asphalt class B grading E to widen out the asphalt roadway 1.5 meters. The contractor also placed hot asphalt to eliminate drop-offs along the edge of the asphalt pavement as needed throughout the detour route. The cost to perform this additional work was \$51,740.00. Contract time added for this additional work = 7 working days. This time increase was inadvertently omitted from C.M. #1, so it was added to the time on C.M. #2.

The total increase to the contract amount for C.M. #1 = \$61,840.50.

The total time added to the contract for C.M. #1 = 31 working days or 46 calendar days. The revised contract completion date was July 14, 2004.

CM No. 2 – This CM made the following adjustments to the contract:

1. Adjusted the quantities overruns/underruns for the contract at job completion. These adjustments resulted in a net increase of \$5,261.00 to the final contract amount.
2. At the Route 35/40 site the contractor was delayed by 1 week from beginning placement of concrete for the new retaining wall's parapet. This was due to the fact that the concrete plant ran out of cement, and the next scheduled delivery was a week late. The contractor was ready to begin placing concrete on June 29th, but the concrete plant could not produce any material without the cement. The contract completion date was extended by 5 working days for this issue.

The concrete plant resumed producing mix on July 7th, but due to the demand island-wide for mix and pump trucks, other jobs were ahead of ours. July 7th through the 9th the contractor was not able to schedule a pump truck because they were busy on other jobs. The contract completion date was extended by 3 working days for this issue.

On July 16th the contractor was ready to pour the last sections of the parapet wall. So much activity with other developments on the island had the concrete plant backed up with work that the soonest they could deliver was the 22nd. The contractor poured on the 22nd but lost 4 working days in the process. The contract completion date was extended by 4 working days for this issue. As a result of the initial one-week's delay in the cement shipment, things snowballed into 3 delays as described above totaling in a loss of 12 working days. This issue did not involve any money.

3. To perform the additional work to widen the detour road around Drake's seat it was estimated in C.M. #1 that 30 metric tons of asphalt would be needed. In actuality it took 49 metric tons, which caused the contractor to spend 8 working days (vs. the 7 days originally estimated) to complete this work.

On Route 40 about 300-feet east of the Route 35/40 intersection there was an area where the

existing asphalt roadway had settled. This was beyond the projects limits of work, but the VI Government requested that asphalt be placed to eliminate this bad bump. The contractor spent 1 day placing asphalt here to smooth out the ride. For these 2 issues, the contract completion date was extended by 2 working days. Payment for the additional hot asphalt was made under existing Item 40101BED.

4. The plans called for new guardrail to be installed at the Route 35/40 site tying our new retaining wall to existing guardrail. The estimated quantity was 20m. We had to increase this an additional 11m (31 m total) to better fit the radius at the intersection, and replaced a damaged section of existing rail at the work limit. The contract completion date was extended by 1 working day for this issue. Payment for the additional guardrail was made under existing Item 61701DBBA.

5. At the Route 35/40 site the contractor had trouble obtaining aggregate base to reconstruct the roadway's right lane. All of the island's supply was being eaten up by a big project building new cruise ship docks at Crown Bay Marina. It actually took 7 working days (August 5th through August 13th) to place the aggregate base. Per the contractor's schedule this operation should have taken 2 days (which seems reasonable). The contract completion date was extended by 5 working days for this issue. This issue did not involve any money.

6. C.M. #1 addressed the addition of work to widen the detour road around Drake's Seat. Additional time was warranted to perform this work. The contractor requested 7 working days. The IGE concurred with the contractor's request of 7 working days. However, when the C.M. was prepared the 7 working day extension of time for this issue was omitted. The contract completion date was extended under CM #2 by 7 working days for this issue.

The total change to the contract dollar amount for C.M. #2 = \$5,261.00.

The total time added to the contract for C.M. #2 = 27 working days or 37 calendar days. The revised contract completion date was August 20, 2004.

2. Significant Overruns/Underruns -

Underruns:

Item 15703, Silt Fence –

The silt fence was not needed at the Route 35/40 site because we had an existing retaining wall along the adjacent landowner's driveway that prevented any runoff from leaving the work area.

This item underran by 43 meters or 22 percent of the contract quantity.

Item 20302AB, Removal of Structure and Obstruction (Retaining Wall) –

The plans called for removal of the existing concrete retaining wall at the

Route 35/40 site. There was no existing wall there. The designers may have thought there was one there because the guardrail posts were embedded in concrete that was 2-feet thick. It was this concrete that had undermined and started sliding down the bank. In reality there was just an embankment on a 45 degree angle.
This item underran by 51 meters or 35 percent of the contract quantity.

Overruns:

Item 20301D, Removal of Utility Poles (Abandoned) –

Additional utility poles were encountered (not shown on the plans) which had to be removed at the Route 33 site to construct the new retaining wall. The item overran by 2 each or 100 percent of the contract quantity.

Item 20302AB, Removal of Structure and Obstruction (Concrete Paved Waterway) –

The Route 35/40 site contained an existing concrete paved waterway. Following several asphalt overlays this was covered up and no longer visible, so the designers probably didn't realize it was there. To construct our new retaining wall, this old paved waterway had to be removed. This item overran by 66 meters or 51 percent of the contract quantity.

Item 61701DBBA, Guardrail System G4, Type 2, Class B (Steel Posts) –

At the Route 35/40 site the plans called for stopping and tying the new guardrail into existing at Station 2+100. The new guardrail had to be extended around the intersection to have a smooth transition from new to existing. This item overran by 11 meters or 55 percent of the contract quantity.

Item 63401HA, Pavement Markings, Type H, Solid –

At the Route 35/40 site the VI government requested that a hot asphalt wedge and level be placed at a section of Route 40 that had settled. This then had to be restriped which accounted for the overrun in the striping quantity. This item overran by 306 meters or 32 percent of the contract quantity.

2. Recommendations -

None

3. Claims -

None

IV. CONSTRUCTION ENGINEERING

1. Project Engineer -

Mark Mullholand

2. Other Contacts -

Wystan Benjamin – Virgin Islands Department of Public Works - program manager

Nelson Petty – Virgin Islands Department of Public Works - assistant construction engineer

Wanda Barksdale/Impson – AT&T fiber optics representative

3. Partnering –

All parties agreed to informal partnering. Bimonthly meetings were held to discuss the job's progress and any problems. Attending were:

Andy Smith
Wystan Benjamin
Nelson Petty
Mark Mullholand

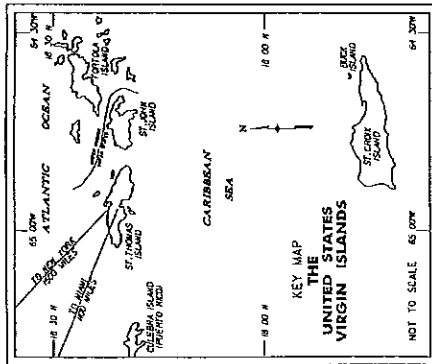
THE GOVERNMENT OF THE VIRGIN ISLANDS OF THE UNITED STATES



PLANS FOR PROPOSED

PROJECT NH-9999(88)

Retaining Wall Construction and
other miscellaneous work on
Route 33 (Crown Mountain Road) and
Route 35 at the intersection of Route 40
St. Thomas, U.S. Virgin Islands



DESCRIPTION OF PROJECT

IMPROVEMENT: Reconstruction of tilted Retaining Walls
on Route 33 and Route 35 at the
Intersection of Route 40.

ROAD: Route 33, Crown Mountain Road
Route 35, At Intersection with Route 40

	WIDTH	SURFACE	BASE	LENGTH
Route 33	3.8 m	HACP	Aggregate	140 m
Route 35 / 40	3.8 m	HACP	Aggregate	100 m

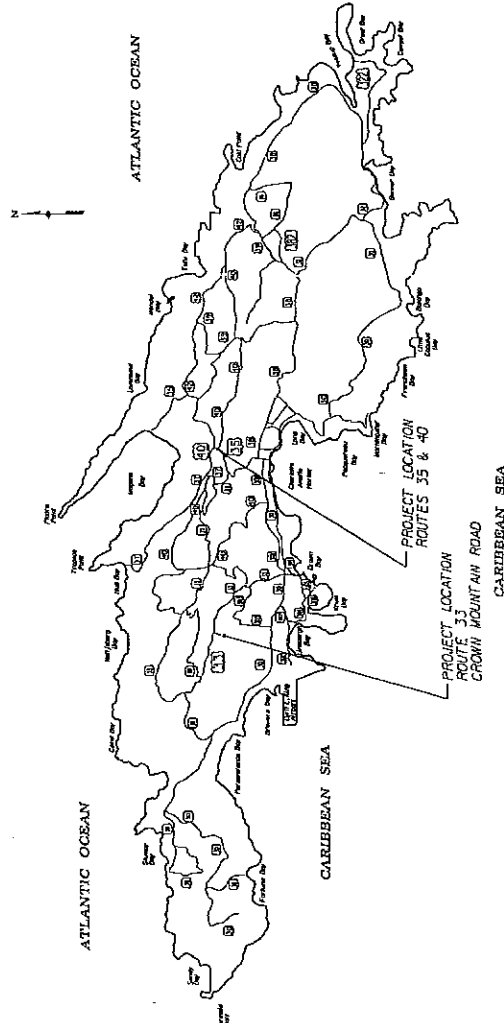
SPECIFICATIONS:
Standard Specifications for Construction of Roads
and Bridges on Federal Highway Projects, PP-95.

PLANS PREPARED BY
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION
STERLING, VIRGINIA
AUGUST 2002

PROJECT MANAGER	LEAD DESIGNERS
G. KIRBY	N. MOORE & C. SAWYER & A. SULLIVAN

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	TABULATION OF QUANTITIES
4 - 5	CONSTRUCTION SCHEDULE
6	HORIZONTAL ALIGNMENT AND SURVEY INFO
7	PLAN AND PROFILES
8-9	RETAINING WALL PLANS
10-11	EROSION CONTROL NARRATIVE
12	TRAFFIC CONTROL PLAN
13-14	STANDARDS AND DETAILS
15-31	DESIGN CROSS SECTIONS



THE ISLAND OF ST. THOMAS, U.S.VI.

NOT TO SCALE

TABULATION OF BIDS

Schedule: A

Project No.: VI NH-9999(88)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

State: VI

County: ST. THOMAS

ST. THOMAS, USVI

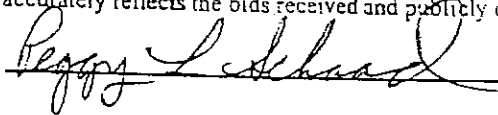
Opened at: St. Thomas, VI

By: Peggy Schaad

Date: 07/17/03

I certify that this Bid Tabulation accurately reflects the bids received and publicly opened for this solicitation.

Signed:



Title: Contracting Specialist Date: July 30, 2003

Contract Awarded to: Island Roads corporation Date: July 30, 2003

Contractor	Bid Amount	Responsive
Island Roads Corporation 6501 Red Hook Plaza Suite 201 Saint Thomas, VI 00802	1,063,900.00	
V.I. Cement & Building Product, INC P. O. Box 7368, Estate Mariend St. Thomas, VI 00801	1,106,854.00	
Tip Top Construction Company 5064 Estate Mt. Welcome Christiansted, St. C, VI 00820	1,128,346.95	
Betterroads Asphalt Corporation P. O. Box 21420 San Juan, PR 00928-1420	1,334,469.18	- -
Engineer's Estimate	940,000.00	

TABULATION OF BIDS

Date: 07/21/03

Schedule: A

Project No.: VI NH-9999(88)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

BID TOTAL CHECK PASS

Bidder	Bidder's Bid Amount	Computed Bid Amount	Error
Island Roads Corporation	1,063,900.00	1,063,900.00	
V.I. Cement & Building Product, INC	1,106,854.00	1,106,854.00	
Tip Top Construction Company	1,128,346.95	1,128,346.95	
Betterroads Asphalt Corporation	1,334,469.18	1,334,469.18	

The apparent low bidder is 13 % above the engineer's estimate.

TABULATION OF BIDS

Date: 07/21/03

Schedule: A

Project No.: VI NH-9999(88)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

Item No.	Item Unit	Item Description	Quantity	Unit Price	Amount
15101	LPSM	Mobilization			
		Island Roads Corporation	ALL	100,000.00	100,000.00
		V.I. Cement & Building Product, INC		113,000.00	113,000.00
		Tip Top Construction Company		116,058.00	116,058.00
		Betterroads Asphalt Corporation		78,328.18	78,328.18
		ENGINEER'S ESTIMATE		73,963.00	73,963.00
15201	LPSM	Construction survey and staking			
		Island Roads Corporation	ALL	5,000.00	5,000.00
		V.I. Cement & Building Product, INC		15,000.00	15,000.00
		Tip Top Construction Company		8,000.00	8,000.00
		Betterroads Asphalt Corporation		21,420.00	21,420.00
		ENGINEER'S ESTIMATE		38,000.00	38,000.00
15401	LPSM	Contractor testing			
		Island Roads Corporation	ALL	10,000.00	10,000.00
		V.I. Cement & Building Product, INC		15,000.00	15,000.00
		Tip Top Construction Company		6,750.00	6,750.00
		Betterroads Asphalt Corporation		64,319.50	64,319.50
		ENGINEER'S ESTIMATE		19,000.00	19,000.00
15703	m	Silt fence			
		Island Roads Corporation	200	15.00	3,000.00
		V.I. Cement & Building Product, INC		14.00	2,800.00
		Tip Top Construction Company		16.41	3,282.00
		Betterroads Asphalt Corporation		28.10	5,620.00
		ENGINEER'S ESTIMATE		25.00	5,000.00
20301D	Each	Removal of utility poles (Abandoned)			
		Island Roads Corporation	2	500.00	1,000.00
		V.I. Cement & Building Product, INC		600.00	1,200.00
		Tip Top Construction Company		250.00	500.00
		Betterroads Asphalt Corporation		428.40	856.80
		ENGINEER'S ESTIMATE		500.00	1,000.00
20302AB	m	Removal of structure and obstruction (Concrete Paved Waterway)			
		Island Roads Corporation	130	40.00	5,200.00
		V.I. Cement & Building Product, INC		36.50	4,745.00
		Tip Top Construction Company		19.15	2,489.50
		Betterroads Asphalt Corporation		52.36	6,806.80
		ENGINEER'S ESTIMATE		100.00	13,000.00

TABULATION OF BIDS

Date: 07/21/03

Schedule A

Project No. VI NH-9999 (88)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

Item No.	Item Unit	Item Description	Quantity	Unit Price	Amount
20302AB	m	Removal of structure and obstruction (Retaining Wall)			
		Island Roads Corporation	145	100.00	14,500.00
		V.I. Cement & Building Product, INC		210.00	30,450.00
		Tip Top Construction Company		87.52	12,690.40
		Betterroads Asphalt Corporation		142.80	20,706.00
		ENGINEER'S ESTIMATE		* 65.00	9,425.00
20302W	m	Removal of guardrail			
		Island Roads Corporation	110	20.00	2,200.00
		V.I. Cement & Building Product, INC		20.00	2,200.00
		Tip Top Construction Company		27.35	3,008.50
		Betterroads Asphalt Corporation		27.00	2,970.00
		ENGINEER'S ESTIMATE		24.00	2,640.00
20307	m	Sawcutting pavement			
		Island Roads Corporation	235	30.00	7,050.00
		V.I. Cement & Building Product, INC		16.00	3,760.00
		Tip Top Construction Company		13.13	3,085.55
		Betterroads Asphalt Corporation		3.57	838.95
		ENGINEER'S ESTIMATE		8.00	1,880.00
20401	m3	Roadway excavation			
		Island Roads Corporation	170	50.00	8,500.00
		V.I. Cement & Building Product, INC		40.00	6,800.00
		Tip Top Construction Company		45.78	7,782.60
		Betterroads Asphalt Corporation		47.60	8,092.00
		ENGINEER'S ESTIMATE		35.00	5,950.00
20801	m3	Structure excavation			
		Island Roads Corporation	985	50.00	49,250.00
		V.I. Cement & Building Product, INC		30.00	29,550.00
		Tip Top Construction Company		52.32	51,535.20
		Betterroads Asphalt Corporation		65.68	64,694.80
		ENGINEER'S ESTIMATE		40.00	39,400.00
20803	m3	Structural backfill			
		Island Roads Corporation	740	100.00	74,000.00
		V.I. Cement & Building Product, INC		25.60	18,944.00
		Tip Top Construction Company		88.29	65,334.60
		Betterroads Asphalt Corporation		95.20	70,448.00
		ENGINEER'S ESTIMATE		35.00	25,900.00

TABULATION OF BIDS

Date: 07/21/03

Schedule: A

Project No.: VI NH-9999 (88)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

Item No.	Item Unit	Item Description	Quantity	Unit Price	Amount
20804	LPSM	Shoring and bracing			
		Island Roads Corporation	ALL	60,000.00	60,000.00
		V.I. Cement & Building Product, INC		10,000.00	10,000.00
		Tip Top Construction Company		32,300.00	32,300.00
		Betterroads Asphalt Corporation		43,202.95	43,202.95
		ENGINEER'S ESTIMATE		45,000.00	45,000.00
25803	m3	Reinforced concrete retaining wall			
		Island Roads Corporation	555	900.00	499,500.00
		V.I. Cement & Building Product, INC		837.00	464,535.00
		Tip Top Construction Company		882.90	490,009.50
		Betterroads Asphalt Corporation		895.70	497,113.50
		ENGINEER'S ESTIMATE		530.00	294,150.00
30102ZN	m2	Aggregate base, grading C or D, 150 mm depth			
		Island Roads Corporation	600	20.00	12,000.00
		V.I. Cement & Building Product, INC		12.50	7,500.00
		Tip Top Construction Company		83.72	50,232.00
		Betterroads Asphalt Corporation		8.90	5,340.00
		ENGINEER'S ESTIMATE		21.00	12,600.00
40101BC	t	Hot asphalt concrete pavement, class B, grading C			
		Island Roads Corporation	120	200.00	24,000.00
		V.I. Cement & Building Product, INC		270.00	32,400.00
		Tip Top Construction Company		247.95	29,754.00
		Betterroads Asphalt Corporation		238.00	28,560.00
		ENGINEER'S ESTIMATE		175.00	21,000.00
40101BED	t	Hot asphalt concrete pavement, class B, grading E, type 4 pavement smoothness			
		Island Roads Corporation	210	200.00	42,000.00
		V.I. Cement & Building Product, INC		248.00	52,080.00
		Tip Top Construction Company		247.95	52,069.50
		Betterroads Asphalt Corporation		238.00	49,980.00
		ENGINEER'S ESTIMATE		166.00	34,860.00
41202AA	l	Tack coat, grade RS-1			
		Island Roads Corporation	630	5.00	3,150.00
		V.I. Cement & Building Product, INC		1.00	630.00
		Tip Top Construction Company		1.32	831.60
		Betterroads Asphalt Corporation		1.19	749.70
		ENGINEER'S ESTIMATE		1.70	1,071.00

TABULATION OF BIDS

Date: 07/21/03

Schedule: A

Project No.: VI NH-9999 (38)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

Item No.	Item Unit	Item Description	Quantity	Unit Price	Amount
41301F	m2	Asphalt pavement milling, 50 mm depth			
		Island Roads Corporation	1,090	20.00	21,800.00
		V.I. Cement & Building Product, INC		22.00	23,980.00
		Tip Top Construction Company		29.90	32,591.00
		Betterroads Asphalt Corporation		11.90	12,971.00
		ENGINEER'S ESTIMATE		17.00	18,530.00
60801D	m2	Paved waterway, type 4			
		Island Roads Corporation	180	100.00	18,000.00
		V.I. Cement & Building Product, INC		65.00	11,700.00
		Tip Top Construction Company		65.78	11,840.40
		Betterroads Asphalt Corporation		98.20	17,676.00
		ENGINEER'S ESTIMATE		115.00	20,700.00
61701DBBA	m	Guardrail system G4, type 2, class B (steel posts)			
		Island Roads Corporation	20	100.00	2,000.00
		V.I. Cement & Building Product, INC		160.00	3,200.00
		Tip Top Construction Company		328.20	6,564.00
		Betterroads Asphalt Corporation		300.00	6,000.00
		ENGINEER'S ESTIMATE		140.00	2,800.00
61706	Each	Connection to structure			
		Island Roads Corporation	1	500.00	500.00
		V.I. Cement & Building Product, INC		1,000.00	1,000.00
		Tip Top Construction Company		2,200.00	2,200.00
		Betterroads Asphalt Corporation		1,630.00	1,630.00
		ENGINEER'S ESTIMATE		750.00	750.00
63304CC	m2	Signs, aluminum panels, type 3 sheeting			
		Island Roads Corporation	10	150.00	1,500.00
		V.I. Cement & Building Product, INC		525.00	5,250.00
		Tip Top Construction Company		598.00	5,980.00
		Betterroads Asphalt Corporation		375.00	3,750.00
		ENGINEER'S ESTIMATE		375.00	3,750.00
63308A	Each	Removing and resetting sign			
		Island Roads Corporation	1	300.00	300.00
		V.I. Cement & Building Product, INC		300.00	300.00
		Tip Top Construction Company		1,200.00	1,200.00
		Betterroads Asphalt Corporation		375.00	375.00
		ENGINEER'S ESTIMATE		150.00	150.00

TABULATION OF BIDS

Date: 07/22/03

Schedule: A

Project No.: VI NH-9999 (88)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

Item No.	Item Unit	Item Description	Quantity	Unit Price	Amount
63311AA	Each	Posts, steel U-channel			
		Island Roads Corporation	25	50.00	1,250.00
		V.I. Cement & Building Product, INC		50.00	1,250.00
		Tip Top Construction Company		250.00	6,250.00
		Betterroads Asphalt Corporation		80.00	2,000.00
		ENGINEER'S ESTIMATE		125.00	3,125.00
63401HA	m	Pavement markings, type H, solid			
		Island Roads Corporation	960	10.00	9,600.00
		V.I. Cement & Building Product, INC		6.75	6,480.00
		Tip Top Construction Company		10.66	10,233.60
		Betterroads Asphalt Corporation		15.00	14,400.00
		ENGINEER'S ESTIMATE		3.60	3,456.00
63501	LPSM	Temporary traffic control			
		Island Roads Corporation	ALL	25,000.00	25,000.00
		V.I. Cement & Building Product, INC		100,000.00	100,000.00
		Tip Top Construction Company		23,500.00	23,500.00
		Betterroads Asphalt Corporation		158,850.00	158,850.00
		ENGINEER'S ESTIMATE		40,000.00	40,000.00
63524	Each	Variable message sign			
		Island Roads Corporation	5	2,500.00	12,500.00
		V.I. Cement & Building Product, INC		16,000.00	80,000.00
		Tip Top Construction Company		3,500.00	17,500.00
		Betterroads Asphalt Corporation		16,000.00	80,000.00
		ENGINEER'S ESTIMATE		28,000.00	140,000.00
63529	Each	Temporary traffic signal system			
		Island Roads Corporation	1	20,000.00	20,000.00
		V.I. Cement & Building Product, INC		20,000.00	20,000.00
		Tip Top Construction Company		29,975.00	29,975.00
		Betterroads Asphalt Corporation		8,750.00	8,750.00
		ENGINEER'S ESTIMATE		30,000.00	30,000.00
63644	LPSM	Relocation and adjustment of utilities (Electric & Telephone Service to Residence)			
		Island Roads Corporation	ALL	5,000.00	5,000.00
		V.I. Cement & Building Product, INC		10,000.00	10,000.00
		Tip Top Construction Company		28,950.00	28,950.00
		Betterroads Asphalt Corporation		12,625.00	12,625.00
		ENGINEER'S ESTIMATE		5,000.00	5,000.00

TABULATION OF BIDS

Date: 07/21/88

Schedule A

Project No.: VI NH-9999 (88)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

Item No.	Item Unit	Item Description	Quantity	Unit Price	Amount
63701	Each	Field office			
		Island Roads Corporation	1	20,000.00	20,000.00
		V.I. Cement & Building Product, INC		25,000.00	25,000.00
		Tip Top Construction Company		7,500.00	7,500.00
		Betterroads Asphalt Corporation		36,295.00	36,295.00
		ENGINEER'S ESTIMATE		18,500.00	18,500.00
63705	CTSM	Long distance calls			
		Island Roads Corporation	ALL	100.00	100.00
		V.I. Cement & Building Product, INC		100.00	100.00
		Tip Top Construction Company		100.00	100.00
		Betterroads Asphalt Corporation		100.00	100.00
		ENGINEER'S ESTIMATE		1,000.00	1,000.00
63801	Each	Locate utilities			
		Island Roads Corporation	6	1,000.00	6,000.00
		V.I. Cement & Building Product, INC		500.00	3,000.00
		Tip Top Construction Company		1,375.00	8,250.00
		Betterroads Asphalt Corporation		1,500.00	9,000.00
		ENGINEER'S ESTIMATE		1,400.00	8,400.00
VI NH-9999					
		Island Roads Corporation		0.00	0.00
		V.I. Cement & Building Product, INC		0.00	0.00
		Tip Top Construction Company		0.00	0.00
		Betterroads Asphalt Corporation		0.00	0.00
		ENGINEER'S ESTIMATE		0.00	0.00

TABULATION OF BIDS

Date: 07/21/03

Schedule: A

Project No.: VI NH-9999 (88)

Project Name: RETAINING WALLS, CROWN MOUNTAIN ROAD AND INTERSECTION OF ROUTES 35 & 40.

BID ITEM CHECK PASS

Bidder	Item No.	Bidder's Extension	Computed Extension
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No extension errors in this Schedule.

Standard Form 1034 Revised October 1967 Department of the Treasury 1 TFM 4-2000 1034-121		PUBLIC VOUCHER FOR PURCHASES AND SERVICES OTHER THAN PERSONAL			VOUCHER NO.	
U.S. DEPARTMENT, BUREAU, OR ESTABLISHMENT AND LOCATION U. S. Department of Transportation Federal Highway Administration Eastern Federal Lands Highway Division 21400 Ridgetop Circle Sterling, VA 20166-6511			DATE VOUCHER PREPARED CONTRACT NUMBER AND DATE DTFH71-03-C-00022 8/25/03 REQUISITION NUMBER AND DATE		SCHEDULE NO.	
PAYEE'S NAME AND ADDRESS Island Roads Corporation 6502 Red Hook Plaza St. Thomas, VI 00802 <i>2303C7103 00220000</i>			PAID BY			
			DATE INVOICE RECEIVED			
			DISCOUNT TERMS			
			PAYEE'S ACCOUNT NUMBER			
SHIPPED FROM TO WEIGHT			GOVERNMENT BIL NUMBER			
NUMBER AND DATE OF ORDER	DATE OF DELIVERY OR SERVICE	ARTICLES OR SERVICES (Enter description, item number of contract or Federal supply schedule, and other information deemed necessary)	QUAN- TITY	UNIT PRICE COST PER		AMOUNT (1)
		Final Estimate No. 10, FINAL PAYMENT. This is final settlement of construction for U. S. Virgin Islands Project VI NH-9999(88). Final settlement is specifically conditioned upon the execution of the Contractor's Release attached hereto and incorporated herein. By: <i>AKH</i> A.SMITH Title: <i>PRESIDENT</i> Date: <i>01/01/05</i>				
(Use continuation sheet(s) if necessary) (Payee must NOT use the space below) TOTAL \$5,500.00						
PAYMENT: ☐ PROVISIONAL ☐ COMPLETE ☐ PARTIAL ☒ FINAL ☐ PROGRESS ☐ ADVANCE		APPROVED FOR BY ² <i>Donald W. Miller</i> Donald W. Miller TITLE Director, Project Delivery	EXCHANGE RATE =\$ 5,500.00 =\$1.00	DIFFERENCES		
			Amount verified; correct for payment (Signature or initials)			
Pursuant to authority vested in me, I certify that this voucher is correct and proper for payment. <i>2/10/05</i> <i>Lynda L. Moore</i> Administration Program Coordinator (Date) (Authorized Certifying Officer) (Title)						
ACCOUNTING CLASSIFICATION Proj#: 1515 78 9999 088 Org#: 15 78 00 0 000 Task#: 540.00.6320.78						
P A I D B Y \$	CHECK NUMBER	ON TREASURER OF THE UNITED STATES	CHECK NUMBER	ON (Name of bank)		
	CASH	DATE	PAYEE ³			
1 When stated in foreign currency, insert name of currency. 2 If the ability to certify and authority to approve are combined in one person, one signature only is necessary; otherwise the approving officer will sign in the space provided, over his official title. 3 When a voucher is receipted in the name of a company or corporation, the name of the person writing the company or corporate name, as well as the capacity in which he signs, must appear. For example: "John Doe Company, per John Smith, Secretary", or "Treasurer", as the case may be.					FOR TITLE	

Previous edition usable

NSN 7540-00-900-2234

PRIVACY ACT STATEMENT

The information requested on this form is required under the provisions of 31 U.S.C. 82b and 82c, for the purpose of disbursing Federal money under discharge.
The information requested is to identify the particular creditor and the amounts to be paid. Failure to furnish this information will
of the payment obligation.

RECEIVED

JAN 4 2005

CONSTRUCTION

RECEIVED JAN 20 2005 CONSTRUCTION		DEPARTMENT OF TRANSPORTATION CONTRACTOR'S RELEASE	CONTRACT NO. DTFH71-03-C-00022
CONTRACTOR (Name and address) Island Roads Corporation 6502 Red Hook Plaza St. Thomas, VI 00802		SUM OF Five Thousand Five Hundred Dollars and Zero Cents	
		DOLLARS (\$) 5,500.00	

In consideration of the sum stated above, which has been paid or is to be paid to the Contractor, or his assignees, the Contractor, upon payment of the said sum by the UNITED STATES OF AMERICA (hereinafter called the Government), does remise, release, and discharge the Government, its officers, agents, and employees, of and from all liabilities, obligations, claims, and demands whatsoever under or arising from the said contract, except:

1. Specified claims in stated amounts or in estimated amounts where the amounts are not susceptible of exact statement by the Contractor, as follows:

2. Claims, together with reasonable expenses incidental thereto, based upon the liabilities of the Contractor to third parties arising out of the performance of this contract, which are not known to the Contractor on the date of the execution of this release and of which the Contractor gives notice in writing to the Contracting Officer within the period specified in the said contract; and

3. Claims for reimbursement of costs (other than expenses of the Contractor by reason of his indemnification of the Government against patent liability), including reasonable expenses incidental thereto, incurred by the Contractor under any provisions of the said contract relating to patents.

The Contractor agrees, in connection with patent matters and with claims which are not released as set forth above, that he will comply with all provisions of the said contract, including without limitation those provisions relating to notifications to the Contracting Officer and relating to the defense or prosecution of litigation.

IN WITNESS WHEREOF, this release has been executed this 1st day of JANUARY, 2005

WITNESSES

Island Roads Corporation
 (Contractor)

BY A. Smith A. SMITH

TITLE PRESIDENT

NOTE: In the case of a corporation, witnesses are not required, but the certification below must be completed.

CERTIFICATE

I, ANDREW SMITH, certify that I am the PRESIDENT secretary of the corporation named as Contractor in the foregoing release; that ANDREW SMITH who signed said release on behalf of the Contractor was then PRESIDENT of said corporation; that said release was duly signed for and in behalf of said corporation by authority of its governing body and is within the scope of its corporate powers.

(CORPORATE SEAL)

A. Smith

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION
21400 RIDGETOP CIRCLE
STERLING, VIRGINIA 20166

batch #
cntrl # 02569

VI NH-9999(88) - RETAINING WALLS ON CROWN MOUNTAIN RD & INTERSECTION OF RTES 35 & 40

Retaining wall construction, pavement reconstruction and rehabilitation, paved waterway
construction, and guardrail construction.

CONSTRUCTION SUMMARY

ESTIMATE # 10, final

TO: Island Roads Corporation
6302 Red Hook Plaza
St. Thomas, VI 00802

CONTRACT NUMBER DTFH71-03-C-00022
AWARD DATE August 25, 2003

ADVICE TYPE 10

STATE U. S. Virgin Islands
COUNTIES St. Thomas
FOREST OR PARK n/a

SCOTIA BANK
SAINT THOMAS, VI 00804
0216 0603 6

LENGTH 0.24 km

(044-003616-15) ISLAND ROADS CORPORATION

*DTFH71-02-C-00012
ESTIMATE # 10, final

TIN # 66-0460546

TOTAL AMOUNT EARNED TO DATE	\$1,131,001.50
*ADJUSTMENTS	\$0.00
TOTAL PAYMENTS APPROVED TO DATE	\$1,131,001.50
TOTAL PAYMENTS PREVIOUSLY PAID	\$1,125,501.50
AMOUNT TO BE PAID THIS ESTIMATE	\$5,500.00

*ADJUSTMENTS
amount held for final quantities verification
paid out with estimate 10, final estimate

ACCOUNT NUMBER

EXPEND LIQUIDATE

ORG:1578000000 PROJ:1515789999088 TASK:540.00.6320.78

\$5,500.00 \$5,500.00

TOTAL

\$5,500.00

\$5,500.00

date

Mark L. Mulholland, Project Engineer

Quantities Incorporated and meet specifications

date:

2/3/05

Construction Operations Engineer

Center to estimate

date:

2/3/05

Edgardo A. Calderon, Construction Engineer

Approve for payment

date:

2/10/05

Lynnda L. Moore, Administration Program Coordinator

Certify funds available

KA

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY ADMINISTRATION

VI NH-9999(88) - RETAINING WALLS ON CROWN MOUNTAIN RD & INTERSECTION OF RTES 35 & 40 - ESTIMATE # 10,
final

ITEM NO.	DESCR.	CONTRACTED				ESTIMATED			PROBABLES		OVERRUN QUANTITY			
		QUANTITY	CM	AMENDED	UNIT	UNIT PRICE	AMOUNT	CURRENT	PREVIOUS	TO DATE		AMOUNT	QUANTITY	AMOUNT
15101	Mobilization	100,000		100,000	LPSM	\$100,000.00	\$100,000.00	0.000	100,000	100,000	\$100,000.00	100.00	\$100,000.00	0
15201	Construction survey and staking	100,000		100,000	LPSM	\$5,000.00	\$5,000.00	0.000	100,000	100,000	\$5,000.00	100.00	\$5,000.00	0
15401	Contractor testing	100,000		100,000	LPSM	\$10,000.00	\$10,000.00	0.000	100,000	100,000	\$10,000.00	100.00	\$10,000.00	0
15703	Silt fence; quantity per CM #0002, 01/05/05	200,000	-43	157,000	m	\$15.00	\$2,355.00	0.000	157,000	157,000	\$2,355.00	157.00	\$2,355.00	0
20301D	Removal of utility poles (Abandoned); quantity per CM #0002, 01/05/05	2,000	2	4,000	Each	\$500.00	\$2,000.00	0.000	4,000	4,000	\$2,000.00	4.00	\$2,000.00	0
20302AB	Removal of structure and obstruction (Concrete Paved Waterway); quantity per CM #0002, 01/05/05	130,000	66	196,000	m	\$40.00	\$7,840.00	0.000	196,000	196,000	\$7,840.00	196.00	\$7,840.00	0
20302AB	Removal of structure and obstruction (Retaining Wall); quantity per CM #0002, 01/05/05	145,000	-51	94,000	m	\$100.00	\$9,400.00	0.000	94,000	94,000	\$9,400.00	94.00	\$9,400.00	0
20302W	Removal of guardrail; quantity per CM #0002, 01/05/05	110,000	8	118,000	m	\$20.00	\$2,360.00	0.000	118,000	118,000	\$2,360.00	118.00	\$2,360.00	0
20307	Sawcutting pavement; quantity per CM #0002, 01/05/05	235,000	-16	219,000	m	\$30.00	\$6,570.00	0.000	219,000	219,000	\$6,570.00	219.00	\$6,570.00	0
20401	Roadway excavation	170,000		170,000	m3	\$50.00	\$8,500.00	0.000	170,000	170,000	\$8,500.00	170.00	\$8,500.00	0
20801	Structure excavation	985,000		985,000	m3	\$50.00	\$49,250.00	0.000	985,000	985,000	\$49,250.00	985.00	\$49,250.00	0
20803	Structural backfill	740,000		740,000	m3	\$100.00	\$74,000.00	0.000	740,000	740,000	\$74,000.00	740.00	\$74,000.00	0
20804	Shoring and bracing	100,000		100,000	LPSM	\$60,000.00	\$60,000.00	0.000	100,000	100,000	\$60,000.00	100.00	\$60,000.00	0
25803	Reinforced concrete retaining wall	555,000		555,000	m3	\$900.00	\$499,500.00	0.000	555,000	555,000	\$499,500.00	555.00	\$499,500.00	0
30102ZN	Aggregate base, grading C or D, 150 mm depth; quantity per CM #0002, 01/05/05	600,000	-24	576,000	m2	\$20.00	\$11,520.00	0.000	576,000	576,000	\$11,520.00	576.00	\$11,520.00	0
40101BC	Hot asphalt concrete pavement, class B, grading C; quantity per CM #0002, 01/05/05	120,000	-6.68	113,320	m2	\$200.00	\$22,664.00	0.000	113,320	113,320	\$22,664.00	113.32	\$22,664.00	0
40101BED	Hot asphalt concrete pavement, class B, grading E, type 4 pavement smoothness; quantity per CM #0002, 01/05/05	210,000	23.26	233,260	m2	\$200.00	\$46,652.00	0.000	233,260	233,260	\$46,652.00	233.26	\$46,652.00	0
41202AA	Track coat, grade RS-1	630,000		630,000	m2	\$5.00	\$3,150.00	0.000	630,000	630,000	\$3,150.00	630.00	\$3,150.00	0
41301F	Asphalt pavement milling, 50 mm depth; quantity per CM #0002, 01/05/05	1,090,000	-58	1,032,000	m2	\$20.00	\$20,640.00	0.000	1,032,000	1,032,000	\$20,640.00	1,032.00	\$20,640.00	0
60801D	Paved waterway, type 4; quantity per CM #0002, 01/05/05	180,000	20	200,000	m2	\$100.00	\$20,000.00	0.000	200,000	200,000	\$20,000.00	200.00	\$20,000.00	0

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY ADMINISTRATION

VI NH-9999(88) - RETAINING WALLS ON CROWN MOUNTAIN RD & INTERSECTION OF RTES 35 & 40 - ESTIMATE # 10,
final

ITEM NO.	DESCR.	CONTRACTED					ESTIMATED			PROBABLES		OVERRUN QUANTITY		
		QUANTITY	CM	AMENDED	UNIT	PRICE	AMOUNT	CURRENT	PREVIOUS	TO DATE	AMOUNT		QUANTITY	AMOUNT
61701DBBA	Guardrail system G4, type 2, class B (steel posts); quantity per CM #0002, 01/05/05	20,000	11	31,000	m	\$100.00	\$3,100.00	0.000	31,000	31,000	\$3,100.00	31,000	\$3,100.00	0
61706	Connection to structure	1,000		1,000	Each	\$500.00	\$500.00	0.000	1,000	1,000	\$500.00	1,000	\$500.00	0
63304CC	Signs, aluminum panels, type 3 sheeting; quantity per CM #0001, 07/14/04	10,000	-10	0,000	m2	\$150.00	\$0.00	0.000	0,000	0,000	\$0.00	0,000	\$0.00	0
63308A	Removing and resetting sign; quantity per CM #0001, 07/14/04	1,000	-1	0,000	Each	\$300.00	\$0.00	0.000	0,000	0,000	\$0.00	0,000	\$0.00	0
63311AA	Posts, steel U-channel; quantity per CM #0001, 07/14/04	25,000	-25	0,000	Each	\$50.00	\$0.00	0.000	0,000	0,000	\$0.00	0,000	\$0.00	0
63401HA	Pavement markings, type H, solid; quantity per CM #0002, 01/05/05	960,000	306	1,266,000	m	\$10.00	\$12,660.00	0.000	1,266,000	1,266,000	\$12,660.00	1,266,000	\$12,660.00	0
63403B	CM #0001, 07/14/04: Raised pavement markers, type B (100 each); quantity decrease 10 per CM #0002, 01/05/05	100,000	90	90,000	Each	\$15.00	\$1,350.00	0.000	90,000	90,000	\$1,350.00	90,000	\$1,350.00	0
63501	Temporary traffic control	100,000		100,000	LPSM	\$25,000.00	\$25,000.00	0.000	100,000	100,000	\$25,000.00	100,000	\$25,000.00	0
63524	Variable message sign; quantity per CM #0001, 07/14/04	5,000	-2	3,000	Each	\$2,500.00	\$7,500.00	0.000	3,000	3,000	\$7,500.00	3,000	\$7,500.00	0
63529	Temporary traffic signal system	1,000		1,000	Each	\$20,000.00	\$20,000.00	0.000	1,000	1,000	\$20,000.00	1,000	\$20,000.00	0
63644	Relocation and adjustment of utilities (Electric & Telephone Service to Residence); quantity per CM #0001, 07/14/04	100,000	-100	0,000	LPSM	\$5,000.00	\$0.00	0.000	0,000	0,000	\$0.00	0,000	\$0.00	0
63644	CM #0001, 07/14/04: Relocation and adjustment of utilities (Electric & Telephone Service to Residence)	1,000	100	100,000	LPSM	\$11,712.50	\$11,712.50	0.000	100,000	100,000	\$11,712.50	100,000	\$11,712.50	0
63701	Field office	1,000		1,000	Each	\$20,000.00	\$20,000.00	0.000	1,000	1,000	\$20,000.00	1,000	\$20,000.00	0
63705	Long distance calls; quantity per CM #0001, 07/14/04	100,000	-100	0,000	CTSM	\$100.00	\$0.00	0.000	0,000	0,000	\$0.00	0,000	\$0.00	0
63801	Locate utilities	6,000		6,000	Each	\$1,000.00	\$6,000.00	0.000	6,000	6,000	\$6,000.00	6,000	\$6,000.00	0
66601	CM #0001, 07/14/04: Contract Modification Work (slope excavation and roadway widening)	100	100	100,000	LPSM	\$51,740.00	\$51,740.00	0.000	100,000	100,000	\$51,740.00	100,000	\$51,740.00	0
66605	CM #0001, 07/14/04: Contract Modification Work (removal of concrete protection over fiber optics)	70	70	70,000	m	\$45.00	\$3,150.00	0.000	70,000	70,000	\$3,150.00	70,000	\$3,150.00	0

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 EASTERN FEDERAL LANDS HIGHWAY ADMINISTRATION

VI NH-9999(88) - RETAINING WALLS ON CROWN MOUNTAIN RD & INTERSECTION OF RTES 35 & 40 - ESTIMATE # 10,
 final

ITEM NO.	DESCR.	QUANTITY	CM	CONTRACTED AMENDED	UNIT	UNIT PRICE	AMOUNT	CURRENT	PREVIOUS	ESTIMATED TO DATE	AMOUNT	PROBABLES QUANTITY	AMOUNT	OVERRUN QUANTITY
66605	CM #0001, 07/14/04; Contract Modification Work (placement of concrete protection over fiber optics cable)			70	70.000	m	\$98.40	\$6,888.00	0.000	70.000	\$6,888.00	70.00	\$6,888.00	0

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY ADMINISTRATION

VI NH-9999(88) - RETAINING WALLS ON CROWN MOUNTAIN RD & INTERSECTION OF RTES 35 & 40 - ESTIMATE # 10, final

DATE TIME BEGIN:	10/14/03	CONSTRUCTION	BID	TO DATE	PROBABLE
DATE CONTRACT COMPLETE:	05/29/04		\$1,063,900.00	\$1,131,001.50	\$1,131,001.50
	08/20/04 per CM #0002				
DAYS ALLOWED:	228				
EXTENSIONS GRANTED	46 by CM #0001				
	37 by CM #0002				
			\$1,063,900.00	\$1,131,001.50	\$1,131,001.50

TOTAL DAYS ALLOWED	312	FUNDS AUTHORIZED	
DAYS USED TO DATE	312	ORG:1578000000 PROJ:1515789999088 TASK:540.00.0320.78	
			\$1,063,900.00 \$1,162,288.00 \$1,131,001.50

TIME USED	100.00%	TOTAL	\$1,063,900.00	\$1,162,288.00	\$1,131,001.50
to date/allowed					
WORK COMPLETE	100.00%	BALANCE OR DEFICIT	\$0.00	\$31,286.50	\$0.00
to date/probable					

CONSTR FUNDS USED	97.31%				
to date/allotted					
CE FUNDS USED	95.46%				
to date/allotted					
CE BUDGET USED	91.22%				

TOTAL INCREASE DUE TO CMS	\$89,452.50	CONSTRUCTION ENGINEERING	AUTHORIZED	TO DATE	PROBABLE	PROBABLE CE
TOTAL DECREASE DUE TO CMS	(\$22,351.00)	TOTAL-ALL WORK CODES	\$215,000.00	\$205,243.32	\$225,000.00	19.89%

TOTAL INCREASE DUE TO OVERRUNS	\$0.00	CE BREAKDOWN	FUNCTION C	FUNCTION I	FUNCTION M	FUNCTION B	FUNCTION T
TOTAL DECREASE DUE TO OVERRUNS	\$0.00	*TO DATE AUTHORIZED	\$155,000.00	\$10,909.00	\$10,909.00	\$20,000.00	\$23,091.00
		EXPENDED	\$204,035.75	\$1,207.57			
		PROBABLE	\$215,000.00	\$10,000.00		\$0.00	\$0.00

EXPENDED PER DELPHI REPORTS AS OF 12/04/ FY 05 & PP 16

DELPHI CE ACCOUNT NUMBERS

ACCOUNT NUMBER FOR PYRL: CE - C - 532

CM #0001, 07/14/04
CM #0002, 01/05/05, final quantities
contract award amount
contract amount including CMs



GOVERNMENT OF
THE VIRGIN ISLANDS OF THE UNITED STATES

PUBLIC WORKS DEPARTMENT

8244 SUB BASE

ST. THOMAS, V.I. 00802-5805

OFFICE OF
THE COMMISSIONER

TEL.: (340) 776-4844, EXT. 207/208
(340) 774-1301
FAX: (340) 774-5869

January 13, 2005

Melisa L. Ridenour, Division Engineer
Department of Transportation - Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, Virginia 20166-6511

Re: **FINAL ACCEPTANCE, Project NH-9999(88)**
St. Thomas, US Virgin Islands
Retaining Walls

Dear Ms. Ridenour:

We are pleased to advise you that the work performed on the subject project was satisfactorily completed in substantial conformity with the Plans and Specifications provided.

Contract time was stopped on August 20, 2004 the day the project was considered substantially complete. Final inspection was held on August 24, 2004 and all punch-list work has been completed as directed. **Final Acceptance** on above-referenced project is effective as of **September 14, 2004**. As of that date, the contractor was relieved of any further maintenance obligations and all punch list items were completed.

Sincerely,

Wayne D. Callwood, P.E.
Commissioner

WDC/NMB

xc: Aloy Nielsen, Acting Deputy Commissioner of Engineering, DPW
Wystan Benjamin, P.E., Design/Construction Program Manager, DPW
Christopher Schneider, COE, EFLHD
Mark Mullholand, Project Engineer, EFLHD
File

DEC 28 2004

Refer to: HFCO-15

Mr. Andrew Smith
Vice President
Island Roads Corporation
6501 Red Hook Plaza, Suite 201
St. Thomas, VI 00802

Subject: Project Closeout
Contract No. DTFH71-03-C-00022
Project VI NH-9999(88), Retaining Walls on Crown Mountain Road
and Intersection of Routes 35 and 40

Dear Mr. Smith:

We are pleased to advise you that all work performed on the above referenced project has been satisfactorily completed in substantial conformity with the plans and specifications. Final Acceptance was effective on September 30, 2004, and as of that date you were relieved of further maintenance obligations.

Enclosed please find the following documents for Project VI NH-9999(88):

- The final estimate (Estimate No. 10).
- Two copies of Contract Modification (CM) No. 0002.
- Three copies of Form 4220.4, Contractor's Release.
- Three copies of Form 1034, Public Voucher for Purchases and Services Other than Personal.

You are requested to sign and return both copies of CM No. 0002 and all three copies of Forms 4220.4 and 1034, which are based on the final estimate. One copy of CM No. 0002, with all the appropriate signatures, will be returned to you for your records. Upon receipt of the executed documents, we will process the final payment.

If you have any questions, please contact Mr. Christopher J. Schneider, Construction Operations Engineer, at 703-404-6272.

Sincerely yours,

/s/ Douglas E. Warr

Eduardo A. Calderon.
Construction Engineer

Enclosures

FHWA:B.Robbins:1553:dk:12/21/04:h:\constr\chris\vi_nh_9999(88)\vchltr.doc
cc: Official File Copy (CS), Chrono, Construction, M. Mullholand, J. Tregoe, B. Robbins



Department of Transportation
Federal Highway Administration

CONSTRUCTION INSPECTION REPORT

DIVISION	REPORT NO	DATE OF INSPECTION	DATE OF REPORT	PROJECT NO
EFLHD	FINAL	8-24-04	8-30-04	VI NH-9999(88)
INSPECTION MADE BY	QUALITY OF WORK		PROGRESS OF WORK	TIME ELAPSED
see below	☐ Unsatisfactory ☒ Satisfactory		☐ Unsatisfactory ☒ Satisfactory	100%
IN COMPANY WITH	WORK COMPLETED		99%	
see below				
(check appropriate box)				
☐ Process Review/Product Evaluation		☐ Inspection-In-Depth		☐ Project
				☒ Final

Attending the final inspection were:

VI Government - Wystan Benjamin
 Nelson Petty
 Auckland Semper
 Island Roads - Andy Smith
 Geoffrey Flemming
 FHWA - Chris Schneider
 Mark Mullholand

See the attached punch list developed during the final inspection.

Project VI NH-9999(88) Final Punch List

Route 35/40 Site:

- *General clean up of job site. Trash, lumber, excess materials, etc.
- *Install permanent thermoplastic striping.
- *Take down all construction detour signs and posts.
- *Relocate existing stop sign from old guardrail post to new.
- *Relocate "Route 35 South" sign.
- *Remove 2 remaining old guardrail posts.
- *Finish connecting new guardrail to the new retaining wall.
- *Where new concrete retaining wall meets old stone retaining wall:
 - Place concrete for closure pour.
 - Place mortar and stone to fill in remaining gap.
- *Remove all equipment.
- *Route out and seal cracks in the new concrete paved waterway.
- *Remove lumber nailed in the trees.
- *Relocate Mr. Pickering's mailbox back to its original location.
- *Approximately 100' below our limit of work on Rt. 35 there is an existing parking area for a private residence. There is an existing metal post 3' high in each of the 2 corners of the lot. One of these posts was knocked out during construction. Concrete it back in place.

Route 33 Site:

- *Install permanent thermoplastic striping.
- *Clean driveway of abandoned home directly below our new wall.
- *Remove all construction sign posts.
- *Dress up area where materials and equipment were stockpiled approximately 500' below the job site.



U.S. Department of Transportation
Federal Highway Administration
Federal Lands Highway Office

**Federal Lands Highway
Construction Project
Materials Certification**

Retaining Walls Crown Mt. Rd & RTES 35&40

State U.S. Virgin Islands Contract No. DTFH71-03-C-00022 Project Name VI NH-9999 (88)

Part I – Field Control

It is certified (1) that all material accepted pursuant to this contract complies with the terms of the contract as documented by the project records in accordance with Federal Lands standards; or (2) that material not complying with the terms of the contract was accepted in accordance with FAR Clause 52.246-12 based on a technical evaluation of material documented in the project records.

It is further certified (1) that the results of verification tests taken during construction conform to validity of acceptance tests according to Federal Lands standards; and (2) that inconsistencies between verification and acceptance tests were responded to in accordance with Federal Lands Standards and so documented in the project records.

It is further certified (1) for material accepted by manufacturer's certification of compliance, such certifications and accompanying test results (when required) indicate compliance with the terms of the contract; and (2) that if verification tests of such materials were taken, the tests confirmed the validity of the certifications, or the discrepancies were responded to in accordance with Federal Lands standards and so documented in the project records.

Project Engineer

Mark Mullholand

Date

1-13-05

Construction Operations Engineer

Christopher Schuler

Date

01.13.05

Part II – Final Review

It is certified (1) that the results of the verification tests taken during construction confirm the validity of the job site acceptance testing and/or manufacturer's certificates; or (2) that inconsistencies are appropriately documented together with the technical basis of acceptance of the materials.

Materials Engineer

[Signature]

Date

01/14/05

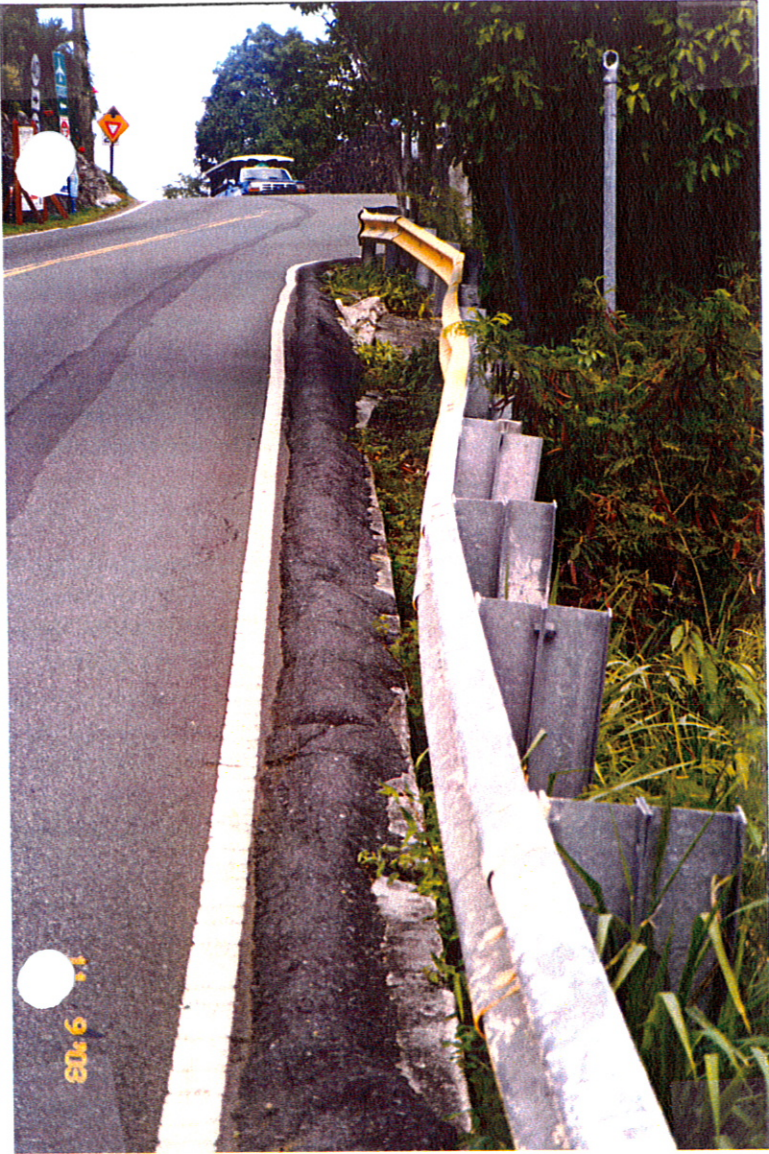
It is certified that the records for this project have been reviewed and confirmed that the acceptance and documentation of all materials complied with Federal Lands standards.

Construction Engineer

[Signature]

Date

1/18/05



Rt. 35/40 site after construction.



Rt. 35/40 site before construction.



Rt. 33 site before construction.



Rt. 33 site after construction.



Tensioning soil anchors for shoring system Rt 33



Shoring in place/excavation on grade/ready to set footing forms. Rt 33



Setting forms and tying rebar for footing. Rt. 35/40



Stripping forms for new retaining wall. Rt. 35/40



Placing concrete for parapet. Rt. 33



Formwork for parapet. Rt. 35/40



Placing hot asphalt. Rt. 35/40



Placing hot asphalt. Rt. 35/40