



LETTER OF SUBMITTAL

I-64 Pavement Rehabilitation

From: Little Creek Road Bridge (East Abutment)
To: Bridge over Curlew Drive & RR (West Abutment)

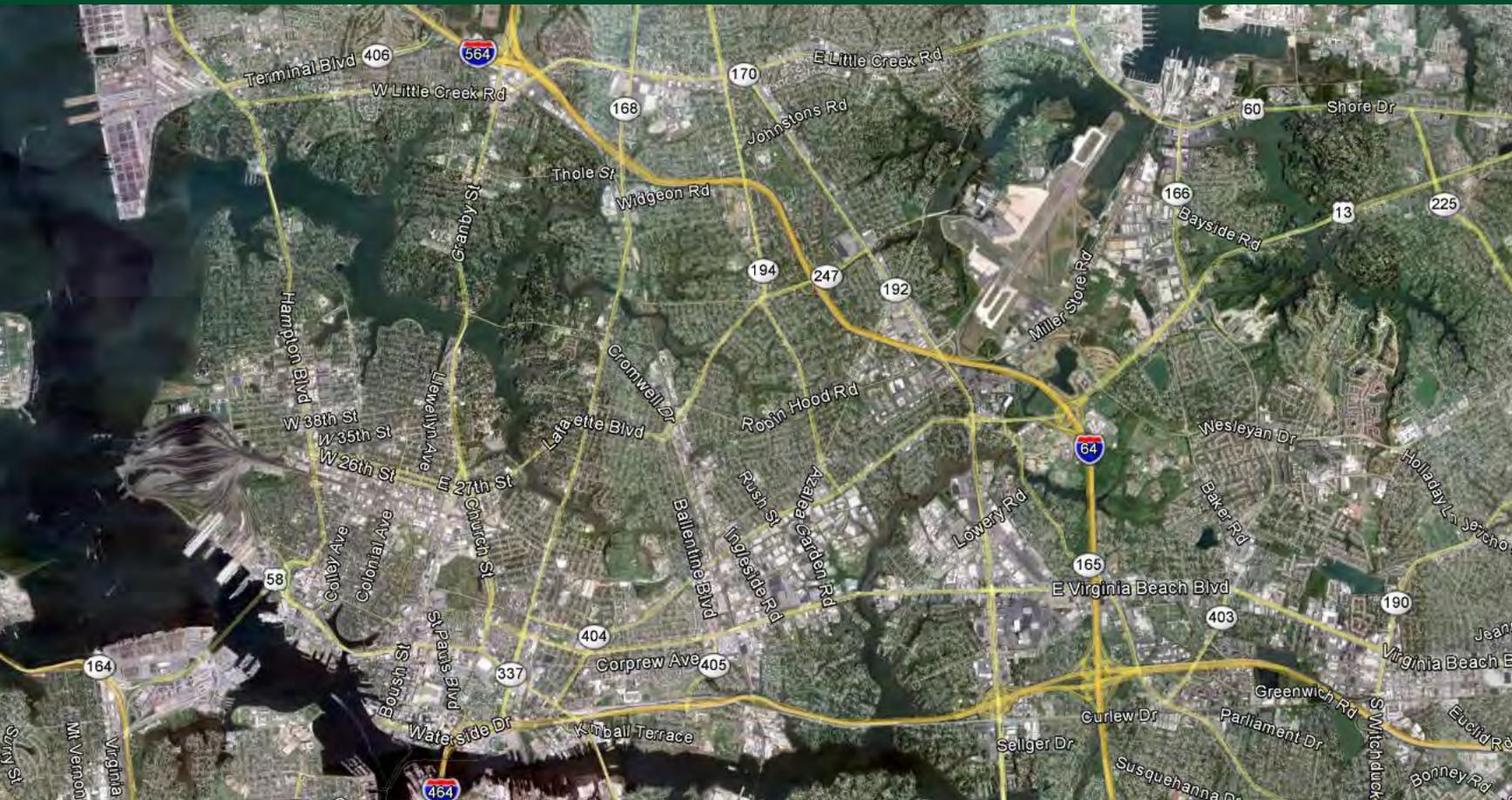
and

I-264 Pavement Rehabilitation

From: Claiborne Avenue Bridge (East Abutment)
To: Broad Creek Bridge (West Abutment)

B A Design-Build Project

Norfolk, Virginia



State Project No.: 0064-122-009, N501
Federal Project No.: IM-064-3(474)
Contract ID Number: C00104329DB65

Proposal Submitted by:



October 24, 2013

ATTACHMENT 4.0.1.1

I-64 Pavement Rehabilitation and I-264 Pavement Rehabilitation

LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

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

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Letter of Submittal Checklist and Contents	Attachment 4.0.1.1	Section 4.0.1.1	i – ii
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.5 (Form C-78-RFP)	Sections 3.5, 4.0.1.1	iii
Letter of Submittal	NA	Section 4.1	
Letter of Submittal on Offeror’s letterhead	NA	Section 4.1.1	1
Offeror’s full legal name and address	NA	Section 4.1.1	1
Authorized representative’s original signature	NA	Section 4.1.1	2
Declaration of intent	NA	Section 4.1.2	1
120 day declaration	NA	Section 4.1.3	1
Point of Contact information	NA	Section 4.1.4	2
Principal Officer information	NA	Section 4.1.5	2
Final Completion Date	NA	Section 4.1.6	2
Certification Regarding Debarment Forms	Attachment 11.8.6(a) Attachment 11.8.6(b)	Section 4.1.7	Debarment 1 – Debarment 8
Written statement of percent DBE participation	NA	Section 4.1.8	2
Offeror’s Qualifications	NA	Section 4.2	
Confirmation that the information provided in the SOQ submittal remains true and accurate or indicates that any requested changes were previously approved by VDOT	NA	Section 4.2.1	3
Organizational chart with any updates since the SOQ	NA	Section 4.2.2	5

ATTACHMENT 4.0.1.1

I-64 Pavement Rehabilitation and I-264 Pavement Rehabilitation

LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
submittal clearly identified to include Lead QA Inspector			
Revised narrative when organizational chart includes updates since the SOQ submittal to include Lead QA Inspector	NA	Section 4.2.2	n/a
Proposal Schedule	NA	Section 4.2.2	
Proposal Schedule	NA	Section 4.2.2	10 – 12
Proposal Schedule Narrative	NA	Section 4.2.2	6 – 9
Proposal Schedule in electronic format (CD-ROM)	NA	Section 4.2.2	CD-ROM

ATTACHMENT 3.5

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFP NO. C00104329DB65
PROJECT NO.: 0064-122-009, N501

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFP: July 30, 2013
(Date)
2. Cover letter of Addendum #1: September 27, 2013
(Date)
3. Cover letter of _____
(Date)



SIGNATURE
Richard A. McDonough, District Manager

PRINTED NAME AND TITLE

October 24, 2013

DATE

Letter of Submittal



October 24, 2013

Bill Arel, P.E.
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: I-64 Pavement Rehabilitation and I-264 Pavement Rehabilitation
State Project No.: 0064-122-009, N501
Federal Project No.: IM-064-3(474)
Contract ID Number: C00104329DB65

Dear Mr. Arel:

The Lane Construction Corporation (LANE) is pleased to submit the following Letter of Submittal for the above referenced Design-Build project with the Virginia Department of Transportation (VDOT). Our response complies with all requirements in the RFP and subsequent Addenda. LANE is teamed with Vanasse Hangen Brustlin, Inc. (VHB) as the Lead Design Consultant, providing VDOT a team with a reputation for completing complex projects on time, and within budget. Our team's experience enables us to deliver the high quality and technically-sound projects that VDOT expects and deserves from us.

4.1.1 Identification of Legal Entity Who Will Execute the Contract with VDOT:

**The Lane Construction Corporation
90 Fieldstone Court
Cheshire, CT 06410**

4.1.2 Offeror's Intent: LANE's intention is to enter into contract with VDOT for the above referenced Project in accordance with the terms of the respective RFP and Addenda.

4.1.3 120 Day Declaration: Pursuant to Part 1, Section 8.2, we declare that the offer represented by this Proposal will remain in full force and effect for one hundred twenty (120) days after the date the Letter of Submittal and Attachments are actually submitted to VDOT.

4.1.4 Identification of Offeror's Point of Contact: **Mr. Richard A. McDonough** is an authorized representative and the point of contact of the Offeror, LANE, and has executed this Letter of Submittal by original signature. His contact information is as follows:

Mr. Richard A. McDonough
District Manager
14500 Avion Parkway, Suite 200, Chantilly, VA 20151
Tel: (703) 222-5670 (office) (703) 898-3811 (cell)
Fax: (703) 222-5960
Email: RAMcdonough@laneconstruct.com

4.1.5 Identification of Principal Officer: Mr. Mark A. Schiller is the individual who will serve as the Principal Officer of LANE. His contact information is as follows:

Mr. Mark A. Schiller
Regional Vice President, Mid-Atlantic Region
14500 Avion Parkway, Suite 200, Chantilly, VA 20151
Tel: (703) 222-5670
Fax: (703) 222-5960
Email: MASchiller@laneconstruct.com

4.1.6 Final Completion Date:
Final completion date: November 13, 2015

4.1.7 Certifications Regarding Debarment: As set forth in in Part 1, Section 11.8.6, Certifications Regarding Debarment for both Primary and Lower Tier Covered Transactions have been completed and signed for the Offeror and all subconsultants and subcontractors identified as members of the LANE team. They may be found in the Attachments to the Letter of Submittal.

4.1.8 DBE Participation Goal: The LANE team is committed to achieving a twelve percent (12%) DBE participation goal for the entire value of the contract.

The LANE team appreciates the opportunity to provide this Letter of Submittal on this critically important project. We look forward to partnering with the Department to successfully execute and deliver this project for the citizens of Virginia.

Respectfully,



Richard A. McDonough
District Manager
The Lane Construction Corporation

Attachments to the Letter of Submittal

4.2.1 Organizational Chart and Narrative

The LANE team is comprised of dedicated, professional firms familiar with the Design-Build (D-B) methodology and VDOT requirements and specifications. As the lead contractor of the D-B team for the I-64 Pavement Rehabilitation and I-264 Pavement Rehabilitation Project (I-64 and I-264), LANE's role includes managing the project, supervising construction, and self-performing the major work elements. Vanasse Hangen Brustlin, Inc. (VHB) is the Lead Designer and together we display strength in managing the design and construction of high volume pavement rehabilitation D-B projects; including those additional elements required on this I-64 and I-264 project. Our combined expertise in roadway rehabilitation and MOT design will be an invaluable asset to VDOT and the general public and will ensure successful project delivery.

The Organizational Chart and the Key Personnel that were contained in the Statement of Qualifications (SOQ) remain true and accurate. No changes have been made to the organizational structure, Lead Contractor, Lead Designer, Key Personnel or other individuals identified in the SOQ. The Organizational Chart depicted in this section contains the same personnel and subconsultant firms that were presented in the SOQ. The LANE team is committed to the integrity of this team and we do not plan to substitute any personnel should we be awarded this Project. Should we have the need under an unforeseen circumstance to substitute any personnel, we understand all changes require prior written approval in accordance with Part 1, Section 11.4.

Functional Relationships of Key Personnel

Design-Build Project Manager, Mr. Dennis O'Connor (LANE) will be responsible for the overall project design, construction, quality management, and contract administration for this project. He will facilitate communication among team partners and personnel on adjacent projects. He will monitor design efforts to proactively eliminate potential constructability issues prior to commencement of this project, and delegate resources to deliver this project on time. It will be his responsibility to work with the designer to ensure that the design is on time and within the owner's specifications. Mr. O'Connor's interaction from design through construction will include leading project meetings to discuss all aspects of the project development. Should any issues arise, it is his responsibility to address these issues with the proper personnel and the owner. Interaction with the Quality Assurance Manager (QAM) will be continuous to ensure that the project is compliant with the specifications.

Quality Assurance Manager – Mr. Michael Saunders, PE, CCM (NXL) will report directly to the D-B Project Manager. Mr. Saunders will be responsible for the QA Inspector, inspections, and the testing of all materials used to perform work on this project to include monitoring the contractor's QC program. He will ensure that the construction quality of the I-64 and I-264 project meets or exceeds the VDOT Minimum Quality Control and Quality Assurance Requirements for D-B projects (Jan 2001) and will ensure all construction activities are in compliance with contract requirements and the "approved for construction" plans and specifications. Mr. Saunders will assign a QA Inspector who will be on-site on a full time basis and for the duration of construction activities. He is a licensed, Professional Engineer in the Commonwealth of Virginia and will have the full and independent authority to stop work if necessary.

Design Manager – Mr. Tyson Rosser, PE (VHB) will report directly to the D-B Project Manager and manage the Design Team. He will be responsible for coordinating the individual design disciplines and ensuring the overall project design conforms with the contract documents. Mr. Rosser will be responsible for establishing and overseeing the Design QA/QC program for all pertinent disciplines including review of design, working plans, shop drawings, specifications, and project constructability. He is a licensed Professional Engineer in the Commonwealth of Virginia and holds his certification in Advanced Work Zone Traffic Control Training.

Construction Manager - Mr. Barry Bernstein, PE (LANE) is responsible for the day-to-day construction operations of the project **and reports directly to the D-B Project Manager.** Mr. Bernstein will be on-site for the duration of construction operations and will be responsible for managing the construction process. He will

ensure all Construction QC activities, materials used, and work performed, meet all contract requirements and the “approved for construction” plans and specifications. He additionally will oversee project site safety and coordination of all project personnel, including subcontractors. He holds ultimate responsibility for managing the project schedule with his staff. Mr. Bernstein will hold a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.

Public Relations Manager – Jim Wright (Pulsar) will report directly to the D-B Project Manager. Mr. Wright will be responsible for developing a public relations plan in accordance with the RFP Technical Requirements. He will also be responsible for managing all external project communication with project stakeholders, the media, and the general public during the design and construction of this project.

Maintenance of Traffic (MOT) Manager – Charlie O’Connell, PE (VHB) will report directly to the D-B Project Manager. He will serve as the lead engineer responsible for all MOT on this project. He will work with the Designer Manager to develop and implement the Transportation Management Plan (TMP) for this project in accordance with VDOT I&M LD-241. Mr. O’Connell will be the key point of contact for any issues arising relative to MOT, and will ensure construction activities are coordinated with other roadway work in and around the I-64 and I-264 corridors are properly and efficiently communicated to the public. He will also ensure that construction work zones are accomplished in accordance with applicable standards and requirements. Mr. O’Connell is a registered, licensed, Professional Engineer in the Commonwealth of Virginia and has completed the Advanced Level of VDOT Work Zone Traffic Control training.

Functional Relationships of Additional Personnel

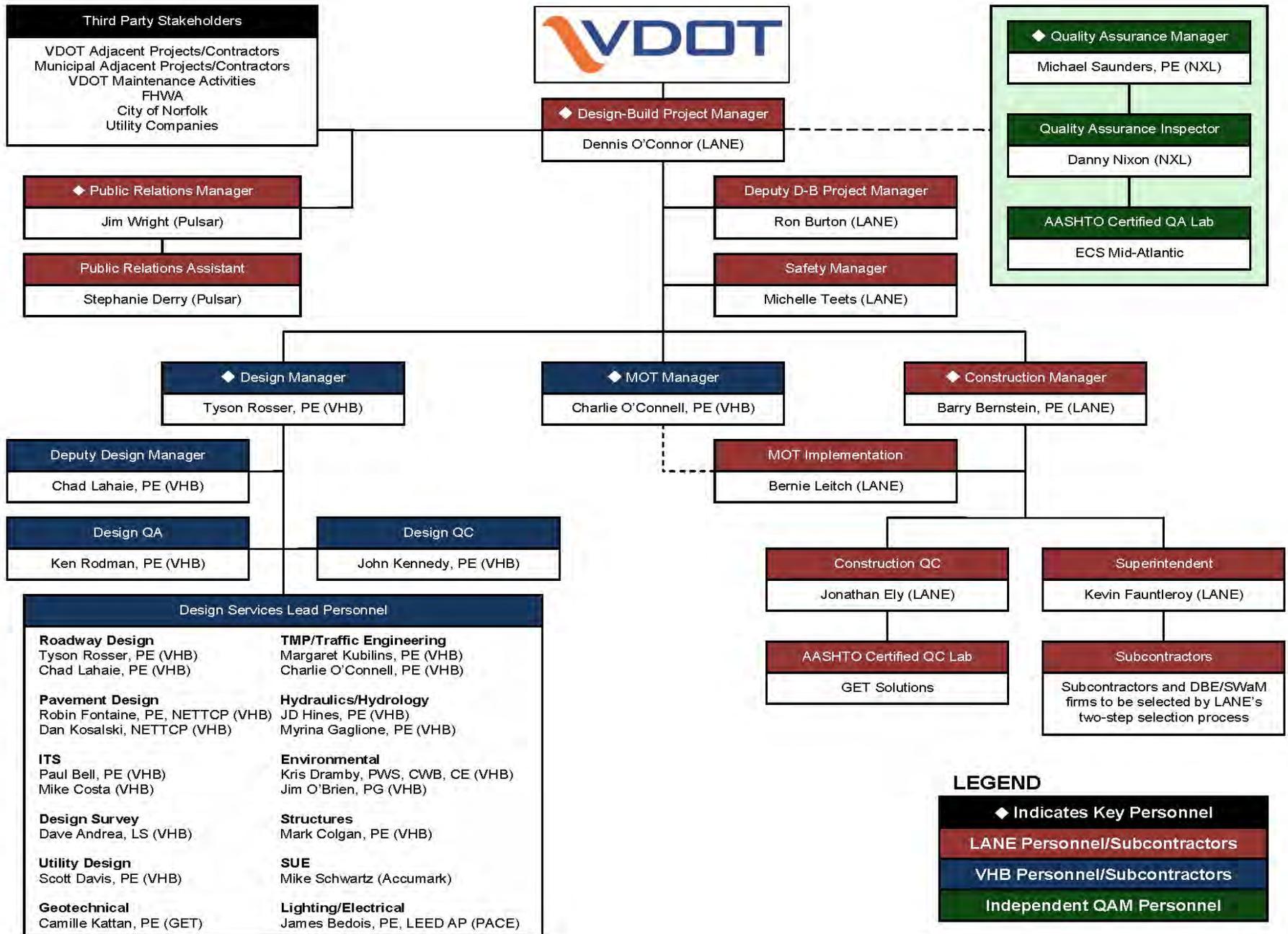
Deputy Design-Build Project Manager – The Deputy D-B Project Manager will report to and assist the D-B Project Manager on the specific aspects of this project segment of the I-64 and I-264 corridors. For this project, **Ron Burton** (LANE) has been selected to assist Mr. O’Connor because of his level of knowledge and expertise in local area paving operations. Mr. Burton is the Plant Manager of Virginia Paving Company’s (a division of LANE) Norfolk asphalt plant. He manages the daily operation, safety program, and asphalt production of the plant and is responsible for managing and directing paving crews throughout the Hampton Roads area. He will be instrumental in communicating with on-site personnel throughout the construction phase of this project.

Deputy Design Manager - The Deputy Design Manager will report to and assist the Design Manager on the specific aspects of this project segment on the I-64 and I-264 corridors. For this project, **Chad Lahaie, PE** (VHB) will assist Mr. Rosser based on his experience with roadway design, signing and pavement marking, roadway rehabilitations, and maintenance of traffic plans. Mr. Lahaie holds a certification in Advanced Work Zone Control training.

Design QC Manager – John Kennedy, PE, PTOE, will serve as the Design QC Manager and will report to the Design Manager. He will ensure that the design components, including plans and specifications, meet the technical requirements of the contract.

Pavement Design – Robin Fontaine, PE, NETTCP, will report to the Design Manager. She is one of VHB’s lead pavement design engineers and has an extensive background in the materials and construction area, specifically with structural pavement designs, hot mix asphalt specifications, hot mix asphalt designs and analysis. She routinely develops pavement rehabilitation alternatives that focus on cost effective solutions and long term performance. Her experience in conducting material assessments and working closely with VHB’s AASHTO certified testing laboratory provides her with the unique design qualifications to assist this D-B team in the development of the pavement design.

QA Inspector – Danny Nixon (NXL) is the full time QA Inspector on this project, reporting directly to the QAM, Mr. Michael Saunders, PE.



4.2.2 Proposal Schedule and Narrative

4.2.2.1 Proposal Schedule

The Proposal Schedule can be found at the end of this section.

4.2.2.2 Proposal Schedule Narrative

The LANE team has developed a Proposal Schedule narrative that describes our plan to execute the work in accordance with the Contract Documents. The narrative also provides a description and explanation of the Critical Path.

Work Breakdown Structure

The Work Breakdown Structure (WBS) is a multi-level, hierarchical arrangement of the work to be performed on the project. The LANE team has laid out the WBS to identify the design and construction phase of the project (Figure 1). Design is further broken down into various components such as Roadway/Survey/Pavement, Hydraulics, Traffic Management Plan and Final Design/Plan Submission. Construction is subdivided to include major work areas. A sample WBS Node is shown below.

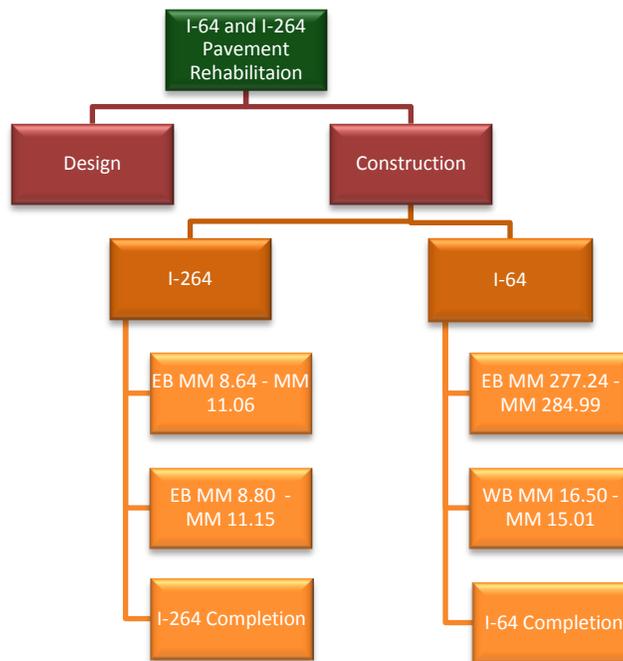


Figure 1: WBS Structure

Additionally, the LANE team will use an activity coding structure in the project schedule to facilitate the organization of the CPM schedule data output in respective disciplines.

Calendars

The LANE team uses four (4) different calendars to represent a variety of work scenarios.

Calendar	Non-Work Period
7-Day with no Holidays	
5-Day with 6 Holidays	
5-Day Asphalt Paving – Intermediate Courses	December – February
5-Day Asphalt Paving – Surface Course	November - March

Our approach to adverse weather differs depending on the type of work being performed. Any schedule acceleration attempts to remediate adverse weather impacts will occur first on Saturdays, and then during the winter months.

Plan and Strategy

Design

Design will begin immediately upon notice of intent to award. The design team will develop a Survey Longitudinal/Cross Slope Report.

Construction

Construction operations will commence once we have received the Released for Construction Plans.

I-264&I-64

The Project will begin with the installation of Maintenance of Traffic (MOT) devices and signage. Once MOT signage is complete, the LANE team will begin construction first on I-264 followed by I-64 with crews working from West to East in the East Bound lanes and from East to West in the West Bound lanes.

The LANE team will first construct the I-264 roadway working primarily, with exception to barrier wall modifications, from start to finish on the East bound lanes and then proceed start to finish on the West Bound lanes. Again with exception to the barrier wall modifications, construction will proceed to the I-64 East Bound lanes followed by the West bound lanes. Construction activities will follow this general order and include these general operations:

- Concrete Repairs
- Modify Median and Shoulder Barrier Systems
- Place Asphalt Concrete - Intermediate 19.0
- Adjust Drainage Structures
- Place Asphalt Concrete – Surface 12.5
- Place Asphalt Curb and Adjust Guardrail and Concrete Ditches

Final Completion

Upon completion of each, I-264 & I-64, the LANE team will perform the Project Completion activities listed below:

- Permanent Pavement Markings
- Install Rumble Strips
- Permanent Seeding and Punchlist Items

Key Milestone Dates

Key Milestone	Milestone Date
CTB Approval / Notice of Award	December 4, 2013
Design-Build Contract Execution	January 6, 2014
Notice to Proceed	January 9, 2014
Final Completion	November 13, 2015

Critical Path

The Critical Path is depicted on the included schedule. The Critical Path begins with submission of the Transportation Management Plans for Mainline, and is followed by Construction Plan Submissions, Released for Construction Plans, and the subsequent phased construction activities. The Critical Path concludes with various close-out activities which ultimately lead to project completion. A descriptive outline of the critical path activities is as follows:

I-264 & I-64 Construction: MOT; Miscellaneous Concrete repairs; Modifications to Median and Shoulder barrier; Place Asphalt Concrete Intermediate 19.0, Adjust Existing Drainage; Place Asphalt Concrete Surface 12.5.

- Project Completion Construction: Pavement Markings, Rumble Strips, Punchlist Items
- Final Completion on November 13, 2015

Schedule Management

Effective management and control of a construction project of this scope requires the use of field proven software packages for scheduling, documentation control, cost control, and design functions of the integrated team concept to the design-build approach. The LANE team uses P6 scheduling software to plan, schedule, and monitor its construction projects. This industry standard of practice for scheduling projects allows us to plan, organize, and control the project with the Precedence Diagram Method (PDM) of scheduling. As a management tool, P6 is powerful and flexible enough to handle all project scheduling needs, including the following capabilities:

- CPM Scheduling
- Resource Management
- Reporting Capabilities
- Cost Management
- Data Exchange
- Networking

P6 also has tools to assist the project management team in tracking and forecasting the project performance from the milestone level to the smallest work activity.

The LANE team will coordinate the scope of all project-related activities to establish a timely Critical Path Method (CPM) job schedule that will help ensure an on-time completion and identify potential risks. Project Controls will be centralized in the local project office. The Project Engineer is responsible for scheduling, cost engineering, and cost forecasting. The Design-Build Project Manager, supported by the Construction Manager, is ultimately responsible for the implementation of the project controls system.

Upon award of the contract, the LANE team will plan and schedule the entire project based on the conceptual design drawings. To control time spent on activities, we will develop a detailed, time-phased CPM project schedule, prepared with timelines outlined within the scope of work, with the assistance of our Corporate Scheduling Department. After an internal analysis and review of the general schedule logic and critical path, the schedule is completed. The P6 software program is used to generate a time-scaled logic diagram reflecting the interdependencies of all the activities incorporated into the schedule. In addition, various other tabular reports are produced, as required, for submission to the owner.

This schedule will indicate the necessary procurement and construction activities for each section or phase of the project. Various calendars will be incorporated into the project schedule to reflect holidays, seasonal work, temperature and precipitation restrictions, owner requirements, etc. The activities within the CPM schedule will be organized according to a WBS that has been developed for the project. An Activity Coding Structure will be utilized in the project schedule to organize data output. The project schedule will be the tool used for

coordination by both on-site and off-site LANE team management. Schedule updates are used by managers to review progress and coordinate the efforts of all entities involved. An on-site engineer is tasked with the responsibility to track schedule progress on a daily basis and provide monthly updates.

Detailed schedules are used to plan and monitor specific items of work and will be prepared as necessary to deal with individual work packages or smaller work activities as the need arises. As the work progresses, start dates, finish dates, percent complete, and remaining durations will be updated to report the progress of each work activity. The Construction Manager will incorporate updated data into the CPM schedule on a monthly basis, review the results internally and with the owner, and prepare the required reports for submittal. Monthly updates of the CPM schedule will provide the foundation of progress reports utilized by the project team.

When changes or unforeseen circumstances arise that impact the project schedule, the LANE team will immediately notify VDOT (and other appropriate stakeholders) and begin incorporating changes into the “live” CPM schedule. If changes to any task or phase in the schedule results in schedule impacts, the Design-Build Project Manager will divide the task into its components to identify its cause. The LANE team will develop and implement a recovery plan to put the project back on track. Progress can then be tracked daily via the schedule compared to the previously accepted schedule. LANE’s management team will evaluate mitigation measures such as additional manpower, equipment, multiple shifts, and subcontractor management and coordination, if required, to minimize schedule impacts. Schedule assurance will be clearly communicated to all parties including subcontractors.

The LANE team is committed to meeting or improving upon our proposed schedule to better serve VDOT, all associated stakeholders, and the traveling public.

Summary

The LANE team has developed a Proposal Schedule and Proposal Schedule Narrative that demonstrates our understanding of the complexities and interrelationships of all elements of the Project and takes into account: internal plan reviews, VDOT plan reviews and approvals, and construction activities in accordance with the requirements of the RFP.

I-64 & I-264 Pavement Rehabilitation

The Lane Construction Corporation / VHB

23-Oct-13

Activity Name	Original Duration	Start	Finish	2014												2015												2016											
				Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul		
I-64 & I-264 Pavement Rehabilitation Project	751	24-Oct-13	13-Nov-15	▶ 13-Nov-15, I-64 & I-264 Pavement Rehabilitation																																			
Submission of Letter of Submittal & Attachments	0	24-Oct-13*		◆ Submission of Letter of Submittal & Attachments																																			
Submission of Price Proposal	0	24-Oct-13*		◆ Submission of Price Proposal																																			
Opening of Price Proposal	0	28-Oct-13*		◆ Opening of Price Proposal																																			
Notice of Intent to Award	0	31-Oct-13*		◆ Notice of Intent to Award																																			
CTB Approval / Notice of Award	0	04-Dec-13*		◆ CTB Approval / Notice of Award																																			
Design-Build Contract Execution	0	06-Jan-14*		◆ Design-Build Contract Execution																																			
Notice to Proceed	0	09-Jan-14*		◆ Notice to Proceed																																			
Kick-off with VDOT	0	10-Jan-14*		◆ Kick-off with VDOT																																			
Substantial Completion	0		29-Oct-15	◆ Substantial Completion																																			
Final Completion - Must Complete by November 13, 2015	0		13-Nov-15*	◆ Final Completion - Must Complete by November																																			
Design	169	31-Oct-13	17-Apr-14	▶ 17-Apr-14, Design																																			
Scope Validation	120	31-Oct-13	27-Feb-14	▶ Scope Validation																																			
Roadway, Survey, Pavement	67	31-Oct-13	05-Feb-14	▶ 05-Feb-14, Roadway, Survey, Pavement																																			
Longitudinal/Cross Slope Report	20	31-Oct-13	27-Nov-13	▶ Longitudinal/Cross Slope Report																																			
Submit Slope Report	0	10-Jan-14		◆ Submit Slope Report																																			
VDOT Review - Slope Report	15	10-Jan-14	30-Jan-14	▶ VDOT Review - Slope Report																																			
Typicals, Details, etc	40	31-Oct-13	27-Dec-13	▶ Typicals, Details, etc																																			
Survey	20	09-Jan-14	05-Feb-14	▶ Survey																																			
Hydraulics	80	29-Nov-13	24-Mar-14	▶ 24-Mar-14, Hydraulics																																			
Drainage Design Report	40	29-Nov-13	27-Jan-14	▶ Drainage Design Report																																			
Submit Drainage Design Report	0	28-Jan-14		◆ Submit Drainage Design Report																																			
VDOT Review	15	28-Jan-14	17-Feb-14	▶ VDOT Review																																			
Address Review Comments & Revise Drainage Design Report	10	18-Feb-14	03-Mar-14	▶ Address Review Comments & Revise Drainage Design Report																																			
Submit Revised Drainage Design Report	0		03-Mar-14	◆ Submit Revised Drainage Design Report																																			
VDOT Review	15	04-Mar-14	24-Mar-14	▶ VDOT Review																																			
VDOT Approval - Drainage Design Report	0		24-Mar-14	◆ VDOT Approval - Drainage Design Report																																			
Traffic Control Devices, Safety, Transportation Management	63	31-Oct-13	30-Jan-14	▶ 30-Jan-14, Traffic Control Devices, Safety, Transportation Management Plan																																			
Plans for TMP - Mainline	30	31-Oct-13	12-Dec-13	▶ Plans for TMP - Mainline																																			
Submit Plans for TMP - Mainline	0	10-Jan-14		◆ Submit Plans for TMP - Mainline																																			
VDOT Review - Plans for TMP - Mainline	15	10-Jan-14	30-Jan-14	▶ VDOT Review - Plans for TMP - Mainline																																			
VDOT Plan Approval - Plans for TMP - Mainline	0		30-Jan-14	◆ VDOT Plan Approval - Plans for TMP - Mainline																																			
Details	30	31-Oct-13	12-Dec-13	▶ Details																																			
Final Design/Plan Submission	55	31-Jan-14	17-Apr-14	▶ 17-Apr-14, Final Design/Plan Submission																																			
Develop Construction Plan	10	31-Jan-14	13-Feb-14	▶ Develop Construction Plan																																			
Submit Construction Plan	0	21-Feb-14		◆ Submit Construction Plan																																			
VDOT Review - Construction Plan Submission	15	21-Feb-14	13-Mar-14	▶ VDOT Review - Construction Plan Submission																																			
Revise Construction Plan	10	14-Mar-14	27-Mar-14	▶ Revise Construction Plan																																			
Resubmit Construction Plan	0	28-Mar-14		◆ Resubmit Construction Plan																																			

█ Remaining Level of Effort
 ▬ Remaining Work
 ◆ Milestone
█ Actual Work
 ▬ Critical Remaining Work
 ▶ Summary

I-64 & I-264 Pavement Rehabilitation

The Lane Construction Corporation / VHB

23-Oct-13

Activity Name	Original Duration	Start	Finish	2014												2015												2016																	
				Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul								
				East Bound MM 277.24 - MM 284.99				17-Aug-15, East Bound MM 277.24 - MM 284.99																																					
Full/Partial Depth Concrete Patching - Ramps	4	20-Jun-14	25-Jun-14	■ Full/Partial Depth Concrete Patching - Ramps																																									
Waterblast/Prep Barrier Wall for Modifications	29	13-Jun-14	24-Jul-14	■ Waterblast/Prep Barrier Wall for Modifications																																									
Modify Existing Shoulder Barrier with Cast Concrete	20	25-Jul-14	21-Aug-14	■ Modify Existing Shoulder Barrier with Cast Concrete																																									
Modify Existing Median Barrier with Cast Concrete	85	25-Jul-14	21-Nov-14	■ Modify Existing Median Barrier with Cast Concrete																																									
2" Asphalt Concrete Intermediate SMA 19.0	35	24-Nov-14	09-Apr-15	■ 2" Asphalt Concrete Intermediate SMA 19.0																																									
Core New Weep Holes	5	10-Apr-15	16-Apr-15	■ Core New Weep Holes																																									
Install new Loop Detection System by Others	5	10-Apr-15	16-Apr-15	■ Install new Loop Detection System by Others																																									
Adjust Drop Inlets	15	10-Apr-15	30-Apr-15	■ Adjust Drop Inlets																																									
1.75" Asphalt Concrete Surface SMA 12.5	35	17-Apr-15	04-Jun-15	■ 1.75" Asphalt Concrete Surface SMA 12.5																																									
Adjust Concete Ditch	20	07-May-15	04-Jun-15	■ Adjust Concete Ditch																																									
Remove Guardrail	65	17-Apr-15	20-Jul-15	■ Remove Guardrail																																									
Place Asphalt Curb	8	09-Jun-15	18-Jun-15	■ Place Asphalt Curb																																									
Backfill Shoulder	45	15-May-15	20-Jul-15	■ Backfill Shoulder																																									
Install Guardrail	65	15-May-15	17-Aug-15	■ Install Guardrail																																									
Dress and Permanent Seed	45	09-Jun-15	11-Aug-15	■ Dress and Permanent Seed																																									
West Bound MM 277.36 - MM 284.90				02-Oct-15, West Bound MM 277.36 - MM 284.90																																									
Full/Partial Depth Concrete Patching - Ramps	4	26-Jun-14	01-Jul-14	■ Full/Partial Depth Concrete Patching - Ramps																																									
Modify Existing Shoulder Barrier with Cast Concrete	50	22-Aug-14	31-Oct-14	■ Modify Existing Shoulder Barrier with Cast Concrete																																									
2" Asphalt Concrete Intermediate SMA 19.0	25	05-Jun-15	09-Jul-15	■ 2" Asphalt Concrete Intermediate SMA 19.0																																									
Core New Weep Holes	5	10-Jul-15	16-Jul-15	■ Core New Weep Holes																																									
Install new Loop Detection System by Others	5	10-Jul-15	16-Jul-15	■ Install new Loop Detection System by Others																																									
Adjust Drop Inlets	15	10-Jul-15	30-Jul-15	■ Adjust Drop Inlets																																									
1.75" Asphalt Concrete Surface SMA 12.5	25	17-Jul-15	20-Aug-15	■ 1.75" Asphalt Concrete Surface SMA 12.5																																									
Adjust Concete Ditch	20	24-Jul-15	20-Aug-15	■ Adjust Concete Ditch																																									
Remove Guardrail	55	17-Jul-15	02-Oct-15	■ Remove Guardrail																																									
Place Asphalt Curb	10	07-Aug-15	20-Aug-15	■ Place Asphalt Curb																																									
Backfill Shoulder	55	17-Jul-15	02-Oct-15	■ Backfill Shoulder																																									
Install Guardrail	55	17-Jul-15	02-Oct-15	■ Install Guardrail																																									
Dress and Permanent Seed	55	17-Jul-15	02-Oct-15	■ Dress and Permanent Seed																																									
Project Completion				13-Nov-15, Project Completion																																									
Install Rumble Strips	12	05-Oct-15	20-Oct-15	■ Install Rumble Strips																																									
Permanent Striping	7	21-Oct-15	29-Oct-15	■ Permanent Striping																																									
Final Inspection	1	30-Oct-15	30-Oct-15	■ Final Inspection																																									
Perform Punchlist	10	02-Nov-15	13-Nov-15	■ Perform Punchlist																																									

— Remaining Level of Effort
 ■ Remaining Work
 ◆ Milestone
— Actual Work
 ■ Critical Remaining Work
 ▶ Summary

Attachment 11.8.6(a)

**Certification Regarding Debarment
Primary Covered Transactions**

ATTACHMENT 11.8.6(a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-122-009, N501

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

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

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

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

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

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

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



Signature

October 15, 2013

Date

Mark A. Schiller
Regional Vice President
Mid-Atlantic Region

Title

The Lane Construction Corporation

Name of Firm

Attachment 11.8.6(b)

Certification Regarding Debarment Lower Tier Covered Transactions

ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-009, N501

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

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



August 23, 2013
Signature Date

Mid-Atlantic Regional Manager
Title

Vanasse Hangen Brustlin, Inc.
Name of Firm

ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-009, N501

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

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

<i>S. Craig Mack</i>	8/15/13	President
Signature	Date	Title

Accumark Inc
Name of Firm

ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-302, N501

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

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

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

	10-14-2013	Vice President
Signature	Date	Title

ECS Mid-Atlantic, LLC

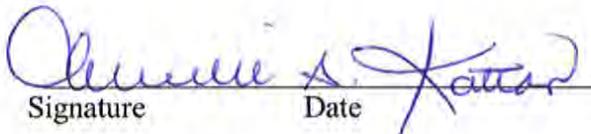
Name of Firm

ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-009, N501

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

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

	<u>8/15/13</u>
Signature	Date
	Title

GET Solutions, Inc.

Name of Firm

ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-009, N501

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

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


Signature _____ Date 8/15/13 Title President

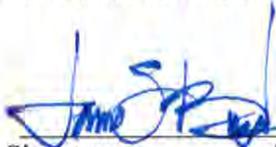
NXL Construction Services, Inc.
Name of Firm

ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-009, N501

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

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

	August 15, 2013	Vice President
Signature	Date	Title

PACE Collaborative, P.C.
Name of Firm

ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-009, N501

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

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

	8/26/2013	Partner
Signature	Date	Title

Pulsar Advertising
Name of Firm



I-64 Pavement Rehabilitation

From: Little Creek Road Bridge (East Abutment)
To: Bridge over Curlew Drive & RR (West Abutment)

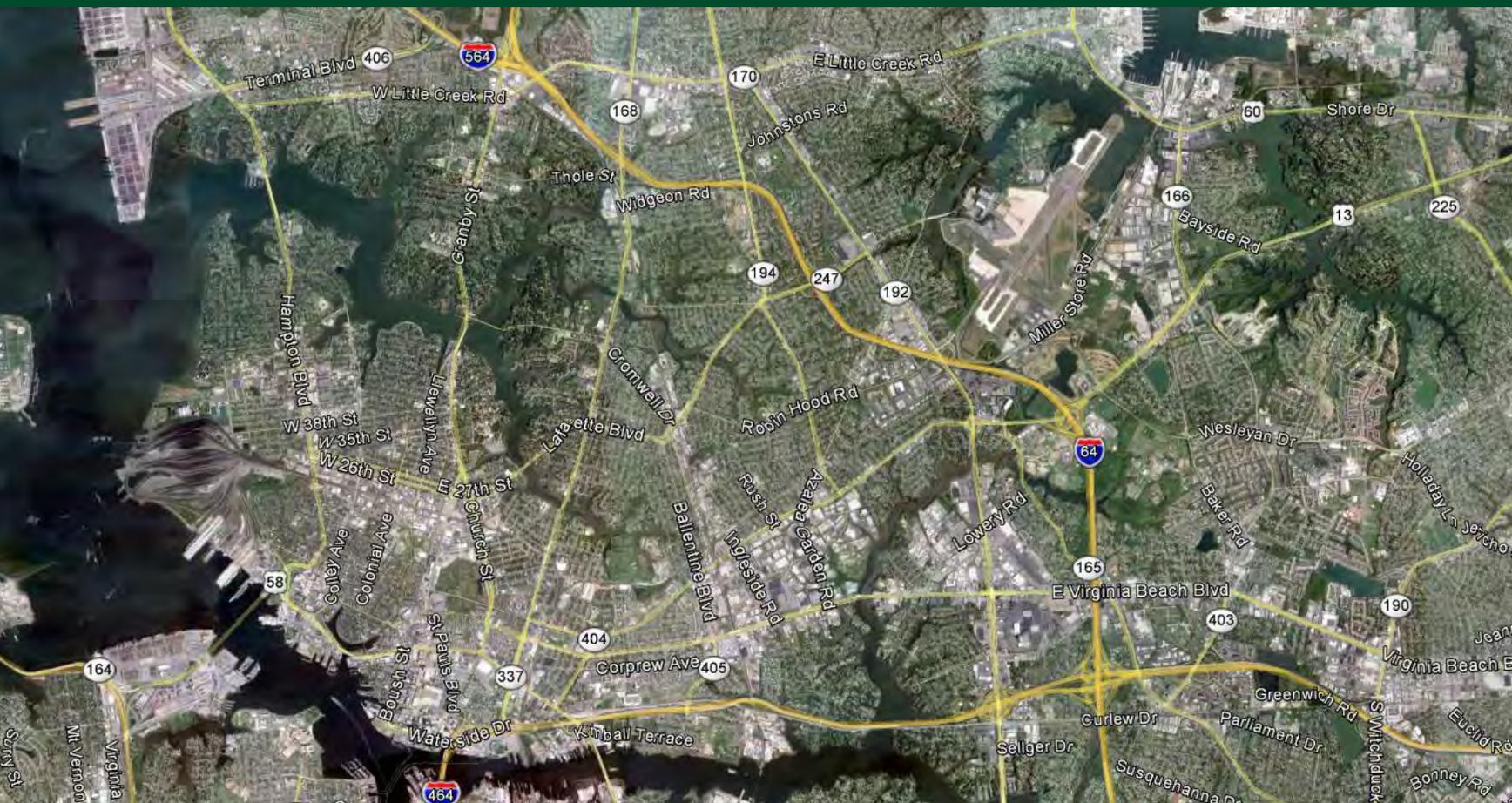
and

I-264 Pavement Rehabilitation

From: Claiborne Avenue Bridge (East Abutment)
To: Broad Creek Bridge (West Abutment)

B A Design-Build Project

Norfolk, Virginia



Proposal Submitted by:

