Response to Request for Proposals

A Design-Build Project

I-264 Pavement Rehabilitation
Railroad Bridge West of Witchduck Road (East Abutment)

To: Parks Avenue
Virginia Beach, Virginia

State Project No.: 0264-134-799, 0264-134-121, N501
Federal Project No.: IM-264-6(105) & IM-5A03(574)
Contract ID Number: C00104331DB67

Letter of Submittal

October 16, 2013

Prepared by: Curtis Contracting Inc.

In Association with: GAI Consultants, Inc.
Offerors shall furnish a copy of this Letter of Submittal Checklist, with the page references added, with the Technical Proposal.

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ATTACHMENT 3.5

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFP NO. C00104331DB67
PROJECT NO.: 0264-134-799, 0264-134-121, 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 Addendum #2: October 4, 2013 (Date)
4. Cover letter of Addendum #3: October 11, 2013 (Date)

[Signature]
[Printed Name and Title]
October 16, 2013

Ms. Brenda L. Williams
Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, VA 23219

RE: I-264 Pavement Rehabilitation
   State Project No.: 0264-134-799, 0264-134-121, N501
   Federal Project No.: IM-264-6(105) & IM-5A03(574)
   Contract ID No.: C00104331DB67

Ms. Williams:

Curtis Contracting, Inc. (Curtis) 7481 Theron Road, West Point, Virginia 23181, as the Offeror, is pleased to submit this Proposal for the I-264 Pavement Rehabilitation Project to the Virginia Department of Transportation (VDOT).

The Curtis Contracting Design-Build Team offers the following information in response to your Request for Proposals.

4.1.2 Offeror’s Intent
Should VDOT select Curtis for award of the I-264 Pavement Rehabilitation Project, Curtis will enter into a contract with VDOT for the Project in accordance with the terms of the Request for Proposal.

4.1.3 Declaration
The offeror represented by our Letter of Submittal and Price Proposals will remain in full force and effect for one hundred twenty (120) days from the date this Proposal is submitted to VDOT.

4.1.4 Point of Contact
Andrew R. Curtis Jr., will serve as the Point of Contact for the Offeror, Curtis Contracting, Inc.
Title: President, Address: 7481 Theron Road, West Point, VA 23181, Phone: (804) 843-4633,
Fax: (804) 843-2545, E-mail: acurtis@curtiscontracting.net
4.1.5 Principal Officer for the Offeror
Andrew R. Curtis will serve as the Principal Officer for the Offeror, Curtis Contracting, Inc.
Title: Chairman Address: 7481 Theron Road, West Point, VA 23181, Phone: (804) 843-4633,
Fax: (804) 843-2545, E-mail: m.curtis@curtiscontracting.net

4.1.6 Interim Milestone and Final Completion Dates
Interim Milestone Completion Date: August 31, 2014
Final Completion Date: November 13, 2015

4.1.7 Certification Regarding Debarment Forms
The Certification of Debarment Forms as set forth in Part 1, Section 11.8.6 are included as attachments
Tab 4.1.7 Debarment Forms.

4.1.8 DBE Participation
Curtis Contracting, Inc. is committed to achieving a 12% DBE participation goal for the entire value of
the contract.

The signature below affirms that the information supplied in this proposal is true and accurate to the best
of our knowledge. VDOT is hereby authorized to confirm all information contained in this proposal.
The Curtis Contracting, Inc. Design-Build Team is enthusiastic about the opportunity to participate in
the Design-Build process for this project.

The Team offered by Curtis Contracting, Inc. brings the leadership, skills and shared core values that
will help VDOT deliver projects to the citizens of the Commonwealth that set the standards for others to
follow.

Sincerely,
CURTIS CONTRACTING, INC.

Andrew R. Curtis Jr.
President
ATTACHMENT 11.8.6(a)  
CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

Project No.: 0264-134-799, 0264-134-121, 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

Date 10/16/17

Title

Name of Firm  Curtis Construction Inc.
ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0264-134-799, 0264-134-121, 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  Title

Transportation Market Manager, North East Region

GAI Consultants, Inc.

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

Project No.: 0264-134-799, 0264-134-121, 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: 10/09/2013  President
Title: ________________________________

Quality Engineering Solutions, Inc.
Name of Firm
ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0264-134-799, 0264-134-121, N501

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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] 10/9/13  [President]

[Name of Firm]
ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0264-134-799, 0264-134-121, 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.

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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 10, 2013  Vice President of Public Affairs
Date  Title

Mike Carosi / Seventh Point, Advertising, Marketing and Public Relations
Name of Firm
ATTACHMENT 11.8.6(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0264-134-799, 0264-134-121, N501

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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] 10/10/13  [VP]
D. Mark Schofield  [Date]  [Title]

GET Solutions, Inc.

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

Project No.: 0264-134-799, 0264-134-121, N501

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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] 10/19/13 [Title]

[Name of Firm]
4.2.1 Confirmation of SOQ Information

Curtis Contracting, Inc. confirms that the organizational chart and Key Personnel contained in the Offeror's SOQ, remains true and accurate.

Section 3.3.2 Organizational Chart

[Diagram of organizational chart with positions and names, including QA Manager, D/B Project Manager, PR Manager, Designer Manager, MOT Manager, Construction Manager, and various team members for Geotechnical, Traffic/TTS, Roadway Design, Pavement Design, Utilities, Drainage/E&SC, Environmental, QC Inspection, QC Testing, with a legend for Key Personnel and consulting firms.]
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**NOTICE OF INTENT TO AWARD**

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- 1010 ESCROW DOCUMENT SUBMISSION
- 1015 PUBLIC INFOMCOMM PLAN SUBMISSION
- 1020 CONTRACT EXECUTION
- 1025 PROVIDE CADD PLAN
- 1030 NOTICE TO PROCEED
- 1035 SWPPP SUBMISSION
- 1040 EVALUATION/CONFIRM EXISTING GEOMETRY
- 1045 STORM WATER QUALITY TREAT SYSTEM FOR
- 1050 VERIFY VERTICAL CLEARANCES
- 1055 SUBMIT MISS Utility and Utility LOCATES
- 1060 SUBMIT MAINTENANCE OF TRAFFIC AND TMP PLANS
- 1065 SUBMIT PLAN OF CONSTRUCTION PLAN
- 1070 SUBMIT HYDRAULIC ANALYSIS AND DRAINAGE PLAN
- 1075 SUBMIT ANALYSIS OF EXISTING GEOMETRY
- 1080 VODT APPROVAL OF MOT/MPSGC PLAN
- 1085 PROPOSED ADJUSTMENTS FOR VERTICAL CLEARANCES
- 1090 INSTALL TRAFFIC CONTROL SIGNAGE AND DEVICES
- 1095 INSTALL HD SIGNS
- 1100 PERFORM MEDIAN REHAB EB
- 1105 INSTALL 8" SURF TREATMENT EB
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- 1300 INSTALL 8" MEDIAN REHAB EB
- 1305 INSTALL 8" MEDIAN REHAB EB
- 1310 INSTALL 8" MEDIAN REHAB EB
- 1315 INSTALL 8" MEDIAN REHAB EB
- 1320 INSTALL 8" MEDIAN REHAB EB
- 1325 INSTALL 8" MEDIAN REHAB EB
- 1330 INSTALL 8" MEDIAN REHAB EB
- 1335 INSTALL 8" MEDIAN REHAB EB
- 1340 INSTALL 8" MEDIAN REHAB EB
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- 1360 INSTALL 8" MEDIAN REHAB EB
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- 1370 INSTALL 8" MEDIAN REHAB EB
- 1375 INSTALL 8" MEDIAN REHAB EB
- 1380 INSTALL 8" MEDIAN REHAB EB
- 1385 INSTALL 8" MEDIAN REHAB EB
- 1390 INSTALL 8" MEDIAN REHAB EB
- 1395 INSTALL 8" MEDIAN REHAB EB
- 1400 INSTALL 8" MEDIAN REHAB EB
- 1405 INSTALL 8" MEDIAN REHAB EB

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**CURTIS CONTRACTING INC**

- I-264 PAVEMENT REHABILITATION
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**CD ROAD**

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Curtis Contracting Inc. has performed major roadway rehabilitation projects similar to what is proposed under this contract. Our experience will enable our Team to approach the project in the most efficient manner and bring the synergy necessary to accommodate all stakeholders and affected parties. The most important consideration will be to construct this project with the least amount of impact to the traveling public and emergency response vehicles. Secondly, we understand the Department will have contracts and maintenance throughout the limits of this project and on adjacent or alternate traffic routes that must be coordinated, so that any single operation or limitation of traffic on this project, combined with any limitation scheduled on the alternate routes, will not impact the traveling public or emergency response. At a minimum, we will exercise the Departments standard described in the Road and Bridge Specifications, Section 105.09 regarding cooperation among contractors. We will also coordinate with the VDOT Smart Traffic Center (ELCAMs) by providing weekly schedules and daily updates in advance of any planned roadway activity.

Relative to our construction approach for this project, we are providing the attached schedule to outline the general sequence of activities with minimum durations. Adjustment to the schedule will be made based upon survey of current facilities and will include considerations for the volume and magnitude of drainage modifications, median reconstruction, existing pavement repairs, guardrail adjustment or replacement, shoulder rehabilitation, overhead structures and depth and mix of proposed overlay construction. Every major work item involved in this project will require proper consideration of its limiting factor. For example, adjustment to drainage may require reconstruction of roadway median barrier and, depending on the location of the barrier to adjacent travel lanes and the volume of barrier to be removed and replaced; we may consider a protection of the work area by means of temporary barrier service and attenuators. Other activities such as guard rail adjustment or full depth concrete repairs would require only temporary traffic control lane closures and possible temporary detours, depending on location. A more significant work activity consideration will be the pavement joints between adjacent lanes receiving overlays. In these cases we will limit the depth of overlay lifts to accommodate safe travel of daily traffic upon opening the roadway once the lane closure restrictions expire. It will require multiple lifts of asphalt in order to achieve the proposed approximate 5” overlay depths. It will require overlays moving left to right or right to left across the roadway widths depending upon the direction of drainage so as to not trap water.
Considering the above and also as described in the attached schedule, we would propose the general sequence of construction as follows:

- Mobilization
- Complete field condition verification surveys
- Complete design of elements that are not dependent upon surveys
- Obtain approval of MOT and Sequence of Construction plans
- Obtain approval of design for elements not dependent upon surveys
- Perform full depth repairs of existing pavement and shoulder reconditioning as required
- Perform all joint sealant and transition grinding/milling for THAMCO
- Install THAMCO overlays
- Complete design of elements that are dependent upon surveys
- Construct all drainage modifications
- Perform all median and shoulder barrier repairs and retrofits
- Prepare all subgrade surfaces to receive asphalt overlay
- Install asphalt overlays sequentially in consideration of factors described above
- Install temporary pavement markings in support of overlay installations
- Install permanent pavement markings
- Install asphalt curb and backup material
- Install new or adjust guardrail and other barrier elements sequentially
- Construct all sign modifications
- Remove all temporary facilities and signs
- Demobilization

**Critical Path**

The project critical path will begin with the Notice of Award. We are assuming that the period between October 22, 2013 (NOA) and January 9, 2014 (NTP) can be utilized for design workshop and preparing documents for design submission as described in Part 1, Section 2.8 of the RFP. Our plan would be to have sufficient design submittal, review and approvals in support of full depth pavement repair work; complete before March 1, 2014. Upon completion and expiration of the required period for the submission of the Public Information/Communication Plan, we would plan to mobilize, establish temporary construction signage, begin survey existing of conditions and begin full depth concrete repairs. The concrete repairs would begin on the eastbound roadway till completion and would follow with the sealant work and grinding/grooving in preparation of THAMCO overlay of the Eastbound in the summer of 2014. The concrete repairs would also begin in the westbound roadway and then the C/D roadways where the majority of repairs are identified as necessary. These repairs will drive the schedule for the completion of THAMCO on the westbound roadway and C/D Roadway before August 31, 2014 (Interim Completion Milestone). Work on the shoulder widening between Parks and First Colonial will be performed concurrently with the work on the full depth patching. This work will require a lengthier design, submittal, and review and approval stage so it will likely not begin until late spring.
2014. This work will take place in separate lane closures that allow for sufficient distance between the lane closures required for the full depth patch and sealant work being performed. It is anticipated that this work shall be excavated and backfilled with stone during the same shift so as to avoid a requirement for temporary traffic barrier service to protect any “drop off” grade differential. Once the shoulder widening, full depth patching, sealant work and grinding/milling are complete; the THAMCO will be completed beginning Eastbound and being completed on the Westbound and C/D roadways prior to August 31, 2014.

The critical patch then shifts to the final completion milestone through the construction of the median barrier modification and replacement. It is anticipated that the THAMCO will be complete before barrier work begins. The median barrier work will require the installation of temporary traffic barrier service to protect the traveling public from the mechanical anchors and/or formwork covering the barrier during its construction. While constructing the barrier we shall also incorporate the drain inlet modifications, drainage tie-in pipes and jack and bore pipe installation work when lane closures allow multiple operations in given locations. Once the barrier and drainage work is complete to a point where we are able to have sufficient separation between lane closures, we shall begin the SMA overlay work starting on the eastbound roadway. The time of year weather restriction shall enter the critical path for the overlay work during the completion of first lift(s) of overlay on the eastbound roadway. The SMA overlay will be performed in successive lifts where the second lift will not begin until the entire roadway has been overlaid with the first lift. Prior to the final lift of asphalt installation is placed on the eastbound, the trench drainage shall be installed and tied into existing drainage between Rosemont Road and Lynnhaven Parkway. The final lift of SMA shall follow the drainage installation to bring the pavement flush to the top of the framework of the drainage. The chain of the first lift(s) of SMA overlay, trench drain and final lift of SMA shall move to the westbound roadway after each of the phases is completed in the eastbound roadway. Accordingly, the first lift of SMA shall be installed on the westbound roadway while the trench drain work is being performed in the eastbound roadway. When the final lift of SMA is being placed in the eastbound roadway the trench drain work will be completed on the westbound roadway. The C/D Road pavement will be the final area completed with overlay.

Upon completion of overlay, the critical patch then shifts to the guardrail replacement and/or adjustments that are necessary. This work shall be phased in behind the overlay work as lane and shoulder closures allow. Other follow-on work to include final pavement markings, rumble strips and the high friction surface treatment on the shoulders shall be coordinated to occur immediately behind the final lifts of overlay on each roadway.