Letter of Submittal and Attachments

DESIGN-BUILD
Route 7 Widening and Bridge Rehabilitation
Over Dulles Toll Road and Airport Access Highway
Fairfax County, Virginia

State Project No.: 0007-029-139, P101, R201, C501, B617, B618
Federal Project No.: BR-5401 (738)
Contract ID Number: C00082135DB77

March 9, 2015

Submitted by: Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Original
4.1 Letter of Submittal
March 9, 2015

Mr. Stephen D. Kindy, PE
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 8th Floor
Richmond, VA 23219

RE: Request for Proposal | Design Build
Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway
State Project No.: 0007-029-139, P101, R201, C501, B617, B618
Federal Project No.: BR-5401 (738) | Contract ID Number: C00082135DB77
Letter of Submittal

Dear Mr. Kindy:

In response to the above referenced RFP, Corman Construction, Inc. (Corman) is pleased to submit one original Letter of Submittal and Attachments and one CD-ROM containing the proposal in a single cohesive Adobe PDF file.

4.1.1 Offeror: Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD 20701

4.1.2 Corman declares our intent that, if selected, we will enter into a contract with VDOT for the Project in accordance with the terms of this RFP.

4.1.3 Pursuant to Part 1, Section 8.2, Corman declares that the offer represented by our Proposal will remain in full force and effect for 120 days after the date the Letter of Submittal and Attachments are actually submitted to VDOT.

4.1.4 Point of Contact: Louis Robbins, PE, DBIA – Vice President, Design-Build; Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD 20701; 301-953-0900 (Telephone); 301-953-0384 (Fax); 703-772-8566 (Cell); lrobbins@cormanconstruction.com.

4.1.5 Principal Officer: Chase Cox, Vice President; Corman Construction, Inc., 12001 Guilford Road, Annapolis Junction, MD 20701; 301-953-0900 (Telephone); 240-882-3973 (Cell).

4.1.6 Final Completion Date: 9/1/17.

4.1.7 Proposal Payment Agreement: An executed Proposal Payment Agreement (Attachment 9.3.1) is included in the Appendix.

4.1.8 Debarment Forms: Certification Regarding Debarment Forms (Attachments 11.8.6(a) & 11.8.6(b)) have been signed and are included in the Appendix.

4.1.9 Corman’s proposed project concept included with this Letter of Submittal is fully compliant with the Design Criteria Table included in the RFP as Attachment 2.2 and all the other requirements of this RFP. Corman also certifies that proposed limits of construction to include all stormwater management facilities are located within the right-of-way limits shown on the RFP plans with the exception of permanent and temporary...
easements and that Corman’s design concept does not require Design Exception and/or Design Waivers unless they are identified or included in the RFP or Addendum.

4.1.10 DBE Requirements: Corman is committed to achieving an 8% DBE participation goal for the entire value of the contract.

We present to you a design-build team equipped with the experience, knowledge, and resources to partner with the Virginia Department of Transportation in successfully delivering the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway project.

Sincerely,

CORMAN CONSTRUCTION, INC.

[Signature]

Chase Cox, Vice President
4.2 ATTACHMENTS TO THE LETTER OF SUBMITTAL

4.2.1 Organizational Chart and Key Personnel

The Corman DB Team confirms that the Key Personnel contained in our SOQ remains true and accurate. Regarding the organizational chart, we have requested and received VDOT written approval to replace proposed Erosion & Sediment Control Engineer (non-key staff position) Sheila Reeves, PE with Brian Finerfrock, PE and proposed MOT & TMP Plans and Pedestrian Improvements (non-key staff position) Anand Patel, PE with Richard Rose, PE. Sheila and Anand are no longer employees of RK&K.

**Erosion and Sediment Control Engineer, Brian Finerfrock, PE** will report directly to the Design Manager. Brian is a Senior Water Resources Engineer with more than 19 years of advanced technical roadway and drainage training and experience on both rural and urban design projects. His project experience includes municipal and roadway design projects on new location, reconstruction and widening, and major drainage improvement projects. He was the District River Mechanic Engineer overseeing all riverine and scour studies of bridges and culverts for VDOT NOVA District including I-495 HOT lanes, Woodrow Wilson Bridge, I-95 4th lane, Route 28 PPTA, and Route 15 Haymarket PPTA. Design-build experience includes Battlefield Parkway Design-Build, Pacific Boulevard Design Build, Route 27/244 Design-Build, and Route 50 Widening Design-Build.

**MOT & TMP Plans and Pedestrian Improvements, Gladston “Richard” Rose, PE** brings more than 19 years of engineering experience in the management and design of transportation infrastructure improvements projects, including the preparation of MOT plans and pedestrian improvements for municipalities and state DOTs, including Virginia. He is adept at resolving conflicting movements between vehicular and pedestrian traffic at intersections to increase safety. Richard has provided complex maintenance of traffic plans on small sidewalk projects to multi-lane highways projects. He was the Senior Engineer responsible for the design and investigation of intersection and route improvements for the VDOT/FCDOT Jones Branch Connector Study in Fairfax County. He also served as Senior Roadway Engineer and Maintenance of Traffic Engineer for task orders under the VDOT Northern Virginia District Limited Design Services On-Call Contract on projects including: Route 7 Truck Climbing Lane in Loudoun County where he was responsible for the design and drafting of MOT plans; the Route 9 Traffic Calming and Pedestrian Enhancements in the Town of Hillsboro preparing preliminary and final design plans for traffic calming and pedestrian enhancements; and Balls Ford Road Improvements in Prince William County that included widening and drainage improvements of Balls Ford Road within the Groveton Road intersection. Richard will report directly to the Design Manager.

The Corman DB Team Organization Chart on the following page shows the “chain of command” and illustrates the functional relationships. Solid lines identify the reporting relationships of our team members in managing, designing and constructing the project, including quality control/quality assurance. Dashed lines represent indirect reporting and obligations to the owner and/or Corporate Management. The chart also shows that a clear separation exists between QA and Construction QC inspection and field/laboratory testing.
Design-Build Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway
Contract ID #: C00082135DB77

Stakeholders & 3rd Parties
- Utilities / Fairfax County / Fairfax Chamber of Commerce / FAA / WMATA / Loudoun County Transit / Virginia Regional Transit / Tysons Task Force / Community Organizations / Community Representatives / Local Businesses / Berry Church of Christ / McLean Bible Church / McLean Citizens Association / Jarret Valley Drive Neighborhood / Fallsview/Fairview Neighborhood

Public Outreach Manager
Denise Nugent (TR)

Design-Build Project Manager
Scott Szymczak, PE (CC)

Executive Committee
Chase Cox - Vice President (CC)
Tom Mohler, PE - Partner (RKK)

Design
- Design Manager (DM): Gary S. Johnson, PE, DBIA (RKK)
  - Roadway Engineer / Deputy Design Manager (DDM): John McDowell, PE (RKK)
  - Bridge & Structures Design Engineer: Ashley Johnson, PE (RKK)
  - Drainage/Hydraulics Design Engineer: Brian Finferrock, PE (RKK)
  - Geotechnical Engineer: Randy Wirt, PE (CC)
  - Landscape Architect: Mark Mastalerz, ASLA, RLA, LEED AP (RKK)
  - Environmental Permitting & Wetland delineation Coordinator: Ricky Woody, I (RKK)
- Utility Coordinator: Dale Knaflin (UP)
- MOE & TMO Plans and Pedestrian Improvements: Richard Rose, PE (RKK)

Quality Control (QC)
- Design QA/QC Manager: Tommy Peacock, PE, PLS (RKK)
- Construction QC Manager (CC): Keith Rinner, PE, PTOE (SWA)
- Construction QC Manager (CC): Stephan Mancilla (CC)
  - Noise Analysis Designer: Joseph Rausch (RKK)
  - Subconsultant QC Lab: Corman or Subconsultant
  - QC Lab Determined after Shortlisting

Construction Management (CM)
- Construction Manager (CM): Kyle Kern (CC)
- Scheduling / Project Controls / DBE Compliance: Dusan Golac (CO)
  - Safety Manager: Shawn Falvey, MS, CSP (CC)
  - Bridge Superintendent (CC)

Construction
- Design / Construction Coordinator (DCC): Lou Robbins, PE, DBIA (CC)
- Environmental Manager (CC)
- Utility Manager (CC)
- MOE Manager (CC)

Quality Assurance (QA)
- QA Manager (QAM): Miriam "Mimi" Kronisch, PE, CCMI (RKK)
- QA Inspection Staff: Jennifer Hogan, ET, CMIT (RKK)
- QA Lab: Determined after Shortlisting

ROW Acquisition
- ROW Manager: Patricia Daiblock, SR/WA, R/W-RAC (DPS)
- Negotiations/Appearals / Appraisal Review / Title Reports and Settlements: Determined after Shortlisting

Legend:
* = Certified DEE Firm
DPS = Diversified Property Services, Inc.
ECS = ECS MidAtlantic, LLC
FHWA = Virginia Regional Transit
HUD = Housing and Urban Development
RD = Rhode Island Division
RTA = Regional Transit Authority
VA = Virginia Department of Transportation
WAC = Virginia Water Resources Authority
WMATA = Washington Metropolitan Area Transit Authority

4.2.2 Conceptual Roadway Plans
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

DESIGN-BUILD RFP PLANS
FAIRFAX COUNTY
FR: 0.564 MILE WEST OF TYCO ROAD
TO: 0.162 MILE WEST OF TYCO ROAD

CONCEPTUAL ROUTE

Scale
0 200 400 600

Population Fairfax County - U.S. Census (2000 Census)

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TYPICAL SECTIONS
West of Bridge Over Dullea Toll Road and Dullea Airport Access Road

NOTES:
1. STA 0+00 underdrain shall be placed under structure & gutter on the side of roadway for maximum flow area.
2. STA 0+00 shall be placed under rolls for cross section.
3. See Sheet 22 for details of Shared Use Plan.

CONCEPTUAL ROADWAY PLANS
MARCH 9, 2015
TYPICAL SECTIONS

East of Bridge Over Dulles Toll Road and Dulles Airport Access Road

Legend:
1. Asphalt concrete surface course, type SMA-110, 1 1/4".
2. Asphalt concrete intermediate course, type SMA-60, 1 1/2".
3. Asphalt concrete base, material type I-SMA, 1 1/2".
4. Aggregate base material, type I-SMA-1, 1 1/2".
5. Post standard, 1507, unbroken.

Notes:
1. STA 539-566.3, vertical alignment must be up to 2" below road surface.
2. STA 539-566.3, must be placed under isolated grass mounds.
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.
These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.
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ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.
These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.

Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.
4.2.3 Conceptual Bridge Plans
**EXISTING TRANSVERSE SECTION**

Note: Dimensions shown are from as-built plans.

- New structure
- Existing structure

**PROPOSED TRANSVERSE SECTION**

A NS line arrows shown for future lane configuration.
**Typical Pier Modifications**

**Section A-A**
Typical New Pier
Scale: \( \frac{1}{6}^{"} = 1'-0" \)

**Section B-B**
Typical Pier Modification
Scale: \( \frac{1}{6}^{"} = 1'-0" \)

Legend:
- Existing structure
- Demo structure
- Completed structure

**Pier End Taper**
Scale: \( \frac{1}{6}^{"} = 1'-0" \)

**Demolition**
Existing pier and cap
New pier and cap

**Pie End Reconstruction Detail**
Scale: \( \frac{1}{6}^{"} = 1'-0" \)

Legend:
- Existing structure
- Demo structure
- Completed structure

Note:
Piers 1, 2, 3 shown.
For Piers 4 and 5 extend pier and footing to support overhead sign.

Existing footing to be removed.
New pier end cap

Sta. 531+46.75 RT7E
Sta. 531+71.44 RT7W

**Scale:** \( \frac{1}{6}^{"} = 1'-0" \) unless otherwise noted.
TYPICAL PEDESTRIAN UNDERPASS

(ACCEPTABLE ALTERNATIVES)

Description

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<th>VA Structure No.</th>
<th>Federal No.</th>
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<tbody>
<tr>
<td>Ramp from WB 267 to WB 7</td>
<td>1932</td>
<td>30426</td>
</tr>
<tr>
<td>Ramp from WB 267 to WB 7, 1st top of Ramps</td>
<td>1931</td>
<td>30427</td>
</tr>
<tr>
<td>Ramp from WB 7 to WB 267</td>
<td>1933</td>
<td>30428</td>
</tr>
<tr>
<td>Ramp from WB 7 to WB 267, 2nd and 3rd top of Ramps</td>
<td>1934</td>
<td>30429</td>
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PEDESTRIAN OVERPASSES

Description

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<tbody>
<tr>
<td>Ramp from EB 7 to EB 267</td>
<td>1936</td>
<td>30430</td>
</tr>
<tr>
<td>Ramp from EB 7 to EB 267, 1st and 2nd top of Ramps</td>
<td>1935</td>
<td>30431</td>
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</table>

PEDESTRIAN FENCE (Type C)

- 12" x 12" concrete curb
- Vertical members shall line-up with the truss
- Pedestrian fence post locations

Shared Use Path

- 5'-0" min.
- 10'-0" min.

Handrail

- 9'-0" (Typ.)
### Corman Construction - Proposal Schedule

#### Activity ID | Activity Name | Rem | Start | Finish | Total | Final
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<tr>
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<td>Remaining Design</td>
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<td>03/29-16</td>
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<td>234</td>
<td>Noise Study</td>
<td>03/27-15</td>
<td>03/29-16</td>
<td>35</td>
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<tr>
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<td>Retaining Walls &amp; Underpass</td>
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<td>290</td>
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<td>03/29-16</td>
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<td>360</td>
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<td>03/27-15</td>
<td>03/29-16</td>
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<td>390</td>
<td>Right Of Way Plans</td>
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<td>03/29-16</td>
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<td>03/29-16</td>
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<td>510</td>
<td>Right of Way Relocations</td>
<td>03/27-15</td>
<td>03/29-16</td>
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<td>540</td>
<td>Dominion VA Power</td>
<td>03/27-15</td>
<td>03/29-16</td>
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<td>570</td>
<td>Fairfax Water</td>
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**Rte. 7 Widening Bridge Rehab V5.0,**  **Data Date 03-09-15, Printed 03-06-15 09:48**

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**Critical Remaining Work**

**Actual Work**

**Milestone**

**Remaining Work**

**Summary**

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**Near Critical**

**Remaining Level of Effort**

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**Page 2**

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**Summary**

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**Summary**

- **Critical Remaining Work**
- **Actual Work**
- **New Milestone**
- **Remaining Level of Effort**
- **Remaining Work**
- **Critical Summary**

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**Notes:**
- Critical Remaining Work
- Actual Work
- Milestone
- Remaining Level of Effort
- Summary
4.2.4.2 Proposal Schedule Narrative
The Corman DB Team has evaluated the RFP documents, visited the site, attended pre-proposal and utility meetings, participated in proprietary meeting discussions, and conducted working sessions among our construction and design teams. Through this progression, we developed a simplified solution to deliver the project through our sequencing plan. Our narrative explains how we plan to deliver a positive experience to VDOT and the stakeholders. The project completion date is as shown in the RFP of September 1, 2017.

**Project Milestones**

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**Work Breakdown Structure**
The baseline schedule integrates design and construction into a Work Breakdown Structure (WBS) as shown below:

**Level 1**: Schedule Milestones – Overall schedule review of progress.

**Level 2**: Scope Validation Period – Includes verification of utilities, geotechnical investigations, conceptual pavement designs, and spot checking the survey and base maps.

**Level 3**: Environmental Permitting - Includes the SWM/ES and VSMP application.

**Level 4**: Design – Includes 30% bridge and roadway plans, Advance Package for the construction of the center bridge (Phase I), Project-Wide Construction documents (Phases II and III), and ROW plans with time allocated for engineering services, plan development, QA/QC reviews, VDOT, and other regulatory agency reviews and approvals of plans.

**Level 5**: Right of Way Acquisition Titles and appraisals will be formulated. VDOT will review the appraisals. Upon settlement of the ROW negotiations, the Notice to Commence Construction will be issued for parcels depended upon ROW clearance.

**Level 6**: Utility Relocations – Includes activities for the UFI meetings, finalizing UT-9 Forms, preparation of the preliminary engineering estimates, utility relocation design by the our team and utility owners, approval of P & E estimates, utility design approvals, and utility relocations.

**Level 7**: Construction – Includes all components of roadway and bridge construction, as well as erosion & sediment controls, stormwater management, and construction, signals, ditches/drainage, lighting, and roadside improvements. QA/QC witness and hold points are incorporated in this section. Public Relations are included in the general section of this phase.
## WORK BREAKDOWN STRUCTURE

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### Calendars
Three project calendars were used in the schedule and include:

“5 Day Workweek with Basic Holidays” – Based on five working days per week and is used for activities and includes holiday restrictions not impacted by the weather.

“Asphalt Paving” – Based on a non-work period from December 22 through February 28 for weather dependent activities, such as asphalt paving.

“Calendar Days” – Based on seven days per week and is used for design, permitting and review periods.
Design Phase
The design phase includes preparation, QA/QC reviews, and submissions of an Advance Package (Phase I) and remaining roadway and bridge designs (Phases II and III) and “Ready for Construction” design stages of the bridge and roadway design process. Included are 21-day review activities for VDOT review periods. Included to support the plan preparation is survey coordination and mapping, geotechnical investigations, and utility designations. Activities are included for geotechnical investigations, reports and a period for VDOT’s review of the geotechnical report prior to submitting the final advanced package. The design phase will begin immediately upon Notice of Intent to Award to begin work on the 30% which will be submitted for review at NTP on June 25, 2015. It is expected to have “Ready for Construction” plans ready for the Advance Package in October 2015. Included are reviews from VDOT and Agencies (FHWA, MWAA, WMATA, Fairfax County).

Environmental Permitting
Activities have been incorporated for the full project-wide concept SWM/ES Plan, VSMP Permit, Confirm Jurisdictional Determinations, and Threatened and Endangered Species. The Individual Wetland Permit and VWP Permit are not required. Getting these applications in early and correctly will be imperative to keep the permits from delaying the project.

Right of Way Acquisition
No ROW is required to construct the Advance Package (Phase I). At the conclusion of approved ROW plans, it is anticipated to receive the Notice to Commence Right of Way Acquisition.

Utility Relocations
Utility relocations will be needed to complete the shared-use path connections, noise wall and westbound and eastbound bridge construction. With the exception of relocating VDOT-owned ITS facilities in the median the utility relocations do not impact the start of the Advance Package construction, but could delay completion of the project if not completed timely.

Construction
Bridge construction between the two existing structures, Phase I MOT and required demolition will commence with the RFC of the Advance Package (Phase I). Because there is no Right of Way work and only VDOT ITS utilities to be relocated for this phase, the work for this portion of the project can start immediately.

Construction is anticipated to be performed in four major phases: Phase I Center Bridge; Phase II Westbound Bridge and Roadway, Shared-Use Path (including underpasses), relocation of Verizon and other communication conduits currently on the westbound bridge and Roadside Development; Phase III Eastbound Bridge and Roadway, Shared-Use Path (including pedestrian bridge), Noise Walls remaining utility relocations and Roadside Development; and final Phase IV includes Removal of Temporary MOT Installations, Milling and Overlay and Final Roadside Development.

Plan to Execute the Work
In general, we plan to complete the advanced package design of the project prior to commencing Phase I construction, followed by the remainder of design and construction of Phases II, III and IV with completion of the project on or before the Final Completion Date of September 1, 2017.

For this project we have made the following assumptions:

- **ROW Requirements**: Will not prohibit start of the Advance Package Phase I work
Utility Relocations: For the Advance Package will only include relocation of the VDOT-owned ITS facilities in the existing median.

MWAA permits for MOT to construct the new substructures and for the utilities attached to the new structures will be readily obtainable by the impacted utilities and the Corman DB Team.

Final Job Completion: Work will be completed by September 1, 2017.

Schedule Overview

Notice of Intent to Award: April 15, 2015
Design Activities: April 2015 thru March 2016
Construction: October 2015 – August 2017
Final Completion: September 1, 2017

Construction
Construction is anticipated to be performed in four major phases:

- Phase I - Center Bridge;
- Phase II - Westbound Bridge and Roadway, Shared-Use Path (including Underpasses) and Roadside Development;
- Phase III - Eastbound Bridge and Roadway, Shared-Use Path (including Pedestrian Bridge), Noise Walls and Roadside Development;
- Phase IV - includes Removal of Temporary MOT Installations, Milling and Overlay and Final Roadside Development.

Construction is scheduled to take place with multiple crews with much of the work in each phase being constructed simultaneously. Weekly scheduling and supervisory meetings with the Construction Manager, Project Engineer, Construction QC Manager, QAM, superintendents, foreman, and engineers will establish the three-week schedules. These schedules include detailed QC inspection and testing needs. Subcontractors will be involved in weekly scheduling meetings.

Critical Path
The critical path flows through the 30% design, Advance Phase I design and construction efforts. For these packages, we have assumed VDOT will accommodate the tight schedule constraints on this project and, as is being done on other VDOT projects with extremely tight schedules, the following be performed post Notice of Intent to Award and prior to NTP;

- VDOT review and approval of boring plan;
- Utility relocation meetings with the affected utilities, MWAA and review of UT-9’s;
- VDOT review and reply to RFIs and other appropriate submittals (e.g., Design Quality Plan)
- Joint VDOT / DB Team progress meetings
- Issuance of Land Use Permits to allow survey, test pits, and sign inventory to commence within existing public ROW along with the required associated MOT.
We also assumed the standard review of the geotechnical report for work associated with this advance package be reduced from the standard 45 days and submittal review durations be reduced from the normal 21 days.

Critical Path continues with Phases II and III bridge construction and culminates with the final roadway milling, overlay and roadway development items and demobilization.
ATTACHMENT 4.0.1.1
Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway
LETTER OF SUBMITTAL AND ATTACHMENTS CHECKLIST

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

<table>
<thead>
<tr>
<th>Technical Proposal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Letter of Submittal and Attachments Checklist</td>
<td>Attachment 4.0.1.1</td>
<td>Section 4.0.1.1</td>
<td>Appendix 35-36</td>
</tr>
<tr>
<td>Acknowledgement of RFP, Revisions, and/or Addenda</td>
<td>Attachment 3.6 (Form C-78-RFP)</td>
<td>Sections 3.6, 4.0.1.1</td>
<td>Appendix 37</td>
</tr>
<tr>
<td>Letter of Submittal</td>
<td>NA</td>
<td>Sections 4.1</td>
<td></td>
</tr>
<tr>
<td>Letter of Submittal on Offeror's letterhead</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>1</td>
</tr>
<tr>
<td>Offeror's official representative information</td>
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<td>Section 4.1.1</td>
<td>1</td>
</tr>
<tr>
<td>Authorized representative’s original signature</td>
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<td>Section 4.1.1</td>
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<tr>
<td>Declaration of intent</td>
<td>NA</td>
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<tr>
<td>120 day declaration</td>
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<td>Section 4.1.3</td>
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<td>Point of Contact information</td>
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<td>Section 4.1.4</td>
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<td>Principal Officer information</td>
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<td>Section 4.1.5</td>
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<tr>
<td>Final Completion Date</td>
<td>NA</td>
<td>Section 4.1.6</td>
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<tr>
<td>Proposal Payment Agreement or Waiver of Proposal Payment</td>
<td>Attachment 9.3.1 or 9.3.2</td>
<td>Section 4.1.7</td>
<td>Appendix 38-41</td>
</tr>
<tr>
<td>Certification Regarding Debarment Forms</td>
<td>Attachment 11.8.6(a) Attachment 11.8.6(b)</td>
<td>Section 4.1.8</td>
<td>Appendix 42-50</td>
</tr>
<tr>
<td>Written statement that Offeror’s proposed concept included in the Attachments to the LOS is fully compliant with the Design Criteria Table and all other requirements of the RFP</td>
<td>NA</td>
<td>Section 4.1.9</td>
<td>1-2</td>
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</tbody>
</table>
# ATTACHMENT 4.0.1.1

## Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway

**LETTER OF SUBMITTAL AND ATTACHMENTS CHECKLIST**

<table>
<thead>
<tr>
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<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certification that the proposed limits of construction are located within the right-of-way limits shown on RFP plans</td>
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<td>Section 4.1.9</td>
<td>1-2</td>
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<tr>
<td>Written statement of percent DBE participation</td>
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<td><strong>Attachments to the Letter of Submittal</strong></td>
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<td>Section 4.2</td>
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<tr>
<td>Confirmation that the information provided in the SOQ submittal remains true and accurate or indicates that any requested changes were previously approved by VDOT</td>
<td>NA</td>
<td>Section 4.2.1</td>
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<td>Organizational chart with any updates since the SOQ submittal clearly identified</td>
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<td>Revised narrative when organizational chart includes updates since the SOQ submittal</td>
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<td>Conceptual Roadway Plans – Plan View</td>
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<tr>
<td>Conceptual Roadway Plans – Typical Sections</td>
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<td>5-16</td>
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<td>Conceptual Structural Plans – Elevation View</td>
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<td>Conceptual Roadway Plans – Transverse Section</td>
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<td>17-25</td>
</tr>
<tr>
<td>Conceptual Roadway Plans – Abutment Configuration</td>
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<td>Section 4.2.3</td>
<td>17-25</td>
</tr>
<tr>
<td><strong>Proposal Schedule</strong></td>
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<td>Proposal Schedule</td>
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<td>Section 4.2.4.1</td>
<td>26-29</td>
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<td>Proposal Schedule Narrative</td>
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<td>Section 4.2.4.2</td>
<td>30-34</td>
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<tr>
<td>Proposal Schedule in electronic format (CD-ROM)</td>
<td>NA</td>
<td>Section 4.2.4</td>
<td>CD-ROM</td>
</tr>
</tbody>
</table>
ATTACHMENT 3.6

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFP NO. C00082135DB77
PROJECT NO.: 0007-029-139, P101, R201, C501, B617, B618

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 September 19, 2014 – RFP
   October 14, 2014-Supplements to RFP Info Pkge.

2. Cover letter of February 13, 2015 – Addendum #1
   March 3, 2015-Addendum #1-Additional Questions & Answers

3. Cover letter of March 3, 2015 – Addendum #2

4. Cover letter of March 5, 2015 – Addendum #3
   (Date)

__________________________
SIGNATURE

__________________________
DATE

Chase Cox
PRINTED NAME

__________________________
Vice President
TITLE

37
ATTACHMENT 9.3.1
PROPOSAL PAYMENT AGREEMENT

THIS PROPOSAL PAYMENT AGREEMENT (this “Agreement”) is made and entered into as of this 9th day of March, 2015 by and between the Virginia Department of Transportation (“VDOT”), and Corman Construction, Inc (“Offeror”).

WITNESSETH:

WHEREAS, Offeror is one of the entities who submitted Statements of Qualifications (“SOQs”) pursuant to VDOT’s May 13, 2014 Request for Qualifications (“RFQ”) and was invited to submit proposals in response to a Request for Proposals (“RFP”) for the Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway, Project No. 0007-029-139, P101, R201, C501, B617, B618 (“Project”), under a design-build contract with VDOT (“Design-Build Contract”); and

WHEREAS, as part of the procurement process for the Project, Offeror has already provided and/or furnished to VDOT, and may continue to provide and/or furnish to VDOT, certain intellectual property, materials, information and ideas, including, but not limited to, such matters that are: (a) conveyed verbally and in writing during proprietary meetings or interviews; and (b) contained in, related to or associated with Offeror’s proposal, including, but not limited to, written correspondence, designs, drawings, plans, exhibits, photographs, reports, printed material, tapes, electronic disks, or other graphic and visual aids (collectively “Offeror’s Intellectual Property”); and

WHEREAS, VDOT is willing to provide a payment to Offeror, subject to the express conditions stated in this Agreement, to obtain certain rights in Offeror’s Intellectual Property, provided that Offeror submits a proposal that VDOT determines to be responsive to the RFP (“Offeror’s Proposal”), and either (a) Offeror is not awarded the Design-Build Contract; or (b) VDOT cancels the procurement; or decides not to award the Design-Build Contract to any Offeror; and

WHEREAS, Offeror wishes to receive the payment offered by VDOT, in exchange for granting VDOT the rights set forth in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth in this Agreement and other good and valuable consideration, the receipt and adequacy of which are acknowledged by the parties, the parties agree as follows:
1. **VDOT's Rights in Offeror's Intellectual Property.** Offeror hereby conveys to VDOT all rights, title and interest, free and clear of all liens, claims and encumbrances, in Offeror's Intellectual Property, which includes, without restriction or limitation, the right of VDOT, and anyone contracting with VDOT, to incorporate any ideas or information from Offeror's Intellectual Property into: (a) the Design-Build Contract and the Project; (b) any other contract awarded in reference to the Project; or (c) any subsequent procurement by VDOT. In receiving all rights, title and interest in Offeror's Intellectual Property, VDOT is deemed to own all intellectual property rights, copyrights, patents, trade secrets, trademarks, and service marks in Offeror's Intellectual Property, and Offeror agrees that it shall, at the request of VDOT, execute all papers and perform all other acts that may be necessary to ensure that VDOT's rights, title and interest in Offeror's Intellectual Property are protected. The rights conferred herein to VDOT include, without limitation, VDOT's ability to use Offeror's Intellectual Property without the obligation to notify or seek permission from Offeror.

2. **Exclusions from Offeror's Intellectual Property.** Notwithstanding Section 1 above, it is understood and agreed that Offeror's Intellectual Property is not intended to include, and Offeror does not convey any right to, the Escrow Proposal Documents submitted by Offeror in accordance with the RFP.

3. **Proposal Payment.** VDOT agrees to pay Offeror the lump sum amount of [written number] and 00/100 Dollars ($[numerical].00) ("Proposal Payment"), which payment constitutes payment in full to Offeror for the conveyance of Offeror's Intellectual Property to VDOT in accordance with this Agreement. Payment of the Proposal Payment is conditioned upon: (a) Offeror's Proposal being, in the sole discretion of VDOT, responsive to the RFP; (b) Offeror complying with all other terms and conditions of this Agreement; and (c) either (i) Offeror is not awarded the Design-Build Contract, or (ii) VDOT cancels the procurement or decides not to award the Design-Build Contract to any Offeror.

4. **Payment Due Date.** Subject to the conditions set forth in this Agreement, VDOT will make payment of the Proposal Payment to the Offeror within forty-five (45) days after the later of: (a) notice from VDOT that it has awarded the Design-Build Contract to another Offeror; or (b) notice from VDOT that the procurement for the Project has been cancelled and that there will be no Contract Award.

5. **Effective Date of this Agreement.** The rights and obligations of VDOT and Offeror under this Agreement, including VDOT's ownership rights in Offeror's Intellectual Property, vests upon the date that Offeror's Proposal is submitted to VDOT. Notwithstanding the above, if Offeror's Proposal is determined by VDOT, in its sole discretion, to be nonresponsive to the RFP, then Offeror is deemed to have waived its right to obtain the Proposal Payment, and VDOT shall have no obligations under this Agreement.
6. **Indemnity.** Subject to the limitation contained below, Offeror shall, at its own expense, indemnify, protect and hold harmless VDOT and its agents, directors, officers, employees, representatives and contractors from all claims, costs, expenses, liabilities, demands, or suits at law or equity ("Claims") of, by or in favor of or awarded to any third party arising in whole or in part from: (a) the negligence or wilful misconduct of Offeror or any of its agents, officers, employees, representatives or subcontractors; or (b) breach of any of Offeror’s obligations under this Agreement, including its representation and warranty under Section 8 hereof. This indemnity shall not apply with respect to any Claims caused by or resulting from the sole negligence or wilful misconduct of VDOT, or its agents, directors, officers, employees, representatives or contractors.

7. **Assignment.** Offeror shall not assign this Agreement, without VDOT's prior written consent, which consent may be given or withheld in VDOT's sole discretion. Any assignment of this Agreement without such consent shall be null and void.

8. **Authority to Enter into this Agreement.** By executing this Agreement, Offeror specifically represents and warrants that it has the authority to convey to VDOT all rights, title, and interest in Offeror’s Intellectual Property, including, but not limited to, those any rights that might have been vested in team members, subcontractors, consultants or anyone else who may have contributed to the development of Offeror’s Intellectual Property, free and clear of all liens, claims and encumbrances.

9. **Miscellaneous.**

   a. Offeror and VDOT agree that Offeror, its team members, and their respective employees are not agents of VDOT as a result of this Agreement.

   b. Any capitalized term used herein but not otherwise defined shall have the meanings set forth in the RFP.

   c. This Agreement, together with the RFP, embodies the entire agreement of the parties with respect to the subject matter hereof. There are no promises, terms, conditions, or obligations other than those contained herein or in the RFP, and this Agreement shall supersede all previous communications, representations, or agreements, either verbal or written, between the parties hereto.

   d. It is understood and agreed by the parties hereto that if any part, term, or provision of this Agreement is by the courts held to be illegal or in conflict with any law of the Commonwealth of Virginia, validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provisions to be invalid.

   e. This Agreement shall be governed by and construed in accordance with the laws of the Commonwealth of Virginia.
IN WITNESS WHEREOF, this Agreement has been executed and delivered as of the day and year first above written.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _______________________________

Name: ______________________________

Title: ______________________________

[Insert Offeror's Name] Corman Construction, Inc.

By: ___________________________

Name: Chase Cox

Title: Vice President
ATTACHMENT NO. 118.6(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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 form.

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

[Signature] 3.9.15 [Date]

Vice President

Title

Corman Construction, Inc.

Name of Firm
ATTACHMENT NO. 11.8.6(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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 form.

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]  Feb. 23, 2015

Director

Date

Title

RK&K

Name of Firm
ATTACHMENT NO. 11.8.6(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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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 form.

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] 2/23/15  
Signature  Date

President

Title

Diversified Property Services, Inc.

Name of Firm
ATTACHMENT NO. 11.8.6(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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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] 2/20/15
Signature Date

Chief Engineer Title

ECS Mid-Atlantic. LLC
Name of Firm
ATTACHMENT NO. 11.8.6(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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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] [Date]

[Name of Firm]

[Director]
[Title]
ATTACHMENT NO. 11.8.6(b)

CERTIFICATION REGARDING DEBARMMENT
LOWER TIER COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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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 form.

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]

Name of Firm
ATTACHMENT NO. 11.8.6(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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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 form.

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 1/8/2015
Date

Title

Name of Firm
ATTACHMENT NO. 11.8.6(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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[Signature]
[Date]
[Title]

[Name of Firm]
ATTACHMENT NO. 11.8.6(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project: 0007-029-139, P101, R201, C501, B617, B618
Contract ID: C00082135DB77

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[Signature] [Date] [Title]

[Name of Firm]