LETTER OF SUBMITTAL AND ATTACHMENTS
VOLUME 1

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 NO.: C00082135DB77

PREPARED FOR: VDOT

Submitted by: MARCH 9, 2015
Letter of submittal and attachments
Volume 1
Prepared for:
STATE PROJECT NO.: 0007-029-139, P101, R201, C501, B617, B618
SUBMITTED BY:
FEDERAL PROJECT NO.: BR-5401 (738)
CONTRACT ID NO.: C00082135DB77
ATTACHMENT 4.0.1.1
LETTER OF SUBMITTAL AND ATTACHMENTS CHECKLIST
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>Volume 1, i-iii</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>Volume 1, iv</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>Volume 1, Page 1</td>
</tr>
<tr>
<td>Offeror's official representative information</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>Volume 1, Page 1</td>
</tr>
<tr>
<td>Authorized representative's original signature</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>Volume 1, Page 2</td>
</tr>
<tr>
<td>Declaration of intent</td>
<td>NA</td>
<td>Section 4.1.2</td>
<td>Volume 1, Page 1</td>
</tr>
<tr>
<td>120 day declaration</td>
<td>yes</td>
<td>Section 4.1.3</td>
<td>Volume 1, Page 1</td>
</tr>
<tr>
<td>Point of Contact information</td>
<td>yes</td>
<td>Section 4.1.4</td>
<td>Volume 1, Page 1</td>
</tr>
<tr>
<td>Principal Officer information</td>
<td>NA</td>
<td>Section 4.1.5</td>
<td>Volume 1, Page 2</td>
</tr>
<tr>
<td>Final Completion Date</td>
<td>NA</td>
<td>Section 4.1.6</td>
<td>Volume 1, Page 2</td>
</tr>
</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>
<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>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>Page 1-4 Appendix</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>ix Appendix</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>Volume 1, Page 2</td>
</tr>
<tr>
<td>Certification that the proposed limits of construction are located within the right-of-way limits shown on RFP plans</td>
<td>NA</td>
<td>Section 4.1.9</td>
<td>Volume 1, Page 2</td>
</tr>
<tr>
<td>Written statement of percent DBE participation</td>
<td>NA</td>
<td>Section 4.1.10</td>
<td>Volume 1, Page 2</td>
</tr>
</tbody>
</table>

**Attachments to the Letter of Submittal**

| 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 | Volume 1, Page 3 |
| Organizational chart with any updates since the SOQ submittal clearly identified | NA | Section 4.2.1 | Volume 1, Pages 6 |
| Revised narrative when organizational chart includes updates since the SOQ submittal | NA | Section 4.2.1 | N/A |
| Conceptual Roadway Plans – Plan View | NA | Section 4.2.2 | Volume 2, Sheet No. 3-8 |
## 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>
<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>Conceptual Roadway Plans – Typical Sections</td>
<td>NA</td>
<td>Section 4.2.2</td>
<td>Volume 2, Sheet No. 2A-2C</td>
</tr>
<tr>
<td>Conceptual Structural Plans – Elevation View</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>Volume 2, Sheet No. 9</td>
</tr>
<tr>
<td>Conceptual Roadway Structural Plans – Transverse Section</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>Volume 2, Sheet No. 10</td>
</tr>
<tr>
<td>Conceptual Roadway Structural Plans – Abutment Configuration</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>Volume 2, Sheet No. 11</td>
</tr>
<tr>
<td>Proposal Schedule</td>
<td>NA</td>
<td>Section 4.2.4</td>
<td>Volume 1, Page S1-S10</td>
</tr>
<tr>
<td>Proposal Schedule Narrative</td>
<td>NA</td>
<td>Section 4.2.4.1</td>
<td>Volume 1, Page 8-15</td>
</tr>
<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
FORM C-78-RFP
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
   (Date)

2. Cover letter of February 13, 2015 – Addendum #1
   (Date)

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

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

[Signature]
Robert L. Portley
PRINTED NAME

March 9, 2015
DATE
Sr. District Manager
TITLE
4.1 Letter of submittal
March 9, 2015

Mr. Stephen D. Kindy, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia  23219

RE:  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

Dear Mr. Kindy:

The Lane Construction Corporation (LANE) is pleased to offer our Letter of Submittal for the above referenced project to the Virginia Department of Transportation (VDOT). Our response contains all information requested in the Request for Proposals (RFP) and subsequent Addenda. LANE is teamed with Johnson, Mirmiran, and Thompson, Inc. (JMT) as the Lead Designer. The LANE Team has assembled committed personnel, with proven delivery of VDOT’s requirements to meet the quality, safety, and schedule demands of this Project.

4.1.1 Identification of Legal Entity Who Will Execute the Contract with VDOT: Mr. Richard A. McDonough is the authorized representative and Point of Contact for the LANE Team for all matters associated with this project.
   The Lane Construction Corporation
   14500 Avion Parkway, Suite 200
   Chantilly, VA  20151

4.1.2 Offeror’s Intent: LANE’s intention is to enter into a contract with VDOT for the Project in accordance with the terms of the RFP.

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

4.1.4 Identification of the Point of Contact: Mr. Richard A. McDonough is the authorized representative and Point of Contact for the LANE Team.
   The Lane Construction Corporation, Senior National Pursuits Manager
   Richard A. McDonough
   14500 Avion Parkway, Suite 200
   Chantilly, VA  20151
   Tel: (703) 222-5670 Fax: (703) 222-5960
   Email: RAMcDonough@laneconstruct.com
4.1.5 Offeror’s Principal Officer Information: Mr. Mark A. Schiller is a Principal Officer of The Lane Construction Corporation.
   Mark A. Schiller, Senior Vice President
   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: In accordance with RFP Section 2.3.1, LANE proposes a final completion date of 09/01/2017.

4.1.7 Executed Proposal Payment Agreement: An executed Proposal Payment Agreement (Attachment 9.3.1) can be found in the Appendix of Volume I.

4.1.8 Certification Regarding Debarment Forms: Certifications for Debarment for both Primary and Lower Tier Covered Transactions have been completed and executed for the Offeror and all subconsultants, subcontractors, and other entities as identified as members of the LANE Team. These can be found in the Appendix of Volume I.

4.1.9 Design Criteria Table Compliance: LANE’s proposed project concept that is included in this Letter of Submittal is fully compliant with the Design Criteria Table included in the RFP Technical Requirements (Part 2) as Attachment 2.2 (Addendum 2) and all other requirements of this RFP. LANE certifies the 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. LANE’s design concept does not require Design Exceptions and/or Design Waivers unless they are identified or included in the RFP or Addenda.

4.1.10 DBE Statement: LANE supports the Disadvantaged Business Enterprise (DBE) program and is committed to meeting the 8% goal for the design and construction of this Project utilizing Virginia certified DBE companies. LANE will take all necessary steps to ensure that DBE firms have the maximum opportunity to compete for and perform services on this Design-Build contract.

   The LANE Team appreciates the opportunity to propose on this critically important project. We look forward to partnering with VDOT to make the Route 7 Widening and Bridge Rehabilitation project a landmark success for the citizens of Virginia.

   Respectfully submitted,

   [Signature]

   Richard A. McDonough
   Senior National Pursuits Manager
   The Lane Construction Corporation
4.2 Attachments to the Letter of Submittal
4.2 Attachments to the Letter of Submittal

4.2.1 Confirmation of SOQ Information

LANE confirms all information presented in the Statement of Qualifications (SOQ) remains true and accurate in accordance with Part 1, Section 11.4. As demonstrated in the organizational chart presented on the following page, the Team proposed by LANE, including but not limited to our organizational structure, lead contractor, lead designer, key personnel, and other individuals identified pursuant to Part 1, Section 4.2, will remain intact for the duration of the contract.

Organizational Chart

Under the leadership of our Design-Build Manager, Mr. Kenneth K. Prince, PE, the LANE Team is structured to effectively manage and deliver the design and construction of this project. The LANE Team is organized to provide VDOT with a single-source point of contact, responsible for all design and construction activities. Our team organization has a straightforward chain of command, with individual tasks and functional responsibilities clearly identified. This organizational chart identifies key personnel and major functions to be performed for the successful management, design, and construction of the project. No changes have been made to the Offeror’s organizational structure, Lead Contractor, Lead Designer, Key Personnel or other individuals identified in the Offeror’s SOQ (dated June 19, 2014). Though reporting relationships are rigid, the lines of communication within the team will remain fluid and flexible to meet the requirements of each individual project task. In order to prevent unnecessary project delays, at times it may be prudent for other members within the LANE Team to communicate directly with their counterparts at VDOT. This will be directed and authorized in advance by Mr. Prince and the VDOT Project Manager.

Likewise, there have been no revisions made to the narrative describing the functional relationships among participants for the organizational chart. Please find this narrative below, exactly as it was submitted with our SOQ on June 19, 2014.

Functional and Reporting Relationships of Key Personnel

D-B Project Manager (DBPM), Mr. Kenneth Prince, PE (LANE) will report to VDOT and serves as VDOT’s central point of contact. He will facilitate communication among team partners and adjacent projects, monitor design efforts to proactively eliminate potential constructability issues prior to breaking ground, and delegate resources to deliver the project on time. It will be his responsibility to work with the Team to ensure that the design complies with the owner’s specifications. Mr. Prince’s management from design through construction will include weekly design and construction meetings to discuss how the Team will construct the project. Additionally, he is responsible for construction quality management and contract administration.

Quality Assurance Manager, Mr. Richard Allen, PE (QCS) will report directly to the DBPM on all quality issues. Any item of work failing to meet minimum standards will be rejected and corrected immediately. Construction personnel have no authority over QA inspection staff, and issues raised by construction personnel will be resolved by Mr. Allen and the DBPM. Mr. Allen will keep VDOT informed on the status of quality of construction and issues/solutions through weekly reports and progress meetings. As QAM, Mr. Allen holds the authority to shut down the job if quality issues warrant. Quality Assurance Inspector, Mr. Craig Clatterbuck (QCS), will report directly to the QAM, and will be assigned to the project on a full-time basis for the duration of the project. Specialized Engineering will report to QCS and will perform QA testing.
**Design Manager, Mr. William Schaub, PE (JMT)** will report directly to the DBPM. Mr. Schaub will maintain close communication with the DBPM and will ensure the Project is completed in accordance with the requirements of the contract documents. He is responsible for coordinating all design disciplines and ensuring the overall project design is in conformance with project documents; all design disciplines report directly to Mr. Schaub. He will provide VDOT with design plans for review and approval to confirm that the design work is constructable and complies with the requirements of the Contract Documents. Mr. Schaub is also responsible for establishing oversight of the QA/QC program for each design discipline of the project. He will be assisted by Mr. Bob Reed, PE who will provide an independent design QA audit. The design QC will be coordinated by Mr. Lee Priestas, PE and will be performed at the office where the work is conducted by a qualified independent staff person of each team member.

**Construction Manager, Ed Pascual (LANE)** will report directly to the DBPM. His daily duties include: safety, coordination of all project personnel including subcontractors, QC and QA. He holds ultimate responsibility for managing the project schedule with his staff engineer and to coordinate daily with the adjacent projects underway. He will coordinate daily meetings with the QA Lead Inspector to discuss all ongoing construction activities. He will also review all QC reports and lab results. Anything that is not meeting standards will be addressed immediately with corrective actions mandated that same day. Currently Mr. Pascual has recently completed his duties on the I-95 Express Lanes project and is currently assisting with Technical Proposals. He will available immediately upon award of this project. Mr. Pascual will hold a DEQ RLD Certification and a VDOT ESCCC prior to the commencement of construction.

**Other Functional Relationships**

The LANE Team also includes the following recognized specialists whom we deem critical to this Project, albeit non-key personnel as defined by the RFQ; their qualifications are provided below.

**Design QA – Mr. Bob Reed, PE (JMT) and Design QC – Lee Priestas, PE (JMT)** will report directly to the Design Manager. With more than 35 years’ experience apiece, they are both thoroughly familiar with VDOT QA/QC Guidelines and the complete design process related to transportation projects. Mr. Reed is JMT’s Design QC Manager for Route 3 Widening D-B and Project Manager for the Final Design of Jones Branch Connector in Tysons for Fairfax County and VDOT. He has assisted VDOT with D-B projects including Sycolin Road overpass of Route 7/15 Bypass, Pacific Blvd, and Battlefield Blvd. Mr. Priestas previously served as the Director of Public Works/County Engineer for Henrico County in charge of quality for all projects. He has extensive experience in traffic control devices (signs, signals, and pavement markings), roadway design, as well as traffic control for work areas and special events.

**Public Relations Manager – Ms. Susan Sharp (Sharp & Co.),** will report directly to the DBPM. Ms. Sharp has over 35 years of professional experience in strategic planning, electronic and print information, communication and marketing, information architecture, creation and implementation of effective communication strategies, marketing communications, and public involvement. She will provide public involvement/relations and assist the Team with stakeholder coordination and public participation activities. She and the DBPM will work at the direction of VDOT to develop and implement a public participation program which may include conducting both public information and individual one-on-one meetings, developing and updating a project website, preparing monthly project mailers, and securing media coverage.

<table>
<thead>
<tr>
<th>The following design professionals will report directly to Mr. Schaub, the Design Manager.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rodney Hayzlett, PE</strong> Roadway</td>
</tr>
<tr>
<td>20 yrs. experience in the management and design of advanced technical urban and rural roadway projects in VA; ranging from minor improvements to reconstruction and widening of interstate-type roadways including major drainage improvements. PM on Route 7 Phase 1 &amp; 2 and Project Engineering on Fairfax County Parkway D-B.</td>
</tr>
<tr>
<td><strong>Trip Phaup, PE</strong> Structures</td>
</tr>
<tr>
<td>25 yrs. experience in the analysis, design, and preparation of preliminary and final plans, special provisions, and construction cost estimates for a variety of highway, railway, and miscellaneous structures. PM on VDOT’s Route 61 Bridge Replacement and Structural</td>
</tr>
<tr>
<td>Name</td>
</tr>
<tr>
<td>--------------------------</td>
</tr>
<tr>
<td>Randy Boice, PE</td>
</tr>
<tr>
<td>Dave Malinoski, PE</td>
</tr>
<tr>
<td>Scott Rasmussen, PLA</td>
</tr>
<tr>
<td>Dennis Rodkey</td>
</tr>
<tr>
<td>Les Burdett</td>
</tr>
<tr>
<td>Mike Leitch</td>
</tr>
<tr>
<td>Wayne Lindsay</td>
</tr>
<tr>
<td>Tom Alexander</td>
</tr>
</tbody>
</table>
The following design professionals will report directly to Mr. Schaub, the Design Manager:

- Lead Geotechnical Engineer: Chris Geise, PE (ECS)
- Environmental: Ian Frost, CE, AICP (EEE)
- Surveys/SUE: Mike Zmuda, LS, PE
- Landscape: Jon Conner, PLA, LEED AP
- Right of Way: Lee Cooper, SR/WA
- Fee Appraiser: VDOT Prequalified Individual
- Review Appraiser: VDOT Prequalified Individual
- Design QA: Bob Reed, PE
- Design QC: Lee Priestas, PE
- Structures: Trip Phuap, PE
- Roadway: Rodney Hayzlett, PE
- Utilities: Dave Malinoski, PE
- Traffic/TMP: Randy Boice, PE
- Bike/Pedestrian: Scott Rasmussen, PLA
- Hydraulics/SWM: Paul Clement, PE, CPESC
- Structures Superintendent: Les Burdett
- Roadway Superintendent: Dennis Rodkey
- Utility Manager: Wayne Lindsey
- MOT Manager: Mike Leitch
- SUP Superintendent: Tom Alexander

Legend:
- — Reporting Lines
- — Communication/Coordination Lines
- → Key Personnel
- □ LANE Personnel/Subcontractors
- □ JMT Personnel/Subcontractors
- □ Independent QAM Personnel
4.2.2 Conceptual Roadway Plans

The Conceptual Roadway Plans showing the general Project layout are included in Volume 2. They include copies of (a) plan view indicating the number of lanes specified in the RFP Information Package, and (b) typical sections of the proposed improvements to Route 7. The Conceptual Roadway Plans meet the requirements of the Design Criteria Table (Attachment 2.2 of Part 2) and indicate that the limits of construction are within the existing/proposed right-of-way limits shown in the RFP Conceptual Plans.

4.2.3 Conceptual Bridge Plans

The Conceptual Bridge Plans showing the type, size and location for the proposed new bridge are included in Volume 2. Copies of an elevation view, transverse section, and abutment and pier configurations have been provided. The Conceptual Bridge Plans meet all applicable geometric requirements of VDOT’s Structure and Bridge Manual, in Volume V, Part 2.
4.2.4 Proposal Schedule and Narrative

The LANE Team has thoroughly evaluated the RFP documents, performed numerous site visits, attended the pre-proposal meeting, participated in proprietary meeting discussions, and held numerous working sessions amongst our design and construction teams in order to plan the most safe and efficient method for completing this important project. Through this progression, we have developed a solution to deliver the Project as outlined on or ahead of schedule. This narrative explains how we will deliver a highly successful Project to VDOT and to the satisfaction of all stakeholders.

4.2.4.1 Proposal Schedule

The Proposal Schedule is located at the end of this section.

4.2.4.2 Proposal Schedule Narrative

The LANE Team has developed the Proposal Schedule narrative illustrating our overall plan to successfully execute the work in accordance with the contract documents. The narrative provides an overall description of the key milestones, including the design and construction activities as well as construction phasing and sequencing. The Critical Path and relative assumptions are also discussed.

### Key Milestones

The LANE Team is committed to a completion date of September 1, 2017. The table below identifies Key Milestone dates, which in order to be met, will require coordination not only between the Design Build Team and VDOT but also other reviewing agencies (WMATA, MWAA) as well as the entire Tysons community. Post Project award, The LANE Team, comprised of experienced team members, will implement our assertive design-build approach and local experience and relationships to potentially improve these dates.

<table>
<thead>
<tr>
<th>Key Milestone</th>
<th>Milestone Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notice of Intent to Award</td>
<td>April 20, 2015</td>
</tr>
<tr>
<td>CTB Approval / Notice of Award</td>
<td>May 20, 2015</td>
</tr>
<tr>
<td>Design-Build Contract Execution</td>
<td>June 18, 2015</td>
</tr>
<tr>
<td>Notice to Proceed</td>
<td>June 25, 2015</td>
</tr>
<tr>
<td>Scope Validation Period Complete</td>
<td>October 22, 2015</td>
</tr>
<tr>
<td>Start of Construction</td>
<td>November 4, 2015</td>
</tr>
<tr>
<td>Final Completion Date</td>
<td>September 1, 2017</td>
</tr>
</tbody>
</table>
WORK BREAKDOWN STRUCTURE (WBS)
The 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 break down the major phases of the Project by design area, type of work, and phasing.

The WBS Areas for the Project have been developed as a collaborative effort between the design and construction teams by looking at the Project as a whole, including the Type of Work along the alignment(s), in addition to design considerations and management of the construction efforts. Levels 2 and 3 of the WBS depicted in the Proposal Schedule include the following items:

- **Scope Validation Period**: includes the Scope Validation Period activity for the Project.
- **Environmental/Permitting**: comprises the activities required to obtain the necessary environmental permits such as Water Quality, stormwater monitoring, and noise evaluations.
- **ROW Acquisition**: details the acquisition process for the ROW required including title research, appraisals, appraisal reviews, offers, and negotiations.
- **Design**: includes preliminary engineering services, plan development, QA/QC review, VDOT, MWAA and WMATA review and approval of the plans. This section includes additional levels to the WBS - grouping the design activities by type of design submission packages including Geotechnical, Structures, and Roadway.
- **Utility Coordination and Relocations**: includes the activities for UFI meetings, preparation of preliminary engineering (PE) estimates, approval of PE estimates, utility relocation design by utility owner, approval of the utility design, and relocation of utilities for construction.
- **Construction**: includes all the components of the roadway and bridge construction, including but not limited to MOT, erosion & sediment controls, QA/QC, stormwater management, signals, drainage, lighting, and bridge and roadway improvements. This section has been further subdivided into construction phases.

CALENDARS
Seven project calendars are used in the Schedule and include:

1. **“7-Day”** – Based on seven days per week and is used for review periods and milestones.
2. **“5-Day Admin”** – Based on five working days per week and includes holiday restrictions. Used for design activities and work not impacted by adverse weather.
3. **“5-Day Typical”** – Based on five working days per week, holiday restrictions, and anticipated weather days. Used for construction activities.
4. **“5-Day Concrete”** – Based on five working days per week, holiday restrictions, anticipated weather with non-working periods from December through February.
5. “Weekend” – Based on a weekend closure (9pm Friday to 5am Monday)
6. “5-Day Asphalt Paving – Base/Interim Courses” – Based on the 5-Day Typical with non-working periods from December through February.
7. “5-Day Asphalt Paving - Surface Course” – Based on the 5-Day Typical with non-working periods from November through March.

**ACTIVITY IDENTIFICATION**

The Proposal Schedule activity identification number is based on a ‘smart’ activity identification in which a unique alphanumeric is utilized. Each activity identification is broken down into four parts identifying Location, Phase, Work Element, and a unique identifier, described in detail below.

An example is 000-MS-9020.

**A. Location** - The first digit in the activity identification number pertains to the location with the abbreviation and order as follows:

- 0 - Route 7 Widening
- D - Design Engineering
- Q - Quality Assurance/Quality Control
- 1 - Phase 1 Construction
- 2 - Phase 2 Construction
- 3 - Phase 3 Construction
- S - Shared Use Path Construction

**B. Work Element** - Letters second and third in the activity identification number pertain to the types of work with the abbreviations as follows:

- MS - Milestone
- P - Procurement (Shop Drawings / Fabrication / Delivery)
- RW - Right-of-Way
- EV - Environmental
- GD - Geotechnical Design
- RD - Roadway Design
- SD - Structures Design
- PI - Public Involvement
- UT - Utility Relocation
- IT - QA/QC Inspection & Testing
- R - Roadway Construction
- B - Bridge Construction
- NW - Northwest Quadrant
- NE - Northeast Quadrant
- SW - Southwest Quadrant
- SE - Southeast Quadrant

**C. Unique Identifier** - The last four digits in the activity identification structure are numeric increments starting with ten, and incremented in steps of ten. This is done to leave ample room between activities so that additional activities may be inserted as necessary.
**PLAN AND STRATEGY**

**DESIGN**
The design phase includes preparation, QA/QC reviews, and submission of Intermediate, Final, and Ready for Construction (RFC) design stages of the Project. Included are the 21-day periods for VDOT, Fairfax County, MWAA, and FHWA review and approval as well as a 30-day period for WMATA reviews. Survey coordination and mapping and utility designations are included to support the plan preparation. Additional activities are included for geotechnical investigations, reports, and a 21-day period for VDOT’s review of the geotechnical reports prior to our submission of the final roadway packages. Hold Points such as environmental permit approvals and subsequent release by the VDOT Project Manager have been built into the design schedule. Our team has made the decision to begin design immediately upon Notice of Intent to Award to begin advancing the concept plans to the intermediate stage. Design efforts for the respective project elements are on the critical path.

**Environmental Permitting**
Our baseline schedule will contain all necessary environmental and permitting activities as required. All permitted construction activities will be a *hold point* to ensure no work is performed without the appropriate permits in place. Additional hold points will also exist for ROW Authorization (EQ-201) and our Stormwater Pollution and Prevention Plan (SWPPP) approval for coverage under the Virginia Pollution Discharge Elimination System (VPDES) General Construction Permit.

**ROW Acquisition**
There are only minor Right-of-Way acquisitions and easements planned for this project which have been included; these are not expected to affect the schedule since the majority of the project construction is contained in existing Right-of-Way.

**Utility Relocations**
To advance the relocation of utilities as seamlessly as possible, the LANE Team will meet early on with all affected utility owners to develop and confirm our understanding of how both the Project and utility owner goals will align with the project schedule. We will conduct early coordination with all utility owners including completion of UT9 Forms, defining right-of-way, “prior rights”, and establishing the relocation/reconstruction expectations and costs. We have identified key milestones including meeting with the VDOT Regional Utility Manager, the required Utility Field Inspection meeting, and sequenced utility relocations to match the required work operations for the Project in the project schedule. Due to the extent of utility relocations and the fast-pace construction schedule, we will have some concurrent construction and utility relocation work within the same proximity. The LANE Team will at all times adhere to the Utility Manual of Instructions; Utility Relocation Policies & Procedures Manual (Utility Manual). In addition, it will be the DB’s responsibility to coordinate the utility relocation with MWAA for utilities that may be attached to the rehabilitated bridge.

**QA/QC Inspection & Testing**
QA/QC activities will be performed as required in the contract documents and relevant tasks are included in our proposal schedule:

1. QA/QC Plan Submittal
2. QA/QC Plan Presentation
3. QA/QC review of design packages
4. Preparatory Inspection Meetings
5. Witness and Hold Points
6. VDOT Inspections
CONSTRUCTION

Critical Path
The Route 7 Widening Project will improve the structurally deficient twin bridges spanning the Dulles Toll Road and Airport Access Highway. The project will ensure the bridges and shared use path meet the current design standards. To ensure the project is completed by the contractual deadline of September 1, 2017 the critical path for the project is as follows:

- Development and Approval of the Stage I TS&L Preliminary Bridge Design
- Submission and Approval of Structural Steel Shop Drawings
- Fabrications and Delivery of Structural Steel Girders
- Construction of Phase I – Westbound Superstructure (partial)
- Construction of Phase II – Eastbound Structure
- Construction of Phase III – Completion of Westbound Structure

KEY ASSUMPTIONS
The LANE Team has made the following key assumptions upon which the Proposal Schedule is based:

Interaction and Interface with the Owner
Timely and effective communication between LANE, VDOT, MWAA and WMATA as well as all other stakeholders is integral to the success of the Project throughout design and construction. Co-location of key team members and a structured system of coordination meetings will enhance the ability of the team to make rapid decisions in coordination with VDOT and identification of issues early through open communication. Because of multiple agency reviews, extensive coordination will be required to gain submittal approvals in a timely manner.

Work Hours, Overtime Work, and Additional Shifts
The LANE Team will work both single shifts and multiple shifts as necessary for various construction activities. As per the RFP, we do not have extended ramp or lane closures built into our schedule.

SCHEDULE MANAGEMENT
Through our experience gained by successfully delivering challenging design-build roadway projects on-time, the LANE Team has developed scheduling protocols to govern the development, implementation, updating, and recovery of the CPM schedule through each of the Project’s phases. These methods have proven effective as evidenced by the fact that every design-build project by our team has finished either on-time or ahead of schedule.

Open and honest communication leads to effective coordination. The Project Schedule is the primary means for the LANE Team to communicate the design and construction plan to the Team, VDOT, and stakeholders. It includes planned means and methods, sequencing, resource utilization, and timing. The schedule provides the framework for planning and scheduling the day-to-day work. The schedule is the critical tool used to monitor and measure progress for the Project.

Development
For any design-build project it is imperative that the project team develops a detailed CPM schedule that considers the interrelationships among all the of the design-build disciplines. The LANE Team has developed the Proposal Schedule that includes a WBS to clearly delineate the respective tasks of each discipline manager, including design, environmental permitting, right-of-way, utilities, and construction.

In order to prepare the Baseline Schedule, each discipline team will be responsible for producing a schedule to govern their own respective work elements and provide insight into how their schedule activities affect and are affected by activities in other areas of the Project. The Design-Build Project Manager (DBPM) will hold schedule development meetings attended by all disciplines, including the Design Manager (DM) and
Construction Manager (CM) to review the individual discipline schedules and integrate them into the overall project schedule. These meetings ensure that:

- The work packages for the Project are comprehensive enough to define the work with all activities delineated
- The work packages are integrated within the Project and among each of the disciplines to generate a clearly defined critical path, confirm that the critical path is both logical as well as feasible, and that the schedule shows that the Project will complete on-time or ahead of schedule.
- Each discipline manager understands the schedule(s) of their counterparts and how their work inter-relates with the other elements.
- Each discipline manager understands how their respective work affects the overall critical path of the Project and the priorities of the DBPM and other discipline managers.
- The schedule meets the requirements of the Contract.

These meetings enable the LANE Team to create a Proposal Schedule that has been jointly prepared and agreed to by all of the discipline managers, providing realistic expectations of the schedule of work to be completed by all team members and third parties during the course of concurrent activities on the Project.

**Implementation**

The Proposal Schedule will be updated and submitted to VDOT within 15 days of Notice to Proceed as our Preliminary Schedule. The Baseline Schedule will be finalized and submitted to VDOT within 90 calendar days of Notice to Proceed. The Baseline Schedule will include cost and resource loading, all submittals required by the Contract Documents as well as a definitive critical path. Key personnel representing all disciplines (design, construction, safety, quality, controls, and procurement) will engage and actively begin in-depth planning of the project activities and refinement to the schedule.

Throughout the design phase of the Project, as more detailed plans are developed and utility conflicts are verified, schedule meetings will continue to be held in order to further develop the Baseline Schedule. This schedule will be utilized by all Team members to plan and track the progress of their work. It will be submitted to VDOT for review and approval, and implemented during the planning phases for utilities, right-of-way, design, and subcontractor/supplier scope and purchasing.

A three (3) week look ahead schedule will be prepared and weekly meetings conducted with participation from all disciplines to track progress as well as determine areas of work where modifications or re-sequencing needs to be developed. Specific milestones dates from the schedule will be written into subcontracts and purchase orders, making these entities contractually responsible for meeting schedule deadlines.

**Updating Process**

Each month starting with the month following Notice to Proceed, the Preliminary Schedule will be updated as the LANE Team prepares, submits, and receives approval on the Baseline Schedule. Once the Baseline Schedule is approved, it will be updated and submitted to VDOT for approval monthly until Final Completion of the Project. Each update will be accompanied with a narrative report and tables as prescribed in the Design-Build Project Schedule special provision. The updated schedule and narrative will reflect:

- Activities started or completed during the period
- Actual start and finish dates
- Activities on-going during the period
- Remaining duration for on-going activities
- Modified relationships to correct out-of-sequence progress
- Modified relationships to reflect the LANE Team’s plan to complete the remaining work
- Change Orders
- Relief Events
- Compensation Events
The Scheduling Engineer under the guidance of the DBPM will coordinate the progress updates each month. Updates will be provided by the discipline managers (engineering, utility coordinator, procurement, permit, quality, and construction managers) inclusive of input from the staff engineers. Progress performance will be reviewed and monitored by our DBPM (and VDOT), to identify current or potential schedule issues and recommended mitigation measures.

The schedule will be constantly reviewed and maintained as part of the monthly updating process. Systems used to manage the design and construction sequencing will be clear and concise including:

- Weekly design/construction scheduling and coordination meetings during the design phases
- Utility relocation tracking sheets during both the design and construction phases, ROW progress tracking sheets during both the design and construction phases
- Weekly construction scheduling and coordination meetings during the construction phases
- Show drawing status tracking sheets
- Material submittal and delivery schedules
- Non-conformance logs by QC and QA for both design and construction
- RFI logs
- Regular coordination meetings with our DBPM, DM, CM and disciple leaders
- Monthly internal project review meetings by the LANE Team’s Executive Review Committee
- Monthly progress/partnering meetings with the major stakeholders.

**Weekly Planning/Coordination Meetings**

In addition to the monthly updates, the LANE Team, at a minimum, will hold weekly Design Scheduling/Coordination Meetings that are run by the DBPM and attended by both the design and construction team managers. Design Scheduling/Coordination Meetings have been a central tool on our design-build projects to facilitate face-to-face communication between the design and construction managers. For each meeting, the DBPM will review the CPM schedule and identify all activities that were scheduled for completion the previous week or planned for the next two weeks. During these meetings, the Project Team discusses the progress since the last meeting with actual dates for completed activities; critical completion dates for future activities; the addition or deletion of schedule activities as the design evolves; the impact of revised schedule dates on other activities and disciplines; identification of ways to advance the schedule ahead of the planned completion or to mitigate schedule impacts; and general design review, constructability, and determination of means and methods.

After each weekly meeting, the Schedule Engineer will update the CPM schedule and forward copies of an updated “look-ahead” schedule DBPM, DM, CM, and each of the discipline managers identifying the critical dates agreed to during the weekly coordination meeting. This process continues throughout the design period to ensure there is no slippage in the start of utility relocation and construction phases of the Project.

During the utility relocation and construction phases of the Project, the DBPM, CM, DM, Schedule Engineer, QA Manager, QC Manager, and VDOT will continue to meet weekly for a Construction Scheduling/Coordinating Meeting to coordinate necessary QA, QC, Independent Assurance and Independent Verification inspections. At each meeting, the CM will review the work performed during the previous week and outline the schedule activities that will be performed during the forthcoming two weeks.

At the internal weekly meetings, issues/concerns will be identified utilizing the tracking aids previously mentioned. Action items will be identified and assigned to the responsible party who can resolve it. Three-week “look-ahead schedules” will be prepared and discussed to analyze schedule and quantity impacts. Similar information will be discussed and action items assigned at the Monthly Progress/Partnering meetings with key stakeholders. Other stakeholders may be invited as required for anticipated issues during the upcoming schedule activities.
Schedule Recovery Process
If during the course of the Project, changes or unforeseen circumstances arise that impact the project schedule, the LANE Team will immediately notify VDOT (and other appropriate stakeholders) and complete a Time Impact Analysis (TIA) and prepare a schedule recovery plan to recover lost time. This plan may include increasing work shifts, adding crews and resources to construct critical path activities concurrently, changing MOT schemes and/or modifying the design to remove activities from the critical path. Schedule recovery may require adjustments by any or all of the discipline managers including: design, permitting, right-of-way, utility relocation, and construction. In the event all other design-build disciplines have completed their tasks, re-sequencing the construction schedule by the Construction Manager will be the primary focus to mitigate impacts.

SUMMARY
The LANE Team has developed a Proposal Schedule and Narrative that demonstrates our understanding of the complexities and interrelationships of both the technical elements as well as the distinct elements of the Project. Additionally, our Proposal Schedule takes into account internal plan reviews, VDOT plan reviews and approvals, environmental permitting, ROW acquisitions, utility relocations, and construction activities.

The LANE Team is committed to continuously improve the enclosed Proposal Schedule to better serve VDOT, associated stakeholders, and the traveling public. Upon issuance of NTP, all team members will actively work to make this Project a success for VDOT and the citizens of Virginia.
### Route 7 Widening & Bridge Rehab over Dulles Toll Rd

**Activity ID**  
**Activity Name**  
**Original Duration**  
**Start**  
**Finish**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>MS-0010</td>
<td>Submission of Letter of Submittal - March 9, 2015</td>
<td>0</td>
<td>09-Mar-15</td>
<td>09-Mar-15</td>
</tr>
<tr>
<td>MS-0020</td>
<td>Submission of Price Proposal - April 9, 2015</td>
<td>0</td>
<td>09-Apr-15</td>
<td>09-Apr-15</td>
</tr>
<tr>
<td>MS-0030</td>
<td>Open Price Proposal - April 13, 2015</td>
<td>0</td>
<td>09-Apr-15</td>
<td>09-Apr-15</td>
</tr>
<tr>
<td>MS-0040</td>
<td>Notice of Intent to Award - April 30, 2015</td>
<td>0</td>
<td>30-Apr-15</td>
<td>30-Apr-15</td>
</tr>
<tr>
<td>MS-0050</td>
<td>CTB Approval / Notice of Award - May 20, 2015</td>
<td>0</td>
<td>20-May-15</td>
<td>20-May-15</td>
</tr>
<tr>
<td>MS-0060</td>
<td>Design-Build Contract Execution - June 18, 2015</td>
<td>0</td>
<td>18-Jun-15</td>
<td>18-Jun-15</td>
</tr>
<tr>
<td>MS-0080</td>
<td>Final Completion - September 1, 2017</td>
<td>0</td>
<td>01-Sep-17</td>
<td>01-Sep-17</td>
</tr>
</tbody>
</table>

### Quality Assurance / Quality Control

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>QT-0010</td>
<td>Prepare QA/QC Plan</td>
<td>10</td>
<td>20-Apr-15</td>
<td>01-May-15</td>
</tr>
<tr>
<td>QT-0020</td>
<td>Submit QA/QC Plan - Presentation to VDOT</td>
<td>1</td>
<td>11-May-15</td>
<td>11-May-15</td>
</tr>
<tr>
<td>QT-0030</td>
<td>VDOT Review of QA/QC</td>
<td>21</td>
<td>12-May-15</td>
<td>01-Jun-15</td>
</tr>
<tr>
<td>QT-0040</td>
<td>Revise and Resubmit QA/QC Plan</td>
<td>5</td>
<td>08-Jun-15</td>
<td>08-Jun-15</td>
</tr>
<tr>
<td>QT-0050</td>
<td>QA/QC Plan Approval</td>
<td>27</td>
<td>26-Jun-15</td>
<td>26-Jun-15</td>
</tr>
</tbody>
</table>

### Scope Validation

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
</table>

### Line & Grade / Limit of Disturbance

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1-0030</td>
<td>Develop and Set Line &amp; Grade and Limits of Disturbance Plans</td>
<td>30</td>
<td>27-Apr-15</td>
<td>08-Jun-15</td>
</tr>
<tr>
<td>D2-0040</td>
<td>Design Exceptions &amp; Waivers</td>
<td>60</td>
<td>07-Apr-15</td>
<td>07-Jul-15</td>
</tr>
</tbody>
</table>

### Design Exceptions & Waivers

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1-0040</td>
<td>Complete Exception/ Waiver Application &amp; Submit</td>
<td>15</td>
<td>18-May-15</td>
<td>08-Jun-15</td>
</tr>
<tr>
<td>D1-0050</td>
<td>Agency Review and Meeting if Required</td>
<td>21</td>
<td>29-May-15</td>
<td>29-Jun-15</td>
</tr>
<tr>
<td>D1-0060</td>
<td>Update and Resubmitted Exception/Waiver</td>
<td>10</td>
<td>30-Jun-15</td>
<td>14-Jul-15</td>
</tr>
<tr>
<td>D1-0070</td>
<td>Review and Approval of Exception/Waiver</td>
<td>27</td>
<td>15-Jul-15</td>
<td>04-Aug-15</td>
</tr>
</tbody>
</table>

### Supplemental Field Surveys

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1-0090</td>
<td>Supplemental Field Surveys</td>
<td>20</td>
<td>05-Jun-15</td>
<td>05-Aug-15</td>
</tr>
</tbody>
</table>

### Existing Drainage Culverts

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1-0100</td>
<td>Visual Video Inspection of Existing Culverts - By Lane</td>
<td>5</td>
<td>29-Jun-15</td>
<td>06-Jul-15</td>
</tr>
</tbody>
</table>

### Utility Design

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>D2-0010</td>
<td>Prepare Updated Survey File</td>
<td>0</td>
<td>09-Jul-15</td>
<td>21-Aug-15</td>
</tr>
</tbody>
</table>

---

**S-1**  
**09-Jul-15**  
**Prepare Updated Survey File**  
**Critical Remaining Work**
### Activity ID | Activity Name | Original Duration | Start Date | Finish Date
---|---|---|---|---
D-UT-0090 | Dominion Virginia Power Plan & Estimate | 00-Sep-15 | 05-Sep-15
D-UT-0100 | Washington Gas Plan & Estimate | 00-Sep-15 | 05-Sep-15
D-UT-0110 | Fairlight Plan and Estimate | 00-Sep-15 | 05-Sep-15
D-UT-0120 | Verizon Plan and Estimate | 00-Sep-15 | 05-Sep-15
D-UT-0130 | Verizon Business (MCI) Plan and Estimate | 00-Sep-15 | 05-Sep-15
D-UT-0140 | Century Link Plan and Estimate | 00-Sep-15 | 05-Sep-15
D-UT-0150 | Fairfax County Public Works Plan and Estimate | 00-Sep-15 | 05-Sep-15
D-UT-0170 | DB Team Receive Written Approval from VDOT to Commence Relocations | 17-Sep-15 | 08-Jan-16

### Noise Evaluation

D-NE-0100 | Evaluate Existing TIM Models | 10-Sep-15 | 09-Jul-15
D-NE-0200 | Incorporate Proposed Alignments in Noise Model and Evaluate | 20-Sep-15 | 08-Aug-15
D-NE-0300 | Develop Draft Noise Abatement Design Report (NADR) and Submit | 07-Aug-15 | 03-Sep-15
D-NE-0400 | VDOT & Others Review and Comment | 24-Sep-15 | 25-Sep-15
D-NE-0500 | Address Comments and Submit Final NADR and Model | 25-Sep-15 | 08-Oct-15
D-NE-0700 | Prepare and Mail Letters to Benefitted Receptors | 03-Oct-15 | 03-Oct-15
D-NE-0800 | Complete Citizen Survey - VDOT Issues Second Concurrence Letter | 02-Nov-15 | 06-Jan-16
D-NE-0900 | Final Submission with Certification from Noise Consultant | 07-Jan-16 | 07-Jan-16

### Geotechnical Engineering & Subsurface Investigations

D-GD-0100 | Complete Boring Location Plan | 10-Jul-15 | 07-Jul-15
D-GD-0300 | Complete Subsurface Investigations | 08-Jul-15 | 28-Jul-15
D-GD-0600 | Boring Logs and Lab Work | 09-Oct-15 | 02-Sep-15

### Geotechnical Engineering - Analysis & Reports

D-GD-1300 | Geotech Design & Submit-Pedestrian Overpass Structure | 13-Aug-15 | 10-Sep-15

### Environmental & Permit

D-EV-0200 | Prepare Property Owner Letters (POL) for Environmental Surveys | 29-Jan-15 | 29-Jan-15

---

**Note:** The table above represents a summary of activities and their timelines, organized by category (Noise Evaluation, Geotechnical Engineering, etc.). Each entry includes the activity ID, activity name, original duration, start date, and finish date. The table is structured to provide a clear overview of the project's timeline and responsibilities.
**Route 7 Widening Bridge Rehab over Dulles Toll Rd**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Start Date</th>
<th>Original Duration</th>
<th>Finish Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-EV-0020</td>
<td>Adastra Inventory Report (Bridge)</td>
<td>22-Jul-15</td>
<td>10</td>
<td>04-Aug-15</td>
</tr>
<tr>
<td>D-EV-0040</td>
<td>Field Verification Determination - No Wetlands</td>
<td>30-Jun-15</td>
<td>5</td>
<td>07-Jul-15</td>
</tr>
<tr>
<td>D-EV-0050</td>
<td>Notify VDOT of Determination that No Water Quality Permits Required</td>
<td>15-Jul-15</td>
<td>5</td>
<td>20-Jul-15</td>
</tr>
<tr>
<td>D-EV-0055</td>
<td>Submit SWPPP and Submit VA SWPPP Permit Application - Phase 1</td>
<td>20-Aug-15</td>
<td>15</td>
<td>04-Sep-15</td>
</tr>
<tr>
<td>D-EV-0060</td>
<td>Develop Modified SWPPP and Submit VA Storm Water Management Permit Application</td>
<td>05-Jan-16</td>
<td>15</td>
<td>05-Feb-16</td>
</tr>
<tr>
<td>D-EV-0065</td>
<td>VDOT Review &amp; DEG issues VSPMP - Phase 1: Host Point- Constr. Begins</td>
<td>02-Nov-15</td>
<td>90</td>
<td>09-Jan-16</td>
</tr>
<tr>
<td>D-EV-0070</td>
<td>VDOT Review &amp; DEG issues VSPMP Host Point</td>
<td>09-Jan-16</td>
<td>15</td>
<td>04-Feb-16</td>
</tr>
<tr>
<td>D-RD-1040</td>
<td>Horizontal and Vertical Geometry, SE, Typical Sections</td>
<td>30-Sep-15</td>
<td>60</td>
<td>27-Oct-15</td>
</tr>
<tr>
<td>D-RD-1045</td>
<td>Cross Sections and Limits of Disturbance</td>
<td>30-Sep-15</td>
<td>45</td>
<td>21-Oct-15</td>
</tr>
<tr>
<td>D-RD-1090</td>
<td>Address Preliminary Review Comments and Submit Final Roadway Plans</td>
<td>15-Dec-15</td>
<td>15</td>
<td>01-Jan-16</td>
</tr>
<tr>
<td>D-RD-1100</td>
<td>VDOT &amp; Others Review Final Roadway Plans</td>
<td>01-Jan-16</td>
<td>15</td>
<td>15-Jan-16</td>
</tr>
<tr>
<td>D-RD-1110</td>
<td>WMATA Review Final Roadway Plans</td>
<td>15-Jan-16</td>
<td>15</td>
<td>15-Feb-16</td>
</tr>
<tr>
<td>D-RD-1120</td>
<td>Address Final Review Comments and Receive VDOT Approval on RFC Roadway Plans</td>
<td>29-Jan-16</td>
<td>30</td>
<td>17-Feb-16</td>
</tr>
<tr>
<td>D-SB-0010</td>
<td>Perform Substructure Inspection &amp; Submit List of Repairs &amp; Repair Program</td>
<td>30-Jun-15</td>
<td>20</td>
<td>26-Jul-15</td>
</tr>
<tr>
<td>D-SB-0030</td>
<td>Develop Stage I (T&amp;S) Preliminary Bridge Design, including Stages of Construction &amp; Submit</td>
<td>22-Jun-15</td>
<td>15</td>
<td>21-Jul-15</td>
</tr>
<tr>
<td>D-SB-0035</td>
<td>Submit Span Arrangement &amp; Pier Layout Package to VDOT &amp; Others for Review &amp; Approve</td>
<td>21-Jul-15</td>
<td>15</td>
<td>15-Aug-15</td>
</tr>
<tr>
<td>D-SB-0040</td>
<td>Receive VDOT &amp; Others Review Comments and Approval to Advance to Stage II Final Design</td>
<td>13-Jul-15</td>
<td>25</td>
<td>18-Aug-15</td>
</tr>
<tr>
<td>D-SB-0050</td>
<td>Development &amp; Submit Demolition &amp; Erection Plans</td>
<td>15-Aug-15</td>
<td>25</td>
<td>18-Sep-15</td>
</tr>
<tr>
<td>D-SB-0080</td>
<td>VDOT &amp; Others Review Stage II Final Bridge Design</td>
<td>05-Nov-15</td>
<td>15</td>
<td>20-Nov-15</td>
</tr>
<tr>
<td>D-SB-0090</td>
<td>Released for Construction (RFC) Bridge Design Approved</td>
<td>03-Nov-15</td>
<td>40</td>
<td>04-Dec-15</td>
</tr>
<tr>
<td>D-SB-1015</td>
<td>Submit Roadway Part C Data Within 90 days of VDOT Approval of Construction Plans</td>
<td>03-Mar-16</td>
<td>15</td>
<td>15-Mar-16</td>
</tr>
<tr>
<td>D-SB-1020</td>
<td>Release Final, Asbuilt Load Rating Report For Each New Structure</td>
<td>01-Sep-17</td>
<td>15</td>
<td>01-Sep-17</td>
</tr>
<tr>
<td>D-SB-1030</td>
<td>Develop Stage I (T&amp;S) Preliminary Retaining Wall Design &amp; Submit</td>
<td>29-Sep-15</td>
<td>20</td>
<td>29-Oct-15</td>
</tr>
<tr>
<td>D-SB-1040</td>
<td>Receive VDOT &amp; Others Review Comments and Approval to Advance to Stage II Final Design</td>
<td>21-Sep-15</td>
<td>25</td>
<td>16-Oct-15</td>
</tr>
<tr>
<td>D-SB-1050</td>
<td>Develop Stage II Final Retaining Wall Design &amp; Submit</td>
<td>02-Oct-15</td>
<td>25</td>
<td>16-Oct-15</td>
</tr>
<tr>
<td>D-TE-0010</td>
<td>Develop Existing Sign Inventory Plan</td>
<td>22-Sep-15</td>
<td>20</td>
<td>07-Oct-15</td>
</tr>
<tr>
<td>D-TE-0020</td>
<td>Develop Photometric Lighting Analysis and Calculations and Submit to VDOT</td>
<td>22-Sep-15</td>
<td>15</td>
<td>29-Oct-15</td>
</tr>
<tr>
<td>D-TE-0070</td>
<td>Address Preliminary Review Comments, Submit Final Signage, Pavement Marking, Lighting</td>
<td>15-Dec-15</td>
<td>15</td>
<td>08-Dec-15</td>
</tr>
<tr>
<td>D-TE-0080</td>
<td>VDOT &amp; Others Review Final Signage, Pavement Marking, Lighting, Signal Design, ITS, MOT Plans and Draft TMP Plans</td>
<td>30-Dec-15</td>
<td>15</td>
<td>15-Jan-16</td>
</tr>
</tbody>
</table>
### Route 7 Widening Bridge Rehab over Dulles Toll Rd

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Start</th>
<th>Original Duration</th>
<th>Original Finish</th>
<th>Milestone Page 6 of 10</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-B-0150</td>
<td>Abut B: Excavate (Install SOE &amp; Excavate): Phase I - WB</td>
<td>1-B-0160</td>
<td>Abut B: Piling Phase I - WB</td>
<td>1-B-0170</td>
<td>Abut B Form &amp; Pour: Phase I - WB</td>
</tr>
<tr>
<td>1-B-0180</td>
<td>Abut B: Seat: Form &amp; Pour: Phase I - WB</td>
<td>1-B-0190</td>
<td>Abut B: Backfill &amp; Wirewall: Phase I - WB</td>
<td>1-B-0200</td>
<td>Abut B: Form &amp; Pour: Phase I - WB</td>
</tr>
<tr>
<td>1-B-0210</td>
<td>Girders Phase I - WB</td>
<td>1-B-0220</td>
<td>Install Falsedeck: Phase I - WB</td>
<td>1-B-0230</td>
<td>Underbridge Utilities Phase I - WB</td>
</tr>
<tr>
<td>1-B-0240</td>
<td>Deck S/S: Phase I - WB</td>
<td>1-B-0250</td>
<td>Girders Studs Phase I - WB</td>
<td>1-B-0260</td>
<td>Overhang Phase I - WB</td>
</tr>
<tr>
<td>1-B-0270</td>
<td>Roller Phase I - WB</td>
<td>1-B-0280</td>
<td>Dry Run Phase I - WB</td>
<td>1-B-0290</td>
<td>Pour Deck (assume 2 pours): Phase I - WB</td>
</tr>
<tr>
<td>1-B-0300</td>
<td>Deck Cure &amp; Strip: Overhangs Phase I - WB</td>
<td>1-B-0310</td>
<td>Sleeper Pad Abut A: Forming Phase I - WB</td>
<td>1-B-0320</td>
<td>Sleeper Pad Abut B: Forming Phase I - WB</td>
</tr>
<tr>
<td>1-B-0330</td>
<td>Sleeper Pad Abut B: Forming Phase I - WB</td>
<td>1-B-0340</td>
<td>Sleeper Pad Abut B: Stem: Phase I - WB</td>
<td>1-B-0350</td>
<td>Approach Slab: Abut A: Phase I - WB</td>
</tr>
<tr>
<td>1-B-0360</td>
<td>Approach Slab: Abut B: Phase I - WB</td>
<td>1-B-0370</td>
<td>Pavement Slab (Up to Abut A &amp; Abut B Sleeper): Phase I - WB</td>
<td>1-B-0380</td>
<td>Parapet (2 runs @ Shared Use Path): Phase I - WB</td>
</tr>
<tr>
<td>Activity ID</td>
<td>Activity Name</td>
<td>Original Start Date</td>
<td>Original Duration</td>
<td>Original Finish Date</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------</td>
<td></td>
</tr>
<tr>
<td>1-B-0420</td>
<td>Traffic Switch: Route 7 WB onto Phase I, Route 7 EB to Existing WB</td>
<td>13-Jun-16</td>
<td>2</td>
<td>14-Jun-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0010</td>
<td>Roadway Drainage: Phase II - EB</td>
<td>07-Jul-16</td>
<td>40</td>
<td>31-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0020</td>
<td>Curb &amp; Gutter &amp; Raised Median: Phase II - EB</td>
<td>11-Sep-16</td>
<td>20</td>
<td>29-Sep-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0030</td>
<td>Grate &amp; Pav: Phase II - EB</td>
<td>25-Sep-16</td>
<td>50</td>
<td>14-Dec-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0040</td>
<td>Roadway Striping / Marking: Phase II - EB</td>
<td>15-Dec-16</td>
<td>10</td>
<td>15-Jan-17</td>
<td></td>
</tr>
<tr>
<td>2-B-0050</td>
<td>Abut A: Form &amp; Pour: Phase II - EB</td>
<td>07-Jul-16</td>
<td>5</td>
<td>02-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0060</td>
<td>Abut A: Seat &amp; Form &amp; Pour: Phase II - EB</td>
<td>03-Aug-16</td>
<td>5</td>
<td>09-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0070</td>
<td>Abut A: Backfill &amp; Wier: Phase II - EB</td>
<td>22-Sep-16</td>
<td>8</td>
<td>03-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0090</td>
<td>Pier 1: Pier Wall Extension: Form &amp; Pour: Phase II - EB</td>
<td>15-Jul-16</td>
<td>8</td>
<td>26-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0100</td>
<td>Pier 1: Existing Substructure Retrofit/Repair: Phase II - EB</td>
<td>07-Jul-16</td>
<td>12</td>
<td>22-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0110</td>
<td>Pier 2: Pier Extension: Shaft (4ea): Phase II - EB</td>
<td>02-Aug-16</td>
<td>6</td>
<td>22-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0120</td>
<td>Pier 2: Pier Wall Extension: Form &amp; Pour: Phase II - EB</td>
<td>03-Aug-16</td>
<td>8</td>
<td>22-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0130</td>
<td>Pier 2: Existing Substructure Retrofit/Repair: Phase II - EB</td>
<td>15-Aug-16</td>
<td>12</td>
<td>01-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0140</td>
<td>Pier 3: Pier Extension: Shaft (4ea): Phase II - EB</td>
<td>02-Aug-16</td>
<td>6</td>
<td>22-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0150</td>
<td>Pier 3: Pier Wall Extension: Form &amp; Pour: Phase II - EB</td>
<td>03-Aug-16</td>
<td>8</td>
<td>22-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0160</td>
<td>Pier 3: Existing Substructure Retrofit/Repair: Phase II - EB</td>
<td>02-Aug-16</td>
<td>12</td>
<td>17-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0170</td>
<td>Pier 4: Pier Extension: Shaft (4ea): Phase II - EB</td>
<td>02-Aug-16</td>
<td>6</td>
<td>17-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0180</td>
<td>Pier 4: Pier Wall Extension: Form &amp; Pour: Phase II - EB</td>
<td>03-Aug-16</td>
<td>8</td>
<td>17-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0190</td>
<td>Pier 4: Existing Substructure Retrofit/Repair: Phase II - EB</td>
<td>02-Aug-16</td>
<td>12</td>
<td>25-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0200</td>
<td>Pier 5: Pier Extension: Shaft (4ea): Phase II - EB</td>
<td>02-Aug-16</td>
<td>6</td>
<td>25-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0210</td>
<td>Pier 5: Pier Wall Extension: Form &amp; Pour: Phase II - EB</td>
<td>03-Aug-16</td>
<td>8</td>
<td>25-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0220</td>
<td>Pier 5: Existing Substructure Retrofit/Repair: Phase II - EB</td>
<td>02-Aug-16</td>
<td>12</td>
<td>25-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0230</td>
<td>Abut B: Form &amp; Pour: Phase II - EB</td>
<td>02-Aug-16</td>
<td>5</td>
<td>01-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0240</td>
<td>Abut B: Excavate (Initial SOE &amp; Excavate): Phase II - EB</td>
<td>02-Aug-16</td>
<td>3</td>
<td>04-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0250</td>
<td>Abut B: Form &amp; Pour: Phase II - EB</td>
<td>02-Aug-16</td>
<td>3</td>
<td>16-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0260</td>
<td>Abut B: Excavate (Initial SOE &amp; Excavate): Phase II - EB</td>
<td>02-Aug-16</td>
<td>5</td>
<td>20-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0270</td>
<td>Abut B: Backfill &amp; Wier: Phase II - EB</td>
<td>04-Oct-16</td>
<td>8</td>
<td>13-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0280</td>
<td>Abut B: Backfill &amp; Wier: Phase II - EB</td>
<td>04-Oct-16</td>
<td>5</td>
<td>20-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0290</td>
<td>Abutment A Wall: Install Posts: Phase II - EB</td>
<td>15-Aug-16</td>
<td>5</td>
<td>21-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0300</td>
<td>Abutment A Wall: Excavate &amp; Install Panels: Phase II - EB</td>
<td>10-Jul-16</td>
<td>10</td>
<td>04-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0310</td>
<td>Abutment A Wall: Excavate &amp; Install Panels: Phase II - EB</td>
<td>05-Aug-16</td>
<td>5</td>
<td>11-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0320</td>
<td>Abutment A Wall: Excavate &amp; Install Panels: Phase II - EB</td>
<td>12-Aug-16</td>
<td>10</td>
<td>25-Aug-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0330</td>
<td>Sidewalks: Phase II - EB</td>
<td>15-Aug-16</td>
<td>15</td>
<td>29-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0340</td>
<td>Sidewalks: Phase II - EB</td>
<td>15-Aug-16</td>
<td>10</td>
<td>06-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0350</td>
<td>Abutment A Wall: Excavate &amp; Install Panels: Phase II - EB</td>
<td>15-Aug-16</td>
<td>10</td>
<td>10-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0360</td>
<td>Abutment A Wall: Excavate &amp; Install Panels: Phase II - EB</td>
<td>15-Aug-16</td>
<td>10</td>
<td>10-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0370</td>
<td>Abutment A Wall: Excavate &amp; Install Panels: Phase II - EB</td>
<td>15-Aug-16</td>
<td>10</td>
<td>10-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0380</td>
<td>Abutment A Wall: Excavate &amp; Install Panels: Phase II - EB</td>
<td>15-Aug-16</td>
<td>10</td>
<td>10-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0390</td>
<td>Sidewalks: Phase II - EB</td>
<td>15-Aug-16</td>
<td>15</td>
<td>29-Jul-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0400</td>
<td>Sidewalks: Phase II - EB</td>
<td>15-Aug-16</td>
<td>10</td>
<td>06-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0410</td>
<td>Sidewalks: Phase II - EB</td>
<td>15-Aug-16</td>
<td>10</td>
<td>10-Oct-16</td>
<td></td>
</tr>
<tr>
<td>2-B-0420</td>
<td>Sidewalks: Phase II - EB</td>
<td>15-Aug-16</td>
<td>10</td>
<td>10-Oct-16</td>
<td></td>
</tr>
</tbody>
</table>

Remaining Level of Effort: Remaining Work: Critical Remaining Work: Milestone
### Route 7 Widening Bridge Rehab over Dulles Toll Rd

#### Phase III - Westbound Lanes

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-B-0320</td>
<td>Roadway Drainage: Phase II - WB</td>
<td>40</td>
<td>14-Mar-17</td>
<td>08-May-17</td>
</tr>
<tr>
<td>3-B-0320</td>
<td>Curb &amp; Gutter &amp; Raised Medians: Phase II - WB</td>
<td>20</td>
<td>30-Apr-17</td>
<td>06-Jun-17</td>
</tr>
<tr>
<td>3-B-0330</td>
<td>Grade &amp; Pave: Phase III - WB</td>
<td>50</td>
<td>07-Jun-17</td>
<td>16-Aug-17</td>
</tr>
<tr>
<td>3-B-0340</td>
<td>Roadway Striping &amp; Marking: Phase III - WB</td>
<td>10</td>
<td>17-Aug-17</td>
<td>30-Aug-17</td>
</tr>
<tr>
<td>3-B-0350</td>
<td>Demo Existing Route 7 WB: Phase III - WB</td>
<td>20</td>
<td>04-Feb-17</td>
<td>13-Mar-17</td>
</tr>
</tbody>
</table>

#### Substructure

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-B-0320</td>
<td>Abut A: Excavate: Phase II - WB</td>
<td>3</td>
<td>14-Mar-17</td>
<td>16-Mar-17</td>
</tr>
<tr>
<td>3-B-0330</td>
<td>Abut A: Piling Phase II - WB</td>
<td>24</td>
<td>24-Mar-17</td>
<td>26-Mar-17</td>
</tr>
<tr>
<td>3-B-0340</td>
<td>Abut A: Pile Form &amp; Pour: Phase III - WB</td>
<td>5</td>
<td>29-Mar-17</td>
<td>04-Apr-17</td>
</tr>
<tr>
<td>3-B-0350</td>
<td>Abut A: Seat: Form &amp; Pour: Phase II - WB</td>
<td>15</td>
<td>15-Apr-17</td>
<td>21-Apr-17</td>
</tr>
<tr>
<td>3-B-0360</td>
<td>Abut A: Backwall: Form: Phase II - WB</td>
<td>8</td>
<td>14-Apr-17</td>
<td>25-May-17</td>
</tr>
<tr>
<td>3-B-0370</td>
<td>Abut A: Backfill: Phase III - WB</td>
<td>5</td>
<td>25-May-17</td>
<td>02-Jun-17</td>
</tr>
<tr>
<td>3-B-0380</td>
<td>Pier 1: Pile Drilled Shafts (4ea): Phase III - WB</td>
<td>6</td>
<td>14-May-17</td>
<td>21-May-17</td>
</tr>
<tr>
<td>3-B-0390</td>
<td>Pier 1: Columns (4ea): Phase II - WB</td>
<td>5</td>
<td>22-May-17</td>
<td>28-May-17</td>
</tr>
<tr>
<td>3-B-0400</td>
<td>Pier 2: Pile Drilled Shafts: Phase III - WB</td>
<td>6</td>
<td>15-May-17</td>
<td>21-May-17</td>
</tr>
<tr>
<td>3-B-0410</td>
<td>Pier 2: Pile Drilled Shafts (4ea): Phase II - WB</td>
<td>5</td>
<td>22-May-17</td>
<td>28-May-17</td>
</tr>
<tr>
<td>3-B-0420</td>
<td>Pier 2: Pile Drilled Shafts: Phase III - WB</td>
<td>6</td>
<td>15-May-17</td>
<td>21-May-17</td>
</tr>
<tr>
<td>3-B-0430</td>
<td>Pier 2: Columns (4ea): Phase II - WB</td>
<td>5</td>
<td>22-May-17</td>
<td>28-May-17</td>
</tr>
<tr>
<td>3-B-0440</td>
<td>Pier 2: Pile Drilled Shafts: Phase III - WB</td>
<td>6</td>
<td>15-May-17</td>
<td>21-May-17</td>
</tr>
<tr>
<td>3-B-0450</td>
<td>Pier 2: Columns (4ea): Phase II - WB</td>
<td>5</td>
<td>22-May-17</td>
<td>28-May-17</td>
</tr>
</tbody>
</table>

#### Abutment Walls (post-n-panel)

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-B-0410</td>
<td>Abutment A: Wall Installs Panel: Phase III - WB</td>
<td>5</td>
<td>17-Mar-17</td>
<td>23-Mar-17</td>
</tr>
<tr>
<td>3-B-0420</td>
<td>Abutment B: Wall Installs Panel: Phase III - WB</td>
<td>10</td>
<td>24-Mar-17</td>
<td>06-Apr-17</td>
</tr>
<tr>
<td>3-B-0430</td>
<td>Abutment B: Wall Installs Panel: Phase III - WB</td>
<td>5</td>
<td>30-Mar-17</td>
<td>05-Apr-17</td>
</tr>
</tbody>
</table>
### Route 7 Widening Bridge Rehab over Dulles Toll Rd

**Activity ID**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-B-0440</td>
<td>Abutment B Wall:Excavate &amp; Install Panels Phase III - WB</td>
<td>10-Mar-16</td>
<td>15-Apr-17</td>
</tr>
<tr>
<td>3-B-0420</td>
<td>Girders: Phase III - WB</td>
<td>15-Apr-17</td>
<td>15-May-17</td>
</tr>
<tr>
<td>3-B-0210</td>
<td>Install Falsedeck: Phase II - WB</td>
<td>8-May-17</td>
<td>16-May-17</td>
</tr>
<tr>
<td>3-B-0220</td>
<td>Underride Utilities: Phase II - WB</td>
<td>10-May-17</td>
<td>31-May-17</td>
</tr>
<tr>
<td>3-B-0230</td>
<td>Deck S/S: Phase III - WB</td>
<td>12-May-17</td>
<td>12-Jun-17</td>
</tr>
<tr>
<td>3-B-0240</td>
<td>Girders: Phase II - WB</td>
<td>8-Jun-17</td>
<td>13-Jun-17</td>
</tr>
<tr>
<td>3-B-0250</td>
<td>Overhang: Phase III - WB</td>
<td>12-Jun-17</td>
<td>18-Jun-17</td>
</tr>
<tr>
<td>3-B-0260</td>
<td>Ramps: Phase III - WB</td>
<td>12-Jun-17</td>
<td>29-Jun-17</td>
</tr>
<tr>
<td>3-B-0270</td>
<td>Dry Run: Phase III - WB</td>
<td>3-Jun-17</td>
<td>7-Jun-17</td>
</tr>
<tr>
<td>3-B-0280</td>
<td>Pour Deck (Assume 2 jobs): Phase III - WB</td>
<td>6-Jun-17</td>
<td>13-Jun-17</td>
</tr>
<tr>
<td>3-B-0290</td>
<td>Deck Cure &amp; Strip Overhangs: Phase III - WB</td>
<td>20-Jun-17</td>
<td>31-Jul-17</td>
</tr>
<tr>
<td>3-B-0300</td>
<td>Sleeper Pad Abt A: Footing: Phase III - WB</td>
<td>3-Jul-17</td>
<td>18-Jul-17</td>
</tr>
<tr>
<td>3-B-0310</td>
<td>Sleeper Pad Abt A: Stem: Phase III - WB</td>
<td>4-Jul-17</td>
<td>24-Jul-17</td>
</tr>
<tr>
<td>3-B-0320</td>
<td>Sleeper Pad Abt B: Footing: Phase III - WB</td>
<td>3-Jul-17</td>
<td>27-Jul-17</td>
</tr>
<tr>
<td>3-B-0330</td>
<td>Sleeper Pad Abt B: Stem: Phase III - WB</td>
<td>28-Jul-17</td>
<td>31-Jul-17</td>
</tr>
<tr>
<td>3-B-0340</td>
<td>Approach Slab &amp; Abt A: Phase III - WB</td>
<td>5-Aug-17</td>
<td>31-Aug-17</td>
</tr>
<tr>
<td>3-B-0350</td>
<td>Approach Slab &amp; Abt B: Phase III - WB</td>
<td>5-Aug-17</td>
<td>9-Aug-17</td>
</tr>
<tr>
<td>3-B-0380</td>
<td>Paving Plugs (Up to Abt A &amp; Abt B Sleeper): Phase III - WB</td>
<td>5-Aug-17</td>
<td>16-Aug-17</td>
</tr>
<tr>
<td>3-B-0370</td>
<td>Raised Median: Phase III - WB</td>
<td>4-Aug-17</td>
<td>22-Aug-17</td>
</tr>
<tr>
<td>3-B-0380</td>
<td>Deck Grooving: Phase III - WB</td>
<td>4-Aug-17</td>
<td>31-Aug-17</td>
</tr>
<tr>
<td>3-B-0390</td>
<td>Stripping (Finish): Phase III - WB</td>
<td>3-Aug-17</td>
<td>30-Aug-17</td>
</tr>
<tr>
<td>3-B-0400</td>
<td>Traffic Switch: Route 7 WB final alignment onto Phase III</td>
<td>31-Aug-17</td>
<td>31-Aug-17</td>
</tr>
</tbody>
</table>

**Shared Use Path**

### Northwest Quadrant

#### Ramp T Tunnel

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-NW-0010</td>
<td>Temp Ramp Alignment</td>
<td>15-Feb-16</td>
<td>9-Mar-16</td>
</tr>
<tr>
<td>S-NW-0020</td>
<td>Switch Traffic to Temp Alignment</td>
<td>1-Mar-16</td>
<td>10-Mar-16</td>
</tr>
<tr>
<td>S-NW-0030</td>
<td>Install Shoring next to Temp Ramp Alignment</td>
<td>3-Mar-16</td>
<td>15-Mar-16</td>
</tr>
<tr>
<td>S-NW-0040</td>
<td>Excavate for Ped Tunnel (Install SOE &amp; Excavate)</td>
<td>16-Mar-16</td>
<td>22-Mar-16</td>
</tr>
<tr>
<td>S-NW-0050</td>
<td>Install Precast boxes and Arch Facades</td>
<td>3-Mar-16</td>
<td>29-Mar-16</td>
</tr>
<tr>
<td>S-NW-0060</td>
<td>Backfill Ped Tunnel &amp; Retaining Wall (straps)</td>
<td>5-Mar-16</td>
<td>5-Apr-16</td>
</tr>
<tr>
<td>S-NW-0070</td>
<td>Pave over Tunnel</td>
<td>5-Apr-16</td>
<td>12-Apr-16</td>
</tr>
<tr>
<td>S-NW-0080</td>
<td>Switch Traffic to Perm Alignment</td>
<td>1-Apr-16</td>
<td>13-Apr-16</td>
</tr>
</tbody>
</table>

#### Ramp H Tunnel

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-NW-0090</td>
<td>Temp Ramp Alignment</td>
<td>15-Apr-16</td>
<td>4-May-16</td>
</tr>
<tr>
<td>S-NW-0100</td>
<td>Switch Traffic to Temp Alignment</td>
<td>1-May-16</td>
<td>5-May-16</td>
</tr>
<tr>
<td>S-NW-0110</td>
<td>Install Shoring next to Temp Ramp Alignment</td>
<td>3-May-16</td>
<td>10-May-16</td>
</tr>
<tr>
<td>S-NW-0120</td>
<td>Excavate for Ped Tunnel (Install SOE &amp; Excavate)</td>
<td>11-May-16</td>
<td>17-May-16</td>
</tr>
<tr>
<td>S-NW-0130</td>
<td>Install Precast boxes and Arch Facades</td>
<td>11-May-16</td>
<td>24-May-16</td>
</tr>
<tr>
<td>S-NW-0140</td>
<td>Backfill Ped Tunnel &amp; Retaining Wall (straps)</td>
<td>5-May-16</td>
<td>1-Jun-16</td>
</tr>
<tr>
<td>S-NW-0150</td>
<td>Pave over Tunnel</td>
<td>5-Jun-16</td>
<td>8-Jun-16</td>
</tr>
<tr>
<td>S-NW-0160</td>
<td>Switch Traffic to Perm Alignment</td>
<td>9-Jun-16</td>
<td>9-Jun-16</td>
</tr>
</tbody>
</table>

#### Ramp F Tunnel

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-NF-0170</td>
<td>Temp Ramp Alignment</td>
<td>15-Jun-16</td>
<td>30-Jun-16</td>
</tr>
<tr>
<td>S-NF-0180</td>
<td>Switch Traffic to Temp Alignment</td>
<td>1-Jun-16</td>
<td>1-Jun-16</td>
</tr>
<tr>
<td>S-NF-0190</td>
<td>Install Shoring next to Temp Ramp Alignment</td>
<td>3-Jun-16</td>
<td>7-Jun-16</td>
</tr>
<tr>
<td>S-NF-0200</td>
<td>Excavate for Ped Tunnel (Install SOE &amp; Excavate)</td>
<td>3-Jun-16</td>
<td>14-Jun-16</td>
</tr>
<tr>
<td>S-NF-0210</td>
<td>Install Precast boxes and Arch Facades</td>
<td>15-Jun-16</td>
<td>21-Jun-16</td>
</tr>
<tr>
<td>Activity ID</td>
<td>Activity Name</td>
<td>Original Duration</td>
<td>Start</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------------------------------------------------</td>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>S-NW-0220</td>
<td>Backfill Ped Tunnel &amp; Retaining Wall (straps)</td>
<td>5</td>
<td>22-Jul-16</td>
</tr>
<tr>
<td>S-NW-0230</td>
<td>Pave over Tunnel</td>
<td>5</td>
<td>29-Jul-16</td>
</tr>
<tr>
<td>S-NW-0240</td>
<td>Switch Traffic to Perm Alignment</td>
<td>1</td>
<td>05-Aug-16</td>
</tr>
<tr>
<td>S-NW-0250</td>
<td>Grade and Asphalt (west of Ramp I)</td>
<td>15</td>
<td>08-Aug-16</td>
</tr>
<tr>
<td>S-NW-0260</td>
<td>Grade and Asphalt (east of Ramp F)</td>
<td>15</td>
<td>29-Aug-16</td>
</tr>
<tr>
<td>S-NW-0270</td>
<td>Grade and Asphalt (between Ramp I &amp; Ramp H)</td>
<td>10</td>
<td>20-Sep-16</td>
</tr>
<tr>
<td>S-NW-0280</td>
<td>Grade and Asphalt (between Ramp H &amp; Ramp F)</td>
<td>10</td>
<td>04-Oct-16</td>
</tr>
</tbody>
</table>

**Northeast Quadrant**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-NE-0010</td>
<td>Open Cut, Install Precast Tunnel Under Ramp B &amp; C, Pave (Weekend Closure)</td>
<td>2</td>
<td>20-Mar-16</td>
<td>27-Mar-16</td>
</tr>
<tr>
<td>S-NE-0020</td>
<td>Drive Piles for &quot;Wall Valley&quot;</td>
<td>10</td>
<td>28-Mar-16</td>
<td>04-Apr-16</td>
</tr>
<tr>
<td>S-NE-0030</td>
<td>excavate, lag, netback &quot;Wall Valley&quot;</td>
<td>20</td>
<td>11-Apr-16</td>
<td>06-May-16</td>
</tr>
<tr>
<td>S-NE-0040</td>
<td>CIP Fascia &quot;Wall Valley&quot;</td>
<td>20</td>
<td>19-May-16</td>
<td>06-Jun-16</td>
</tr>
<tr>
<td>S-NE-0050</td>
<td>Grade and Asphalt (west of Ramp C)</td>
<td>15</td>
<td>28-Mar-16</td>
<td>15-Apr-16</td>
</tr>
<tr>
<td>S-NE-0060</td>
<td>Grade and Asphalt (east of Ramp B)</td>
<td>10</td>
<td>07-Jun-16</td>
<td>20-Jun-16</td>
</tr>
</tbody>
</table>

**Southwest Quadrant**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-SW-0010</td>
<td>Install Ped Signal Poles Jarret Valley Drive &amp; Ramp G</td>
<td>10</td>
<td>18-Oct-16</td>
<td>31-Oct-16</td>
</tr>
<tr>
<td>S-SW-0020</td>
<td>Testing / Integration of Signal</td>
<td>10</td>
<td>17-Nov-16</td>
<td>15-Nov-16</td>
</tr>
<tr>
<td>S-SW-0030</td>
<td>Grade and Asphalt (west of Jarret Valley Drive)</td>
<td>8</td>
<td>16-Nov-16</td>
<td>28-Nov-16</td>
</tr>
<tr>
<td>S-SW-0040</td>
<td>Grade and Asphalt (between Jarret Valley Drive &amp; Ramp G)</td>
<td>8</td>
<td>29-Nov-16</td>
<td>12-Dec-16</td>
</tr>
<tr>
<td>S-SW-0050</td>
<td>Grade and Asphalt (east of Ramp G)</td>
<td>5</td>
<td>13-Dec-16</td>
<td>22-Dec-16</td>
</tr>
</tbody>
</table>

**Southeast Quadrant**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-SE-0010</td>
<td>Pedestrian Bridge</td>
<td>100</td>
<td>26-Jan-17</td>
<td>26-Jun-17</td>
</tr>
</tbody>
</table>

**On-grade Asphalt Path**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-SE-0020</td>
<td>Grade and Asphalt (west of Pedestrian Bridge)</td>
<td>12</td>
<td>27-Jul-17</td>
<td>13-Jul-17</td>
</tr>
<tr>
<td>S-SE-0030</td>
<td>Grade and Asphalt (East of Pedestrian Bridge)</td>
<td>12</td>
<td>14-Jul-17</td>
<td>31-Jul-17</td>
</tr>
</tbody>
</table>

**Access Road**

<table>
<thead>
<tr>
<th>Activity ID</th>
<th>Activity Name</th>
<th>Original Duration</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-SE-0040</td>
<td>Grads &amp; Pave Radio Tower Entrance</td>
<td>20</td>
<td>23-Dec-16</td>
<td>03-Feb-17</td>
</tr>
</tbody>
</table>
ATTACHMENT 9.3.1
PROPOSAL PAYMENT AGREEMENT
ATTACHMENT 9.3.1

PROPOSAL PAYMENT AGREEMENT

THIS PROPOSAL PAYMENT AGREEMENT (this "Agreement") is made and entered into as of this ___ day of ________, 20__, by and between the Virginia Department of Transportation ("VDOT"), and ____________________ ("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 rights 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 Twenty Thousand and 00/100 Dollars ($20,000.00) ("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 willful 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 willful 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: __________________________

THE LANE CONSTRUCTION CORPORATION

By: ___________________________

Name: Richard A. McDonough

Title: Senior National Pursuits Manager
ATTACHMENT 11.8.6(a)
DEBARMENT FORM- PRIMARY COVERED TRANSACTIONS
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]
March 3, 2015
Sr. National Pursuit Manager
Title

The Lane Construction Corporation
Name of Firm
ATTACHMENT 11.8.6(b)
DEBARTMENT FORM- LOWER TIER COVERED TRANSACTIONS
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

3/5/15

Date

Vice President

Title

Johnson, Mirmiran & Thompson

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] February 10, 2015 [Date]
[Name of Firm]

[President] [Title]
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] February 10, 2015
Signature Date

President
Title

Specialized Engineering
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]  [Date]  [Title]

[Name of Firm]
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.

J. Christopher        3-2-16
Signature            Date

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

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] 2/5/15 [President]
[Date] [Title]

EEE Consulting, Inc.
Name of Firm
LETTER OF SUBMITTAL
AND ATTACHMENTS
VOLUME 2 - PLANS

ROUTE 7
WIDENING AND BRIDGE REHABILITATION
OVER DULLES TOLL ROAD
AND AIRPORT ACCESS HIGHWAY

STATE PROJECT NO.: 0007-029-T39, P101, R201, C501, B617, B618
FEDERAL PROJECT NO.: BR-5401 (738)
CONTRACT ID NO.: C00082135DB77

PREPARED FOR:

SUBMITTED BY:
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

TYPICAL SECTIONS

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

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Slope

Match Ex.

STA 521+00.00 to STA 527+20.00

2" Asphalt Concrete Mill & Overlay with Widening Pavement

STA 521+00.00 to STA 524+40.00

Ex. Pavement Match Ex. Slope

2% 3:1

St'd UD-4

STA 530+00.00 to STA 530+75.00 (Begin Bridge Approach Slab)

Grass Median

Varies

(2-42') Varies (14-30') (4-14')

Thru Lane

Striped Out Lane

L

B

WBL

EBL

L

B

Ex. WB Lanes

Mill & Overlay

Widening

Pavement

CG-7

Prop.

Ex. EB Lanes

Mill & Overlay *

Buffer

Prop.

Use Path

Prop. Shared

Ex. CG-6

10'

2.5'

4'

Ramp Deceleration Lane

STA 521+00.00 to STA 524+40.00

Ex. Pavement Match Ex. Slope

2% 3:1

St'd UD-4

(0-8')

Varies

12'

12'

12'

12'

12'

12'

Thru Lane

Thru Lane

Thru Lane

Thru Lane

Thru/Exit Lane

L

B

WBL

EBL

L

B

Construction Route 7

L

B

EBL

L

12'

12'

12'

12'

12'

12'

Left Turn Lane

Thru Lane

Striped Out Lane

12'

12'

12'

12'

12'

12'

Lane Right Exit

2.5'

42' & Var.

2.5'

8'

(0-33')

Varies

(2-42') Varies (14-30') (4-14')

Left Turn Lane

Thru Lane

Thru Lane

Thru Lane

Thru/Exit Lane

L

B

WBL

EBL

L

B

Construction Route 7

L

B

EBL

L

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%

3:1

2%

2%

2%
Typical Sections

Ramps and Shared Use Paths

**Notes:**
1. St’d. UD-2 shall be placed under raised grass shoulders.
2. St’d. UD-4 underdrains shall be placed under curb/curb & gutter on low side of roadway for mainline and ramps.
3. All paved shoulders shall have mainline grass medians.
4. SHARED USE PATH IN CUT (SEE NOTE 4)
5. SHARED USE PATH IN FILL (SEE NOTE 4)

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.

**Legend**
- **Proposed pavement milling and overlay**
- **Proposed full-depth pavement**
- **Denotes of permanent**

Note: Figures in brackets and dot-dashed lines indicate preliminary comments.

Remove Existing Shared Use Path

Tie to existing asphalt path

**Project**

Leesburg Pike (Route 7) - WBL

Leesburg Pike (Route 7) - EBL

**Surveys By, Date**

Woolpert, Inc. - January 22, 2013

Woolpert, Inc. - February 6, 2013

**Subsurface Utility By, Date**

Arifur Rahman, PE (703) 259-1940 (Nova District)

**Project Manager**

Woolpert, Inc.
THIS CLAUSB IS NOT VALID IN THIS DOCUMENT.

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.

**LEGEND**
- **E**: Easement Construction Details in Cut
- **F**: Easement Construction Details in Fill

**Note:** Figures in brackets and dot-dashed lines denote Permanent Easements.

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.

**REFERENCES**
- Profiles, Detail & Drainage
- Description Sheets, etc.

**CONCEPT 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.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.
ADDITIONAL EASEMENTS FOR UTILITY RELocations MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.
CONCEPT PLANS

PROJECT NAME: PROPOSED FULL DEPTH PAVEMENT

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.

LEGEND

- Proposed Easement
- Existing Easement
- Utility Easement
- Proposed Full Depth Pavement
- Details, Construction Notes, etc.

REFERENCE:

1. PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.

DRAWN BY: LASHLEY

STATE MATERIAL

Leesburg Pike (Route 7)-WBL

Leesburg Pike (Route 7)-EBL

WESTWIND CENTER DRIVE 29000

LEESBURG PIKE (ROUTE 71)-WBL

LEESBURG PIKE (ROUTE 71)-EBL

FOR INFORMATION ONLY
### TYPICAL PIER MODIFICATION SECTION

**Existing pier**

- Top of pier cap/-bearing
- Existing pier
- Existing/Proposed ground

**Proposed pier**

- Top of pier cap/-bearing
- Proposed pier
- Proposed grade

**Legend:**

- Existing structure
- Proposed structure
- Completed structure

---

### TYPICAL NEW PIER SECTION

**Existing pier**

- Top of pier cap/-bearing
- Existing pier
- Existing/Proposed ground

**Proposed pier**

- Top of pier cap/-bearing
- Proposed pier
- Proposed grade

**Legend:**

- Existing structure
- Proposed structure
- Completed structure

---

### TYPICAL NEW PIER SECTION

**Existing pier**

- Top of pier cap/-bearing
- Existing pier
- Existing/Proposed ground

**Proposed pier**

- Top of pier cap/-bearing
- Proposed pier
- Proposed grade

**Legend:**

- Existing structure
- Proposed structure
- Completed structure

---

**Proposed grade**

- 4'-0" (WBL BRIDGE)
- 2'-0" (WBL BRIDGE)
- 2'-0" (WBL BRIDGE)

**Existing pier wall extension**

- Limit of pier

**Proposed pier**

- Proposed grade
- Drilled shaft

---

**Legend:**

- Existing structure
- Proposed structure
- Completed structure

---

**Scale:** 1" = 1'-0"