



## Response to Request for Proposals

### A Design-Build Project

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

To: Parks Avenue

Virginia Beach, Virginia

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

Federal Project No.: IM-264-6(105) & IM-5A03(574)

Contract ID Number: C00104331DB67

## Letter of Submittal

October 16, 2013



Prepared by: Curtis Contracting Inc.

In Association with: GAI Consultants, Inc.



**ATTACHMENT 4.0.1.1**

**I-264 Pavement Rehabilitation**

**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

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

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





**ATTACHMENT 3.5****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFP NO. C00104331DB67  
 PROJECT NO.: 0264-134-799, 0264-134-121, N501

**ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA**

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

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

1. Cover letter of RFP: July 30, 2013  
(Date)
2. Cover letter of Addendum #1: September 27, 2013  
(Date)
3. Cover letter of Addendum #2: October 4, 2013  
(Date)
4. Cover letter of Addendum #3: October 11, 2013  
(Date)

  
 \_\_\_\_\_  
 SIGNATURE

10/16/13  
 \_\_\_\_\_  
 DATE

Andrew R. Curtis Jr. President  
 \_\_\_\_\_  
 PRINTED NAME AND TITLE





## CURTIS CONTRACTING, INC.

Post Office Box 769  
West Point, Virginia 23181  
(804) 843-4633 / FAX: (804) 843-2545  
Website: [www.curtiscontracting.net](http://www.curtiscontracting.net)

October 16, 2013

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

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

Ms. Williams:

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

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

### 4.1.2 Offeror's Intent

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

### 4.1.3 Declaration

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

### 4.1.4 Point of Contact

**Andrew R. Curtis Jr.**, will serve as the Point of Contact for the Offeror, Curtis Contracting, Inc.  
**Title:** President, **Address:** 7481 Theron Road, West Point, VA 23181, **Phone:** (804) 843-4633,  
**Fax:** (804) 843-2545, **E-mail:** [a.curtis@curtiscontracting.net](mailto:a.curtis@curtiscontracting.net)

#### 4.1.5 Principal Officer for the Offeror

**Andrew R. Curtis** will serve as the Principal Officer for the Offeror, Curtis Contracting, Inc.  
**Title:** Chairman **Address:** 7481 Theron Road, West Point, VA 23181, **Phone:** (804) 843-4633,  
**Fax:** (804) 843-2545, **E-mail:** [m.curtis@curtiscontracting.net](mailto:m.curtis@curtiscontracting.net)

#### 4.1.6 Interim Milestone and Final Completion Dates

**Interim Milestone Completion Date:** August 31, 2014  
**Final Completion Date:** November 13, 2015

#### 4.1.7 Certification Regarding Debarment Forms

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

#### 4.1.8 DBE Participation

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

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

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

Sincerely,  
**CURTIS CONTRACTING, INC.**



Andrew R. Curtis Jr.  
President





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

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

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

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

  
Signature                      Date      10/11/13

Transportation Market Manager, North East Region

Title

GAI Consultants, Inc.

Name of Firm

**ATTACHMENT 11.8.6(b)**  
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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	10/09/2013	President
Signature	Date	Title

Quality Engineering Solutions, Inc.  
Name of Firm

**ATTACHMENT 11.8.6(b)**  
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 \_\_\_\_\_  
Signature                      Date                      10/9/13                      Title                      President

Accompany Engineering Group LLC  
Name of Firm

**ATTACHMENT 11.8.6(b)**  
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Signature

October 10, 2013

Date

Vice President of Public Affairs

Title

**Mike Carosi / Seventh Point, Advertising, Marketing and Public Relations**

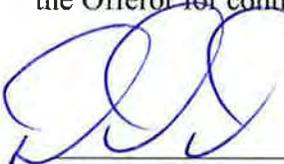
Name of Firm

**ATTACHMENT 11.8.6(b)**  
**CERTIFICATION REGARDING DEBARMENT**  
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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 10/10/13 VP  
Signature Date Title  
D. Mark Scholefield

GET Solutions, Inc.

Name of Firm







A Design-Build Project

**I-264 Pavement Rehabilitation**

**From: Railroad Bridge West of Witchduck Road (East Abutment) | To: Parks Avenue**

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

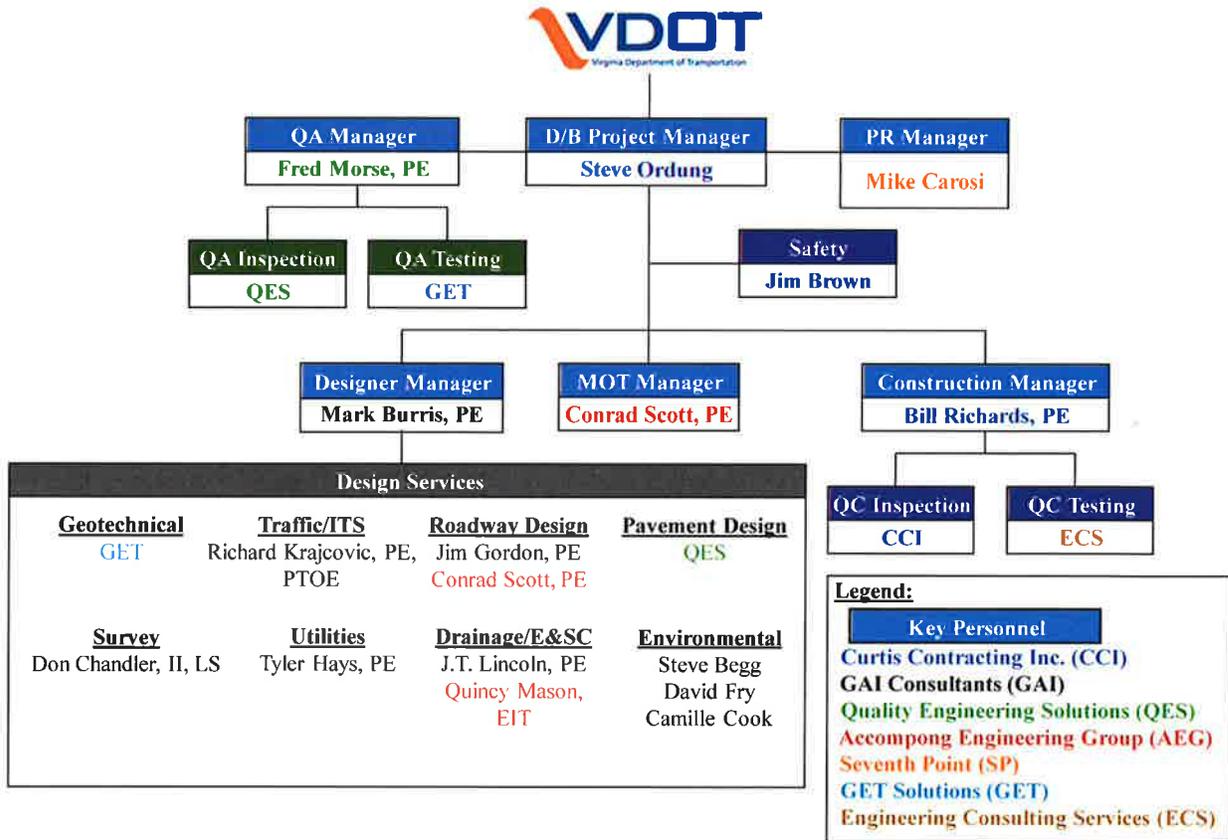
Federal Project No.: IM-264-6(105) & IM-5A03(574)

Contract ID No.: C00104331DB67

**4.2.1 Confirmation of SOQ Information**

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

**Section 3.3.2 Organizational Chart**





Act ID	Description	Orig Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float	2013												2014												2015											
								NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
<b>GENERAL</b>																																											
		534	22OCT13	13NOV15	22OCT13	13NOV15	0																																				
1000	NOTICE OF INTENT TO AWARD	1	22OCT13	22OCT13*	22OCT13	22OCT13*	0	NOTICE OF INTENT TO AWARD																																			
1050	SCOPE VALIDATION SUBMISSION	90	23OCT13	22JAN14*	23OCT13	22JAN14*	0	SCOPE VALIDATION SUBMISSION																																			
1070	ESCROW DOCUMENT SUBMISSION	3	23OCT13	25OCT13*	23OCT13	25OCT13*	0	ESCROW DOCUMENT SUBMISSION																																			
1080	PUBLIC INFO/COMM PLAN SUBMISSION	100	23OCT13	01FEB14	12DEC13	23MAR14	50d	PUBLIC INFO/COMM PLAN SUBMISSION																																			
1010	CONTRACT EXECUTION	1	06JAN14*	06JAN14	06JAN14*	06JAN14	0	CONTRACT EXECUTION																																			
1160	PROVIDE QA/QC PLAN	2	07JAN14	08JAN14	07JAN14	08JAN14	0	PROVIDE QA/QC PLAN																																			
1020	NOTICE TO PROCEED	1	09JAN14*	09JAN14	09JAN14*	09JAN14	0	NOTICE TO PROCEED																																			
1060	SWPPP SUBMISSION	1	10JAN14	10JAN14	21MAR14	21MAR14	50d	SWPPP SUBMISSION																																			
1100	EVALUATE/CONFIRM EXISTING GEOMETRY	30	10JAN14	20FEB14	08JUL14	18AUG14	126d	EVALUATE/CONFIRM EXISTING GEOMETRY																																			
1110	STORM WATER QUALITY TREAT SYSTEM FOR	30	10JAN14	20FEB14	10FEB14	21MAR14	21d	STORM WATER QUALITY TREAT SYSTEM FOR WIDENING																																			
1120	VERIFY VERTICAL CLEARANCES	45	10JAN14	13MAR14	16JUN14	18AUG14	111d	VERIFY VERTICAL CLEARANCES																																			
1150	SUBMIT MISS UTILITY AND UTILITY LOCATES	15	10JAN14	30JAN14	03MAR14	21MAR14	36d	SUBMIT MISS UTILITY AND UTILITY LOCATES																																			
1170	SUBMIT MAINTENANCE OF TRAFFIC AND TMP PLANS	30	10JAN14	20FEB14	10JAN14	20FEB14	0	SUBMIT MAINTENANCE OF TRAFFIC AND TMP PLANS																																			
1180	SUBMIT SEQUENCE OF CONSTRUCTION PLAN	30	10JAN14	20FEB14	10JAN14	20FEB14	0	SUBMIT SEQUENCE OF CONSTRUCTION PLAN																																			
1200	SUBMIT HYDRAULIC ANALYSIS AND DRAINAGE PLAN	90	10JAN14	15MAY14	22OCT14	26FEB15	202d	SUBMIT HYDRAULIC ANALYSIS AND DRAINAGE PLAN																																			
1140	SUBMIT ANALYSIS OF EXISTING GEOMETRY	15	21FEB14	13MAR14	19AUG14	08SEP14	126d	SUBMIT ANALYSIS OF EXISTING GEOMETRY																																			
1190	VDOT APPROVAL OF MOT/TMP/SOC PLAN	21	21FEB14	21MAR14	21FEB14	21MAR14	0	VDOT APPROVAL OF MOT/TMP/SOC PLAN																																			
1130	PROPOSE ADJUSTMENTS FOR VERTICAL CLEARANCES	15	14MAR14	03APR14	19AUG14	08SEP14	111d	PROPOSE ADJUSTMENTS FOR VERTICAL CLEARANCES																																			
1220	INSTALL TRAFFIC CONTROL SIGNAGE AND DEVICES	15	24MAR14	11APR14	24MAR14	11APR14	0	INSTALL TRAFFIC CONTROL SIGNAGE AND DEVICES																																			
1210	VDOT APPROVAL OF HYDRAULIC ANALYSIS AND PLAN	21	16MAY14	13JUN14	27FEB15	27MAR15	202d	VDOT APPROVAL OF HYDRAULIC ANALYSIS AND PLAN																																			
1030	INTERIM MILESTONE THMACO	1	29AUG14	29AUG14*	29AUG14	29AUG14*	0	INTERIM MILESTONE THMACO																																			
1040	FINAL COMPLETION	1	13NOV15	13NOV15*	13NOV15	13NOV15*	0	FINAL COMPLETION																																			
<b>WESTBOUND ROADWAY</b>																																											
		411	14APR14	12NOV15	14APR14	12NOV15	0																																				
1230	FULL DEPTH CONCRETE REPAIRS WB MM 14 - 20	75	14APR14	28JUL14	14APR14	28JUL14	0	FULL DEPTH CONCRETE REPAIRS WB MM 14 - 20																																			
1250	XJ-1 JOINT REPLACEMENT WB	20	14APR14	09MAY14	19JUN14	17JUL14	48d	XJ-1 JOINT REPLACEMENT WB																																			
1355	PERFORM SHOULDER WIDEN FIRST COL TO PARKS	20	14APR14	09MAY14	08MAY14	04JUN14	18d	PERFORM SHOULDER WIDEN FIRST COL TO PARKS AVE WB																																			
1365	NEW SIGNS WB	20	12MAY14	06JUN14	17FEB15	16MAR15	198d	NEW SIGNS WB																																			
1310	INSTALL 24" JACKED PIPE 331+90	7	07JUL14	15JUL14	20MAY15	28MAY15	225d	INSTALL 24" JACKED PIPE 331+90																																			
1380	INSTALL THMACO WB	25	08JUL14	11AUG14	18JUL14	21AUG14	8d	INSTALL THMACO WB																																			
1330	PERFORM MEDIAN REHAB WB	70	07OCT14	14JAN15	05DEC14	16MAR15	43d	PERFORM MEDIAN REHAB WB																																			
1420	INSTALL SMA19.0 WB	53	17MAR15	28MAY15	17MAR15	28MAY15	0	INSTALL SMA19.0 WB																																			
1280	INSTALL TRENCH DRAINS WB	40	29MAY15	23JUL15	29MAY15	23JUL15	0	INSTALL TRENCH DRAINS WB																																			
1430	INSTALL SMA 12.5 WB	30	24JUL15	03SEP15	24JUL15	03SEP15	0	INSTALL SMA 12.5 WB																																			
1460	INSTALL HF SURF TREATMENT WB SHOULDER M15 -	5	04SEP15	10SEP15	02OCT15	08OCT15	20d	INSTALL HF SURF TREATMENT WB SHOULDER M15 -																																			
1490	GUARDRAIL IMPROVEMENTS WB	50	04SEP15	12NOV15	04SEP15	12NOV15	0	GUARDRAIL IMPROVEMENTS WB																																			
1520	RUMBLE STRIPS WB	10	11SEP15	24SEP15	09OCT15	22OCT15	20d	RUMBLE STRIPS WB																																			
1505	PERMANENT PAVEMENT MARKINGS WB	15	25SEP15	15OCT15	23OCT15	12NOV15	20d	PERMANENT PAVEMENT MARKINGS WB																																			
<b>EASTBOUND ROADWAY</b>																																											
		381	14APR14	01OCT15	14APR14	12NOV15	30d																																				
1240	FULL DEPTH CONCRETE REPAIRS EB MM 20 - 21	20	14APR14	09MAY14	14APR14	09MAY14	0	FULL DEPTH CONCRETE REPAIRS EB MM 20 - 21																																			
1260	XJ-1 JOINT REPLACEMENT EB	20	12MAY14	06JUN14	12MAY14	06JUN14	0	XJ-1 JOINT REPLACEMENT EB																																			
1350	PERFORM SHOULDER WIDEN FIRST COL TO PARKS	20	12MAY14	06JUN14	05JUN14	02JUL14	18d	PERFORM SHOULDER WIDEN FIRST COL TO PARKS AVE EB																																			
1360	ADJUST SIGNS EB	20	09JUN14	07JUL14	09SEP14	06OCT14	65d	ADJUST SIGNS EB																																			
1370	INSTALL THMACO EB	18	09JUN14	02JUL14	09JUN14	02JUL14	0	INSTALL THMACO EB																																			
1290	INSTALL 24" JACKED PIPE 408+12	7	16JUN14	24JUN14	30MAR15	07APR15	202d	INSTALL 24" JACKED PIPE 408+12																																			
1300	INSTALL 24" JACKED PIPE 425+08	7	25JUN14	03JUL14	08APR15	16APR15	202d	INSTALL 24" JACKED PIPE 425+08																																			
1320	PERFORM MEDIAN REHAB EB	67	03JUL14	06OCT14	03JUL14	06OCT14	0	PERFORM MEDIAN REHAB EB																																			
1400	INSTALL SMA19.0 EB	50	07OCT14	16MAR15	07OCT14	16MAR15	0	INSTALL SMA19.0 EB																																			

Start date 22OCT13  
 Finish date 13NOV15  
 Data date 22OCT13  
 Run date 15OCT13  
 Page number 1A  
 © Primavera Systems, Inc.

**CURTIS CONTRACTING INC  
 I-264 PAVEMENT REHABILITATION**

- Early bar
- Progress bar
- Critical bar
- Summary bar
- Start milestone point
- Finish milestone point





A Design-Build Project

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Contract ID No.: C00104331DB67

#### 4.2.2.2 Proposal Schedule Narrative

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

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

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Considering the above and also as described in the attached schedule, we would propose the general sequence of construction as follows:

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

**Critical Path**

The project critical path will begin with the Notice of Award. We are assuming that the period between October 22, 2013 (NOA) and January 9, 2014 (NTP) can be utilized for design workshop and preparing documents for design submission as described in Part 1, Section 2.8 of the RFP. Our plan would be to have sufficient design submittal, review and approvals in support of full depth pavement repair work; complete before March 1, 2014. Upon completion and expiration of the required period for the submission of the Public Information/Communication Plan, we would plan to mobilize, establish temporary construction signage, begin survey existing of conditions and begin full depth concrete repairs. The concrete repairs would begin on the eastbound roadway till completion and would follow with the sealant work and grinding/grooving in preparation of THAMCO overlay of the Eastbound in the summer of 2014. The concrete repairs would also begin in the westbound roadway and then the C/D roadways where the majority of repairs are indentified as necessary. These repairs will drive the schedule for the completion of THAMCO on the westbound roadway and C/D Roadway before August 31, 2014 (Interim Completion Milestone). Work on the shoulder widening between Parks and First Colonial will be performed concurrently with the work on the full depth patching. This work will require a lengthier design, submittal, and review and approval stage so it will likely not begin until late spring

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Contract ID No.: C00104331DB67

2014. This work will take place in separate lane closures that allow for sufficient distance between the lane closures required for the full depth patch and sealant work being performed. It is anticipated that this work shall be excavated and backfilled with stone during the same shift so as to avoid a requirement for temporary traffic barrier service to protect any "drop off" grade differential. Once the shoulder widening, full depth patching, sealant work and grinding/milling are complete; the THAMCO will be completed beginning Eastbound and being completed on the Westbound and C/D roadways prior to August 31, 2014.

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

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

