

ORIGINAL



MARCH 9, 2015

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:



SUBMITTED BY:



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.

Technical Proposal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Letter of Submittal and Attachments Checklist	Attachment 4.0.1.1	Section 4.0.1.1	Volume 1, i-iii
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.6 (Form C-78-RFP)	Sections 3.6, 4.0.1.1	Volume 1, iv
Letter of Submittal	NA	Sections 4.1	
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	Volume 1, Page 1
Offeror's official representative information	NA	Section 4.1.1	Volume 1, Page 1
Authorized representative's original signature	NA	Section 4.1.1	Volume 1, Page 2
Declaration of intent	NA	Section 4.1.2	Volume 1, Page 1
120 day declaration	yes	Section 4.1.3	Volume 1, Page 1
Point of Contact information	yes	Section 4.1.4	Volume 1, Page 1
Principal Officer information	NA	Section 4.1.5	Volume 1, Page 2
Final Completion Date	NA	Section 4.1.6	Volume 1, Page 2

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

Technical Proposal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Proposal Payment Agreement or Waiver of Proposal Payment	Attachment 9.3.1 or 9.3.2	Section 4.1.7	Page 1-4 Appendix
Certification Regarding Debarment Forms	Attachment 11.8.6(a) Attachment 11.8.6(b)	Section 4.1.8	ix Appendix
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	NA	Section 4.1.9	Volume 1, Page 2
Certification that the proposed limits of construction are located within the right-of-way limits shown on RFP plans	NA	Section 4.1.9	Volume 1, Page 2
Written statement of percent DBE participation	NA	Section 4.1.10	Volume 1, Page 2
Attachments to the Letter of Submittal	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	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

Technical Proposal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Conceptual Roadway Plans – Typical Sections	NA	Section 4.2.2	Volume 2, Sheet No. 2A-2C
Conceptual Structural Plans – Elevation View	NA	Section 4.2.3	Volume 2, Sheet No. 9
Conceptual Roadway Structural Plans – Transverse Section	NA	Section 4.2.3	Volume 2, Sheet No. 10
Conceptual Roadway Structural Plans – Abutment Configuration	NA	Section 4.2.3	Volume 2, Sheet No. 11
Proposal Schedule	NA	Section 4.2.4	
Proposal Schedule	NA	Section 4.2.4.1	Volume 1, Page S1- S10
Proposal Schedule Narrative	NA	Section 4.2.4.2	Volume 1, Page 8-15
Proposal Schedule in electronic format (CD-ROM)	NA	Section 4.2.4	CD-ROM

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	<u>March 9, 2015</u> _____ DATE
<u>Robert L. Portley</u> _____ PRINTED NAME	<u>Sr. District Manager</u> _____ TITLE



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

The Lane Construction Corporation

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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,



Richard A. McDonough
Senior National Pursuits Manager
The Lane Construction Corporation

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.

There are no changes from Section 3.3.2 of the SOQ submitted to VDOT and dated June 19, 2014.

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 be 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.

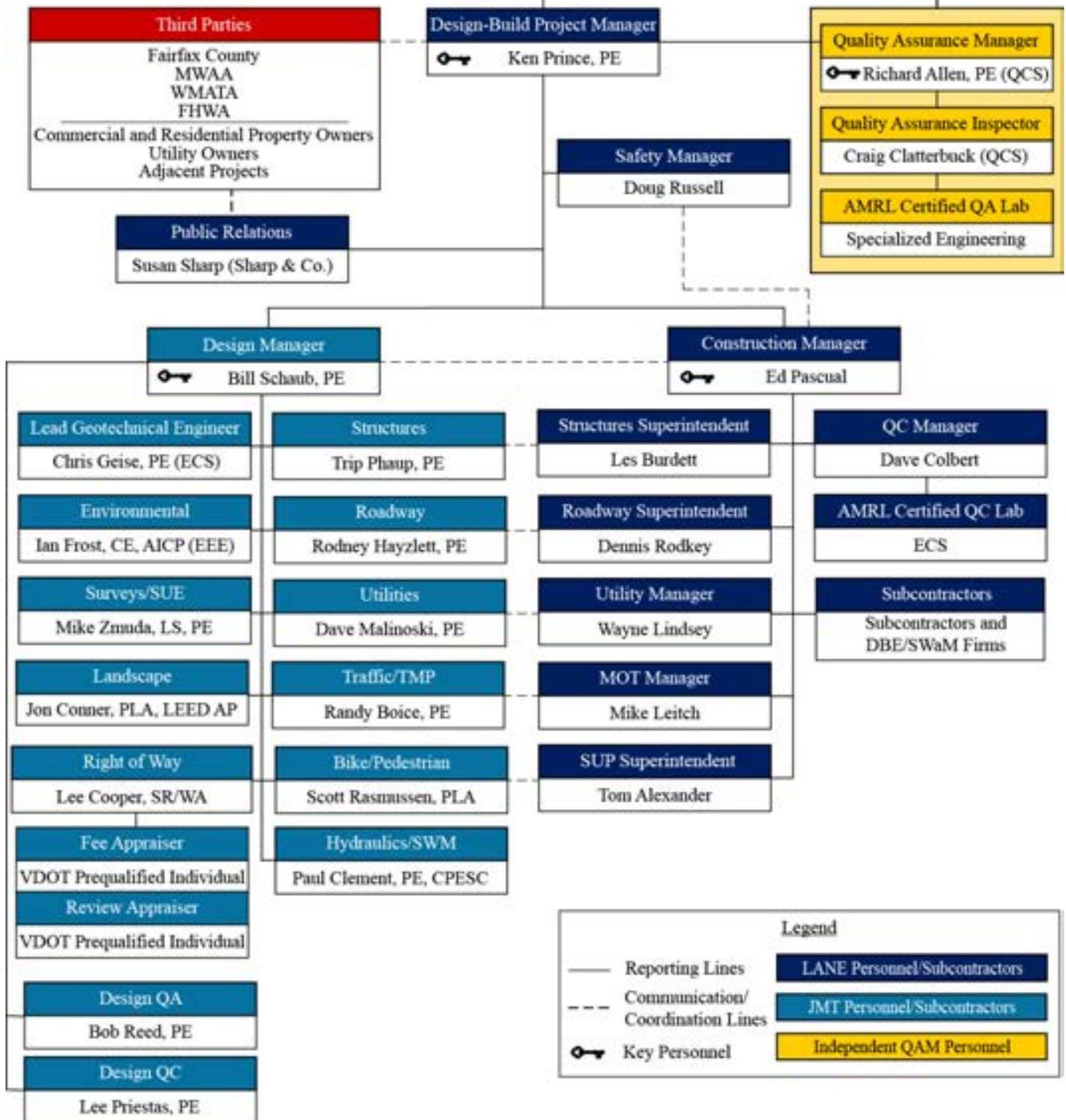
The following design professionals will report directly to Mr. Schaub, the Design Manager.

<p>Rodney Hayzlett, PE Roadway</p>	<p>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 & 2 and Project Engineering on Fairfax County Parkway D-B.</p>
<p>Trip Phaup, PE Structures</p>	<p>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</p>

	QA/QC on the Fairfax County Parkway.
Randy Boice, PE Traffic/TMP	22 yrs. experience in traffic engineering, highway and traffic signal system design, and traffic management system analysis and design, and the design of communications systems between central operations centers and field equipment. Senior Traffic Engineer on several VA projects including Route 7, North Area Roads, & Fairfax County Parkway.
Dave Malinoski, PE Utilities	34 yrs. experience in the management and design of utility, transportation and site improvement projects. Experience includes utility conflict analysis, scheduling and in-plan design deliverables for numerous utilities. Has provided services for interstate, arterial and secondary roadways constructed including LANE's I-495 Express Lanes project.
Scott Rasmussen, PLA Bicycle/Pedestrian	22 yrs. experience in landscape architecture including landscape studies, aesthetic analysis and environmental planning. His expertise relates to recreational planning and design, pedestrian and bicycle planning, as well as landscape architecture specific to transportation facilities. PLA on the DDOT 11 th Street Corridor and Route 7 Phase 1 & 2 projects.

The following construction professionals will report directly to Mr. Pascual, the Construction Manager.

Dennis Rodkey Roadway Superintendent	33 yrs. experience transportation related projects. Roadway Superintendent on numerous VDOT jobs including I-95 Express Lanes. Worked with DBPM on Dulles Metrorail and North Area Roads projects and is extremely familiar with roadway construction in Tysons.
Les Burdett Structures Superintendent	42 yrs. of experience in the construction industry. Responsible for the construction of bridges, retaining walls, noise walls and miscellaneous structure work. Worked with CM on the Rt. 7 corridor for the I-495 Express Lanes as a Structures Superintendent.
Mike Leitch MOT Manager	8 yrs. of construction experience. Ensures all MOT operations are in accordance with approved plans and contract documents, reviews MOT designs, plans the MOT installations, supervises multiple MOT crews, and coordinates with the adjacent projects, stakeholders, and Owner. MOT Manager on I-95 Express Lanes and Asst. MOT Manager on I-495 Express Lanes.
Wayne Lindsay Utility Manager	30 yrs. experience in heavy civil roadway construction. Coordinates with all respective utility companies, ensures strict compliance of all SCC regulations, and handles utility relocations. Utility Manager on I-95 Express Lanes and I-495 Express Lanes.
Tom Alexander SUP Superintendent	35 yrs. of experience in the construction industry; Responsible for the hands-on, day-to day construction of the shared use paths, pedestrian tunnels, and all associated components; Structures/Bridge Superintendent on I-95 Express Lanes, I-495 Express Lanes, Woodrow Wilson Bridge, and WMATA Blue Line Extension.



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.

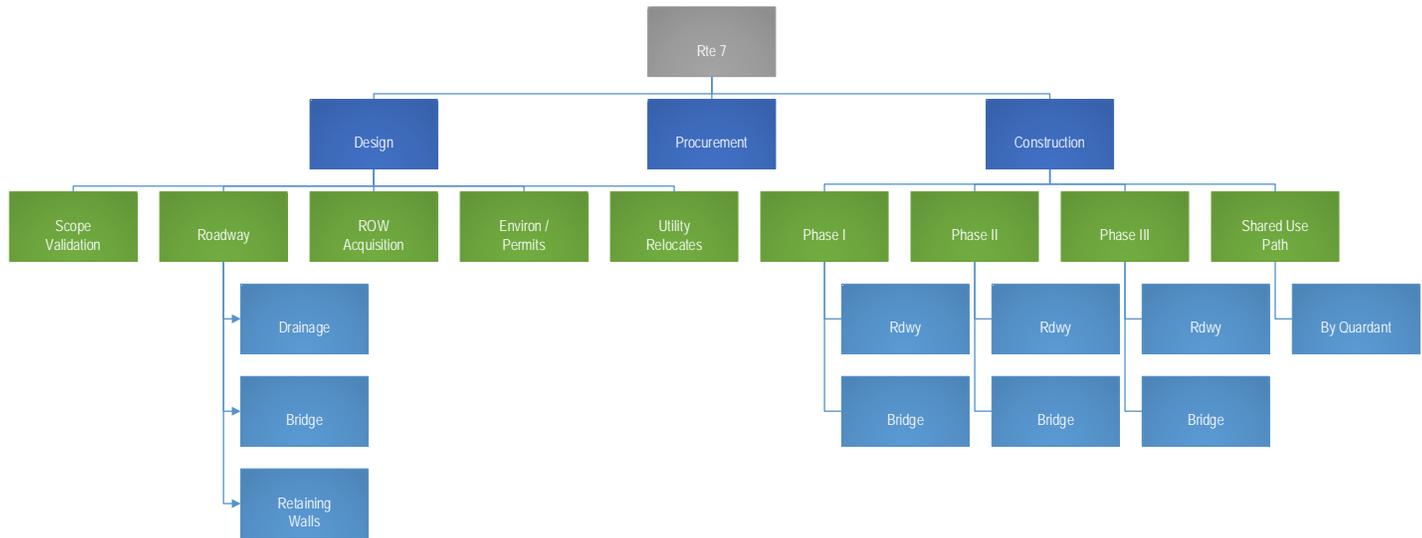
KEY MILESTONES

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.

Key Milestone	Milestone Date
Notice of Intent to Award	April 20, 2015
CTB Approval / Notice of Award	May 20, 2015
Design-Build Contract Execution	June 18, 2015
Notice to Proceed	June 25, 2015
Scope Validation Period Complete	October 22, 2015
Start of Construction	November 4, 2015
Final Completion Date	September 1, 2017

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, MWA, 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 MWA 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.

**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 wilful misconduct of Offeror or any of its agents, officers, employees, representatives or subcontractors; or (b) breach of any of Offeror's obligations under this Agreement, including its representation and warranty under Section 8 hereof. This indemnity shall not apply with respect to any Claims caused by or resulting from the sole negligence or wilful misconduct of VDOT, or its agents, directors, officers, employees, representatives or contractors.

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

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

9. **Miscellaneous.**

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

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

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

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

e. This Agreement shall be governed by and construed in accordance with the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, this Agreement has been executed and delivered as of the day and year first above written.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____

Name: _____

Title: _____

THE LANE CONSTRUCTION CORPORATION

By: RAMS _____

Name: Richard A. McDonough

Title: Senior National Pursuits Manager

ATTACHMENT 11.8.6(a)
DEPARTMENT FORM- PRIMARY COVERED
TRANSACTIONS

ATTACHMENT NO. 11.8.6(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

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

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

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

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

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

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

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

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



Signature

March 3, 2015

Date

Sr. National Pursuit Manager

Title

The Lane Construction Corporation

Name of Firm

ATTACHMENT 11.8.6(b)
DEBARMENT 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.

 February 10, 2015 President
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 11.8.6(b)

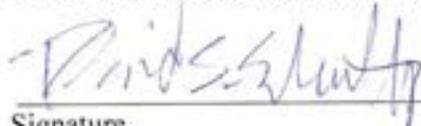
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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.

 February 10, 2015 President
Signature Date 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.

J. Christopher Pavia 3-2-15
Signature Date

Chief Engineer
Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT NO. 11.8.6(b)

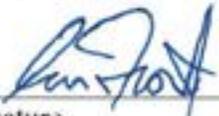
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

- 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.

	2/5/15	President
Signature	Date	Title

EEE Consulting, INC.
Name of Firm



MARCH 9, 2015



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.: 0007-029-139, P101, R201, C501, B617, B618
FEDERAL PROJECT NO.: BR-5401 (738)
CONTRACT ID NO.: C00082135DB77

PREPARED FOR:



SUBMITTED BY:



FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (GEOPAK).
GEOPAK Computer Identification No. 82135


COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

FHWA 534 DATA 4E113

STATE	FEDERAL AID	ROUTE	STATE	SHEET NO.
	PROJECT		PROJECT	
VA.	BR-5401 () (SEE TABULATION BELOW FOR SECTION NUMBERS)	7	0007 - 029 - 139 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA		
Urban Principal Arterial (GS-5) - Rolling - 50/40 MPH Design Speed		
	Fr: Georgetown Pike (Rte. 193) To: Dulles Toll Road (Rte. 267)	Fr: Dulles Toll Road (Rte. 267) To: Tysons Corner (Rte. 123)
ADT (2012)	53,000	60,000
ADT (2036)	72,260	81,800
DHV	3,816	4,320
D (%) (design hour)	60/40	60/40
T (%) (design hour)	2%	2%
V (MPH)	*	*

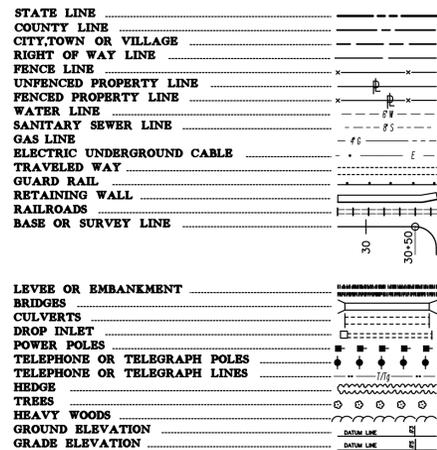
* The design speed shall be 50 MPH on Route 7 west of the intersection with Jarrett Valley Drive and 40 MPH on Route 7 east of the intersection with Jarrett Valley Drive.

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

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY
FAIRFAX COUNTY
ROUTE 7 WIDENING AND BRIDGE REHABILITATION
OVER DULLES TOLL ROAD AND AIRPORT ACCESS HIGHWAY
FROM: 0.56 MILES WEST OF TYCO ROAD
TO: 0.13 MILES WEST OF TYCO ROAD

PROJECT MANAGER: Arthur Rahman, P.E. (703) 259-1940 (NOVA)
 SURVEYED BY, DATE: Woolpert, Inc. - February 6, 2013
 DESIGN BY: Parsons Brinckerhoff, Inc.
 SUBSURFACE UTILITY BY, DATE: Woolpert, Inc. - January 22, 2013

CONVENTIONAL SIGNS



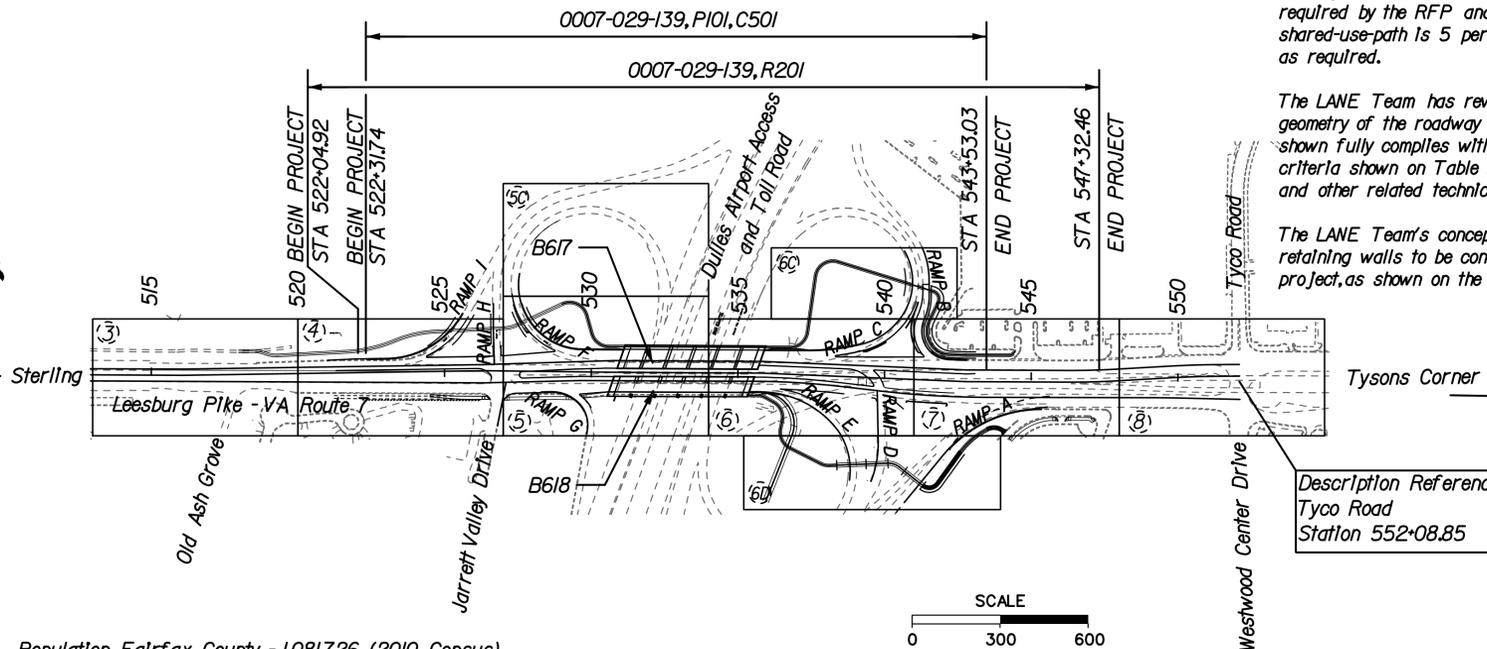
THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2007 ROAD AND BRIDGE SPECIFICATIONS, 2008 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11 ULS, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.



Notes:

The LANE Team has reviewed the provided roadway and shared-use-path vertical geometry and has made adjustments to the RFP profiles to accommodate the conceptual horizontal alignments and other features shown on the plans, applying the required maximum and minimum grades for the roadway classification as required by the RFP and AASHTO/VDOT criteria. The maximum grade for the shared-use-path is 5 percent; the minimum grade for all roadways is 0.5 percent as required.

The LANE Team has reviewed the RFP requirements to develop the horizontal geometry of the roadway and shared-use-paths within the project. The concept shown fully complies with the RFP Technical Requirements (Part 2), including the criteria shown on Table 2.2, and other requirements of this RFP, the Addendum, and other related technical communications from VDOT.

The LANE Team's concept allows for the proposed roadway, shared-use-paths, and retaining walls to be contained within the proposed right of way provided for the project, as shown on the RFP Conceptual Plans provided by VDOT.

Population Fairfax County - 1,081,726 (2010 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PLAN NO.	TYPE PROJECT	DESCRIPTION
						FEET	MILES	FEET	MILES			
0007-029-139	P-101		PENG	82135	N/A	2121.29	0.4018	1684.23	0.3190		Prelim. Eng.	FR: 0.564 MILE WEST OF TYCO RD. TO: 0.162 MILE WEST OF TYCO RD.
	C-501		I000	82135	N/A	2121.29	0.4018	1684.23	0.3190		Construction	
	B617	BR-5401 (738)	X271	82135	N/A	437.06	0.0828	-	-	189-08B	Bridge	CARRIES RTE. 7 WB OVER DATR
	B618	BR-5401 (738)	X271	82135	N/A	437.06	0.0828	-	-	189-08B	Bridge	CARRIES RTE. 7 EB OVER DATR
	R-201		ROWA	82135	N/A	2527.54	0.4787	2090.48	0.3959		Right-of-Way	FR: 0.571 MILE WEST OF TYCO RD. TO: 0.090 MILE WEST OF TYCO RD.

Project Lengths are based on Route 7 Construction B/L

Copyright 2014, Commonwealth of Virginia

PROJECT MANAGER: Artur Babian, PE (703) 259-1940 (Nova District)
SURVEYED BY, DATE: Woolpert, Inc.: February, 6, 2013
DESIGN BY: Woolpert, Inc.: January, 22, 2013
SUBSURFACE UTILITY BY, DATE: Woolpert, Inc.: January, 22, 2013

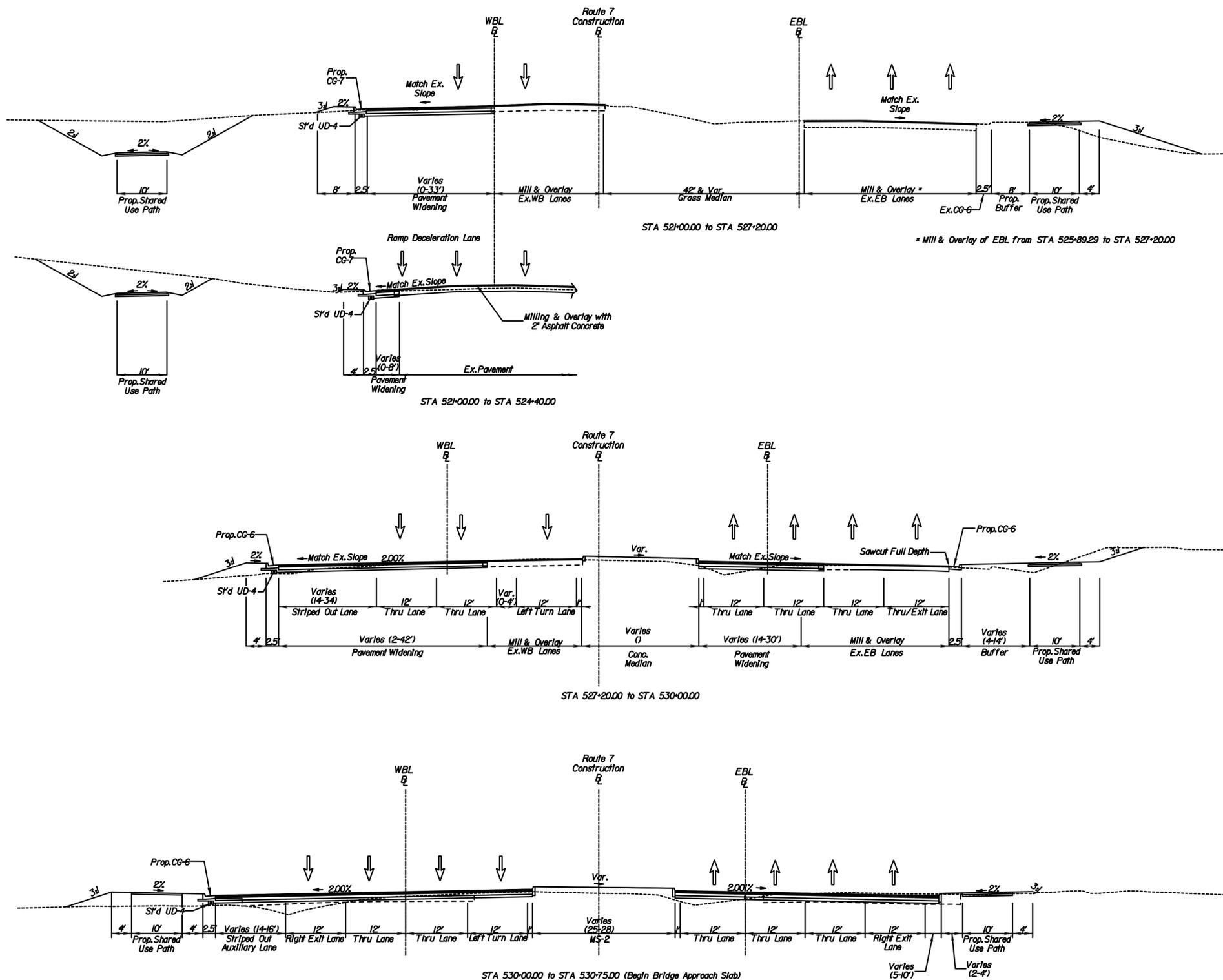
THESE PLANS ARE UNFINISHED
AND UNAPPROVED AND ARE NOT
TO BE USED FOR ANY TYPE
OF CONSTRUCTION OR THE
ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	7	0007-029-139, C501, R201, P101	2A

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



PROJECT	SHEET NO.
0007-029-139	2A

CONCEPT PLANS

JOHNSON, MIRMAN & THOMPSON
Engineering A Brighter Future
13921 Park Center Road, Suite 140, Herndon, Virginia 20171

LANE

PROJECT MANAGER: Artur Babian, PE (703) 259-1340 (Nova District)
SURVEYED BY, DATE: Woolpert, Inc.: February 6, 2013
DESIGN BY: Woolpert, Inc.: January 22, 2013
SUBSURFACE UTILITY BY, DATE: Woolpert, Inc.: January 22, 2013

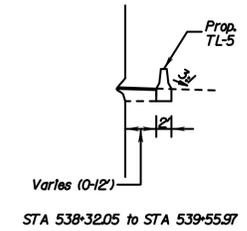
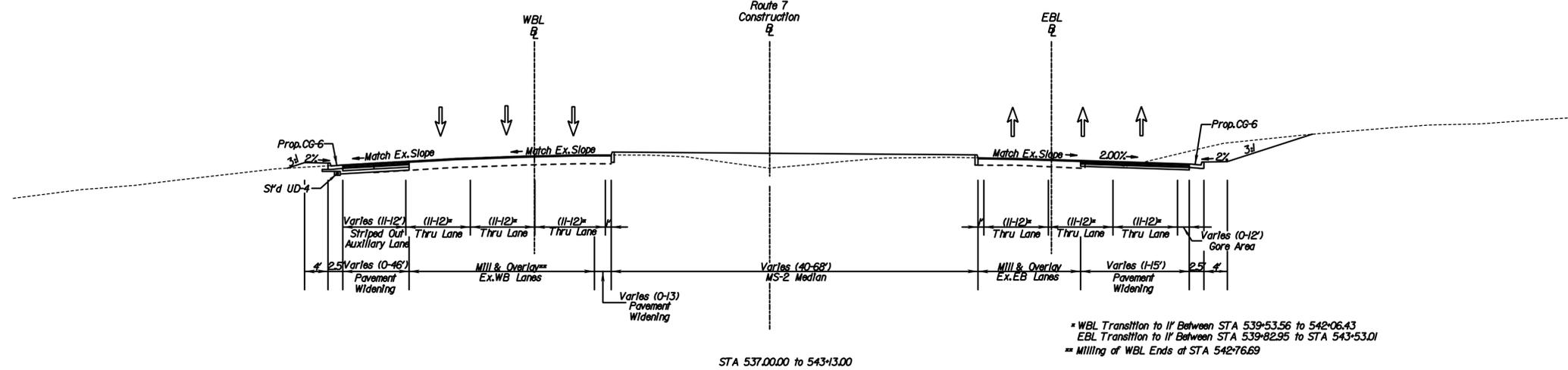
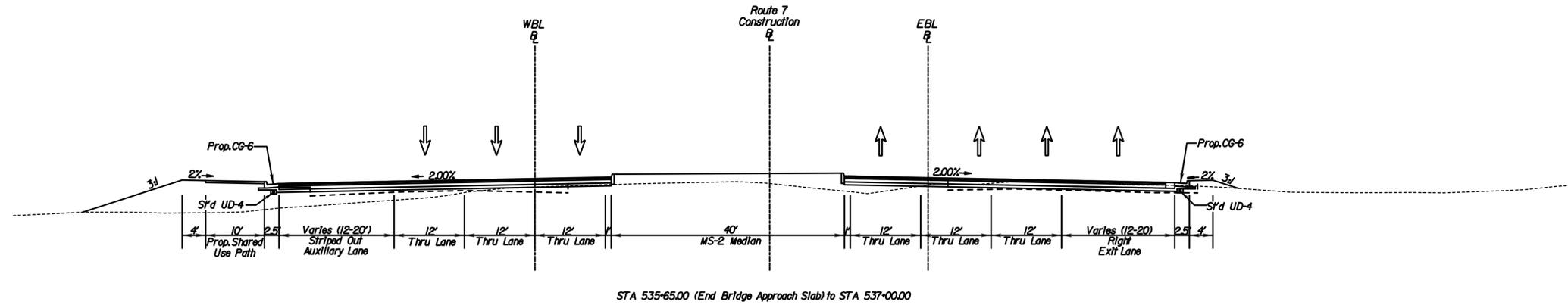
THESE PLANS ARE UNFINISHED
AND UNAPPROVED AND ARE NOT
TO BE USED FOR ANY TYPE
OF CONSTRUCTION OR THE
ACQUISITION OF RIGHT OF WAY.

TYPICAL SECTIONS

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

REVISED	STATE		PROJECT		SHEET NO.
	STATE	ROUTE	PROJECT		
	VA.	7	0007-029-139, C501, R201, P101		2B

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



- NOTES:
1. St'd. UD-4 underdrains shall be placed under curb/curb & gutter on low side of roadway for mainline and ramps.
 2. St'd. UD-2 shall be placed under raised grass medians.



PROJECT	SHEET NO.
0007-029-139	2B

LANE

JOHNSON, MIRIRAN & THOMPSON
Engineering A Brighter Future
13921 Park Center Road, Suite 140, Herndon, Virginia 20171

CONCEPT PLANS

PROJECT MANAGER: Artur Babian, PE (703) 259-1940 (Nova District)
SURVEYED BY, DATE: Woolpert, Inc.: February 6, 2013
DESIGN BY: Woolpert, Inc.: January 22, 2013
SUBSURFACE UTILITY BY, DATE: Woolpert, Inc.: January 22, 2013

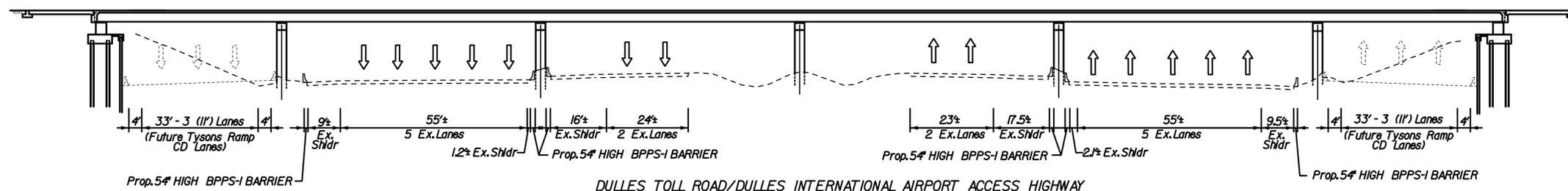
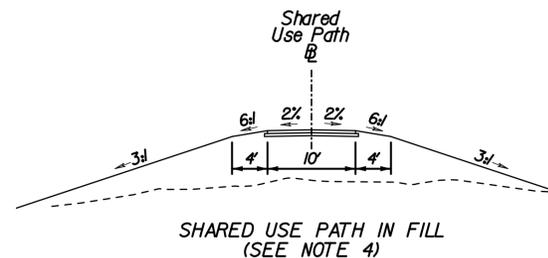
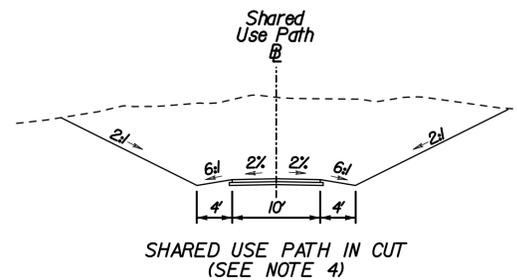
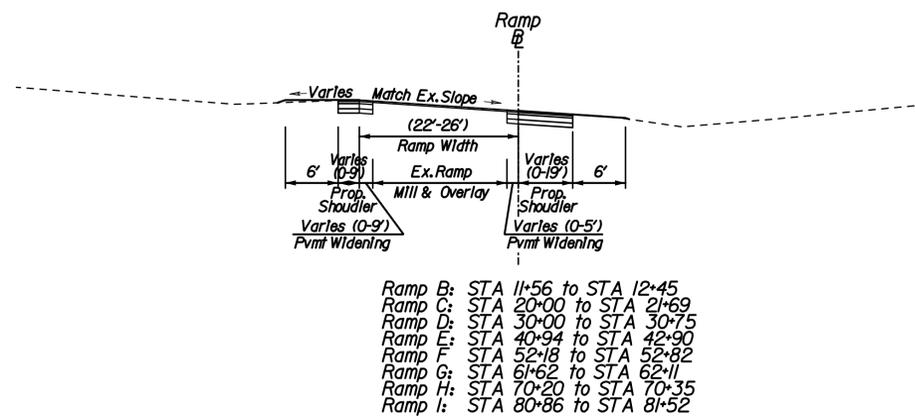
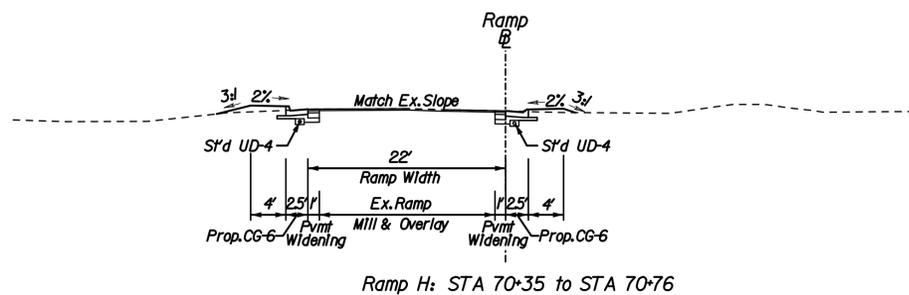
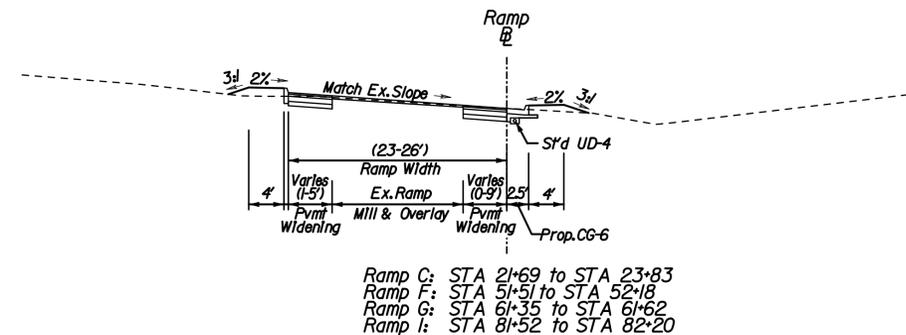
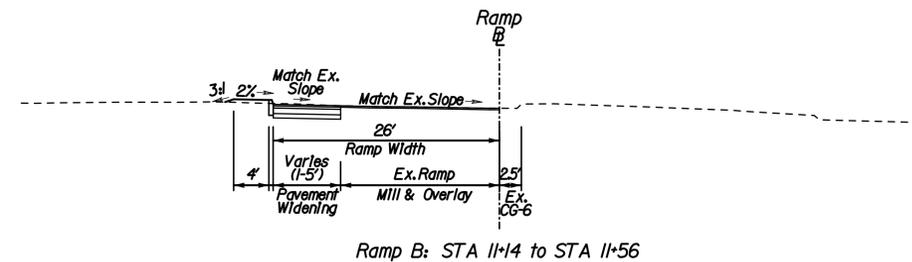
THESE PLANS ARE UNFINISHED
AND UNAPPROVED AND ARE NOT
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ACQUISITION OF RIGHT OF WAY.

TYPICAL SECTIONS

Ramps and Shared Use Paths

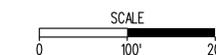
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	7	0007-029-139, C501, R201, P101	2C

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



NOTES:

1. S'd. UD-4 underdrains shall be placed under curb/curb & gutter on low side of roadway for mainline and ramps.
2. S'd. UD-2 shall be placed under raised grass medians.
3. All paved shoulders shall have mainline pavement (mainline and ramps).
4. Shared Use Path Typical Sections (especially in a cut) will need to be modified after drainage analysis and design is completed.



TYPICAL SECTIONS (3)		
PROJECT	0007-029-139	SHEET NO.
		2C

LANE

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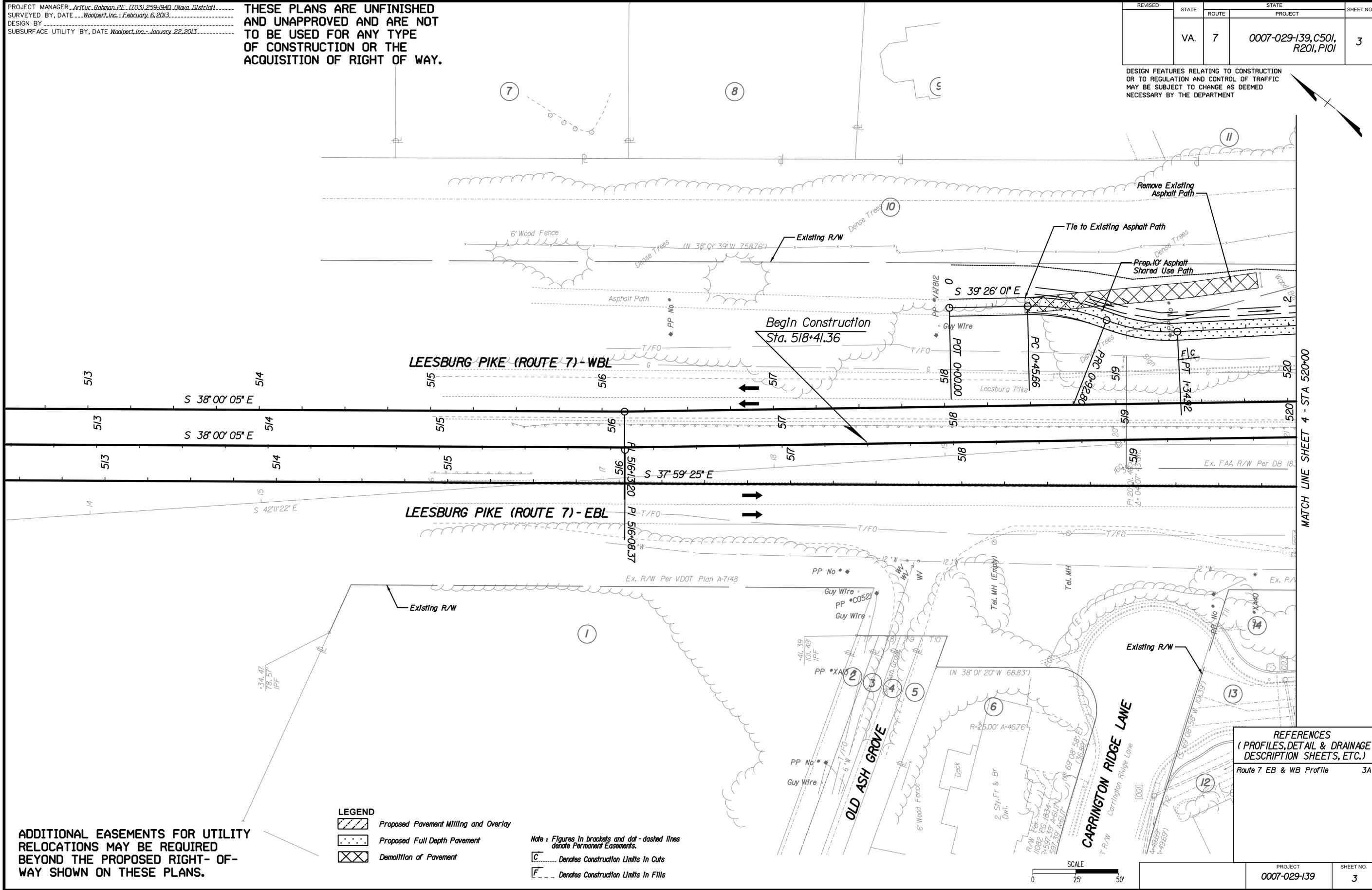
CONCEPT PLANS

PROJECT MANAGER: Artur Babian, PE (703) 259-1340 (Nova District)
SURVEYED BY, DATE: Woolpert, Inc.: February 6, 2013
DESIGN BY: Woolpert, Inc.: January 22, 2013
SUBSURFACE UTILITY BY, DATE: Woolpert, Inc.: January 22, 2013

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	7	0007-029-139, C501, R201, P101	3

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



MATCH LINE SHEET 4 - STA 520+00

LEGEND

	Proposed Pavement Milling and Overlay
	Proposed Full Depth Pavement
	Demolition of Pavement

Note: Figures in brackets and dot-dashed lines denote Permanent Easements.
 C..... Denotes Construction Limits in Cuts
 F..... Denotes Construction Limits in Fills

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



REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Route 7 EB & WB Profile 3A

PROJECT	SHEET NO.
0007-029-139	3

LANE

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13921 Park Center Road, Suite 140, Herndon, Virginia 20171

CONCEPT PLANS

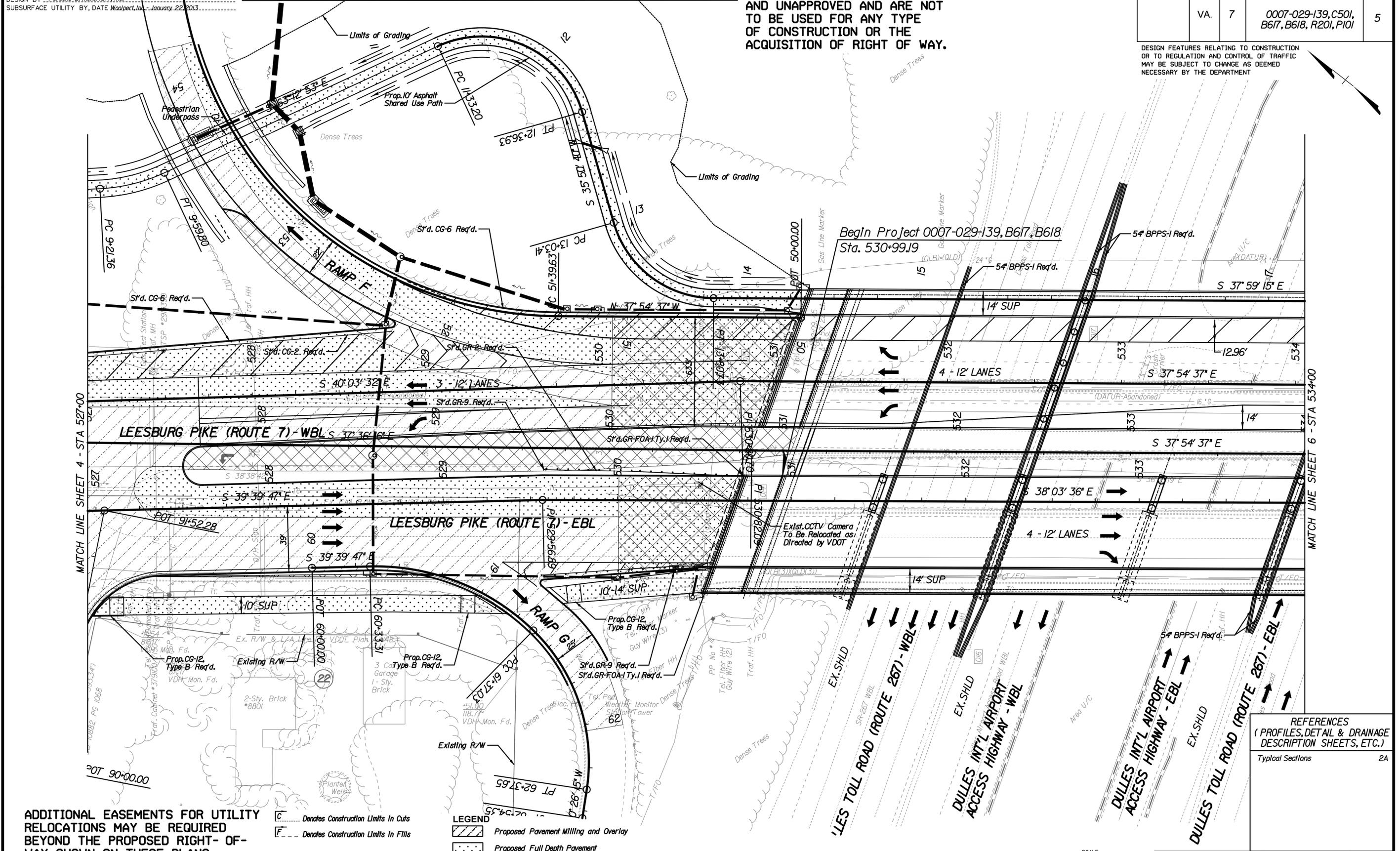
PROJECT MANAGER: Artur Babian, PE (703) 259-1340 (Nova District)
SURVEYED BY, DATE: Woolpert, Inc. - February 6, 2013
DESIGN BY: Parsons Brinckerhoff, Inc.
SUBSURFACE UTILITY BY, DATE: Woolpert, Inc. - January 22, 2013

MATCH LINE SHEET 5C

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

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO
	VA.	7	0007-029-139, C501, B617, B618, R201, P101	5

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



MATCH LINE SHEET 4 - STA 527+00

MATCH LINE SHEET 6 - STA 534+00

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

- C..... Denotes Construction Limits In Cuts
- F..... Denotes Construction Limits In Fills

- LEGEND**
- Proposed Pavement Milling and Overlay
 - Proposed Full Depth Pavement
 - Demolition of Pavement

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

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Typical Sections 2A



PROJECT	SHEET NO.
0007-029-139	5

LANE

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Engineering A Brighter Future
13921 Park Center Road, Suite 140, Herndon, Virginia 20171

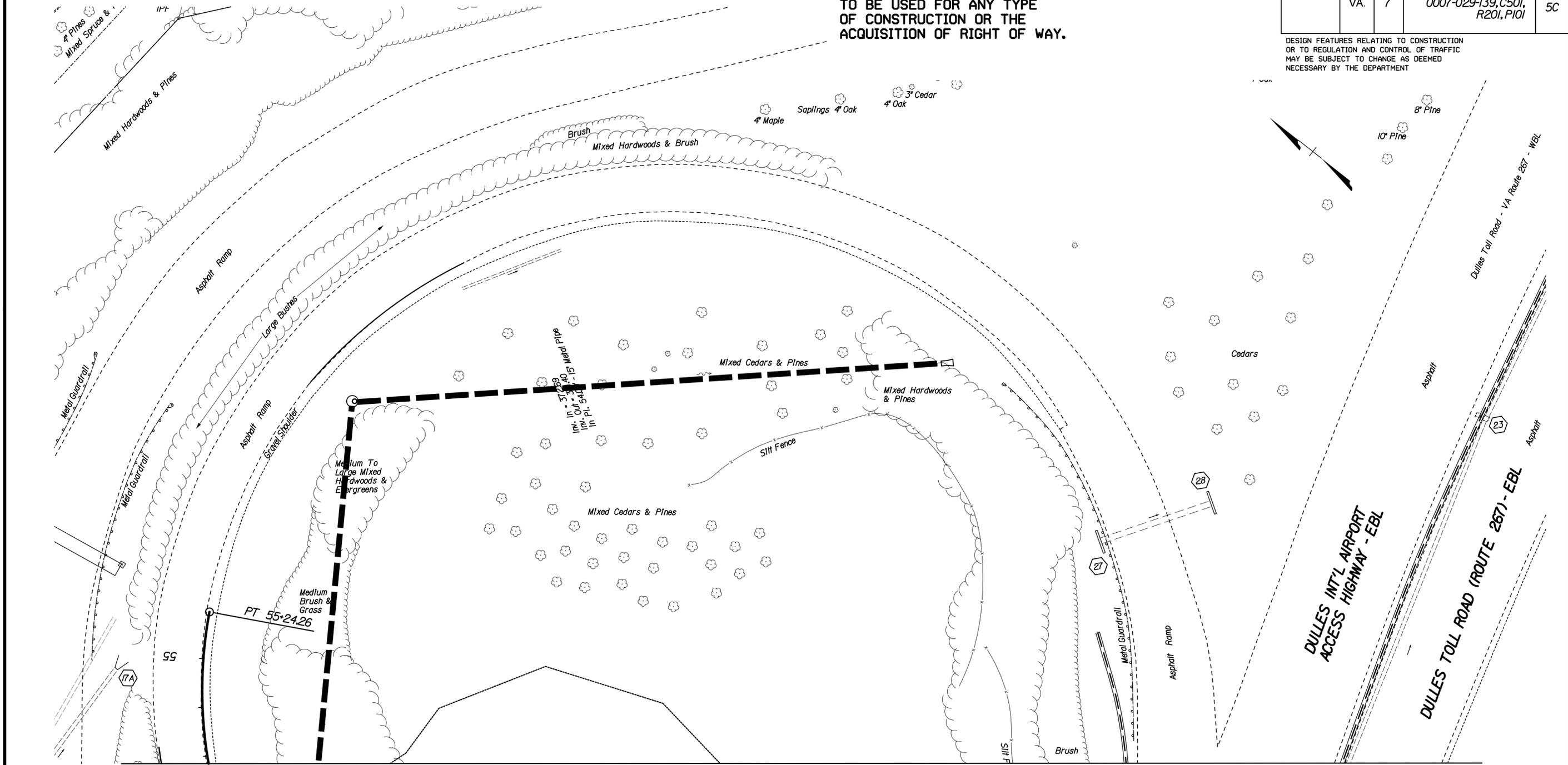
CONCEPT PLANS

PROJECT MANAGER: *Artur Babian, PE (703) 259-1340 (Nova District)*
 SURVEYED BY, DATE: *Woolpert, Inc. - February 6, 2013*
 DESIGN BY:
 SUBSURFACE UTILITY BY, DATE: *Woolpert, Inc. - January 22, 2013*

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	7	0007-029-139, C501, R201, P101	5C

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



MATCH LINE SHEET 5

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

LEGEND

- Denotes Construction Limits In Cuts
- Denotes Construction Limits In Fills
- Proposed Pavement Milling and Overlay
- Proposed Full Depth Pavement
- Demolition of Pavement

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

REFERENCES
 (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Typical Sections 2A



PROJECT	SHEET NO.
0007-029-139	5C

LANE

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CONCEPT PLANS

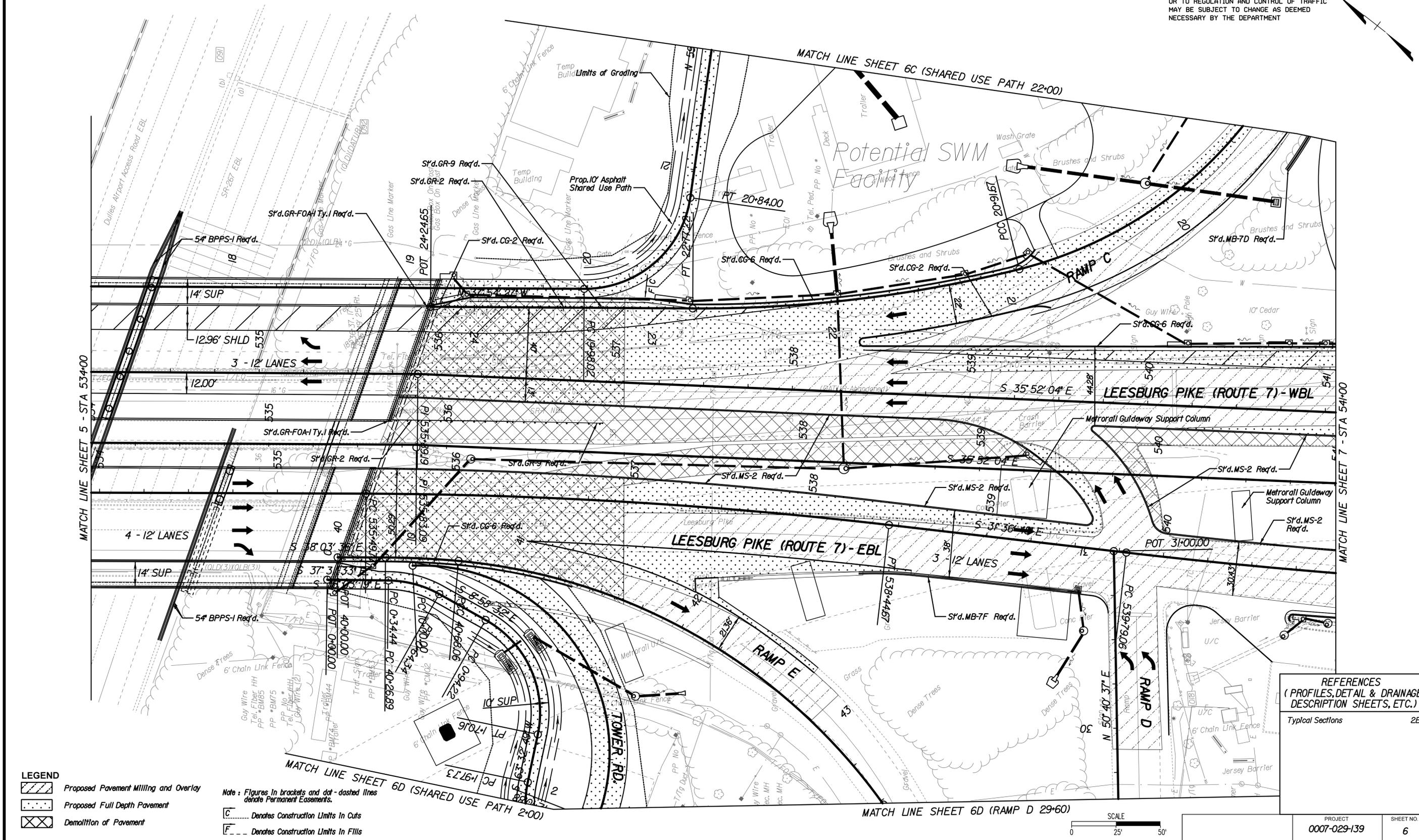
PROJECT MANAGER: Art Cur. Babian, PE (703) 259-1340 (Nova District)
SURVEYED BY, DATE: Woolpert, Inc.: February, 6, 2013
DESIGN BY: Woolpert, Inc.: January, 22, 2013
SUBSURFACE UTILITY BY, DATE: Woolpert, Inc.: January, 22, 2013

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

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	7	0007-029-139, C501, B617, B618, R201, P101	6

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



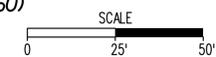
LEGEND

	Proposed Pavement Milling and Overlay
	Proposed Full Depth Pavement
	Demolition of Pavement

Note: Figures in brackets and dot-dashed lines denote Permanent Easements.
C..... Denotes Construction Limits In Cuts
F..... Denotes Construction Limits In Fills

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Typical Sections 2B



PROJECT	SHEET NO.
0007-029-139	6

LANE

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13921 Park Center Road, Suite 140, Herndon, Virginia 20171

CONCEPT PLANS

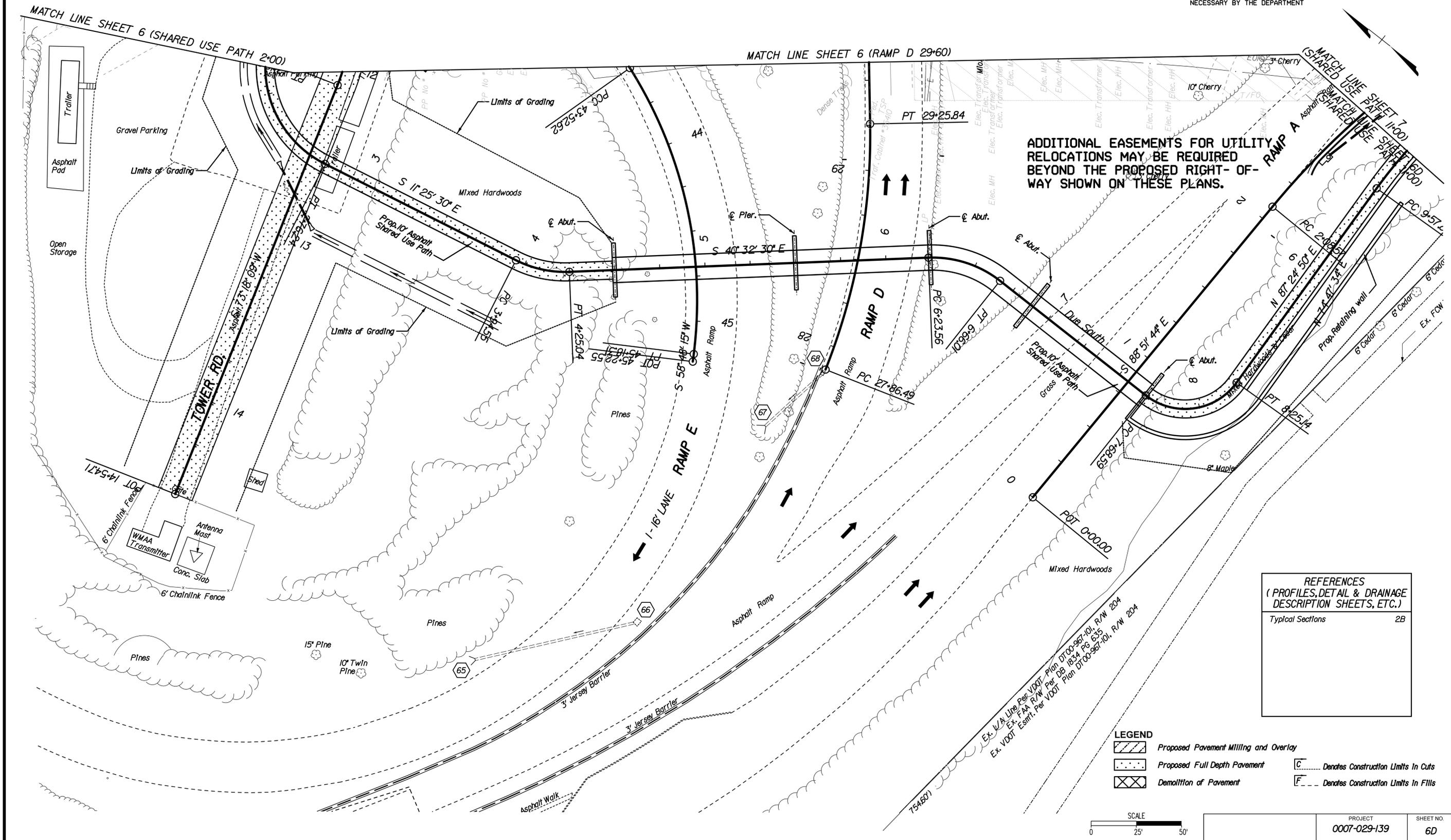
PROJECT MANAGER: Art Cur. Babian, PE (703) 259-1940 (Nova District)
SURVEYED BY, DATE: Woolpert, Inc.: February, 6, 2013
DESIGN BY: Woolpert, Inc.: January, 22, 2013
SUBSURFACE UTILITY BY, DATE: Woolpert, Inc.: January, 22, 2013

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	7	0007-029-139, C501, R201, P101	6D

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



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

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Typical Sections	2B
------------------	----

LEGEND

	Proposed Pavement Milling and Overlay		Denotes Construction Limits In Cuts
	Proposed Full Depth Pavement		Denotes Construction Limits In Fills
	Demolition of Pavement		



PROJECT	0007-029-139	SHEET NO.	6D
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LANE

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13921 Park Center Road, Suite 140, Herndon, Virginia 20171

CONCEPT PLANS

PROJECT MANAGER: Artur Babian, PE (703) 259-1940 (Nova District)
SURVEYED BY, DATE: Woolpert, Inc.: February, 6, 2013
DESIGN BY: Woolpert, Inc.: January, 22, 2013
SUBSURFACE UTILITY BY, DATE: Woolpert, Inc.: January, 22, 2013

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ACQUISITION OF RIGHT OF WAY.

- LEGEND**
-  Proposed Pavement Milling and Overlay
 -  Proposed Full Depth Pavement
 -  Demolition of Pavement

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	7		0007-029-139, C501, R201, P101	7

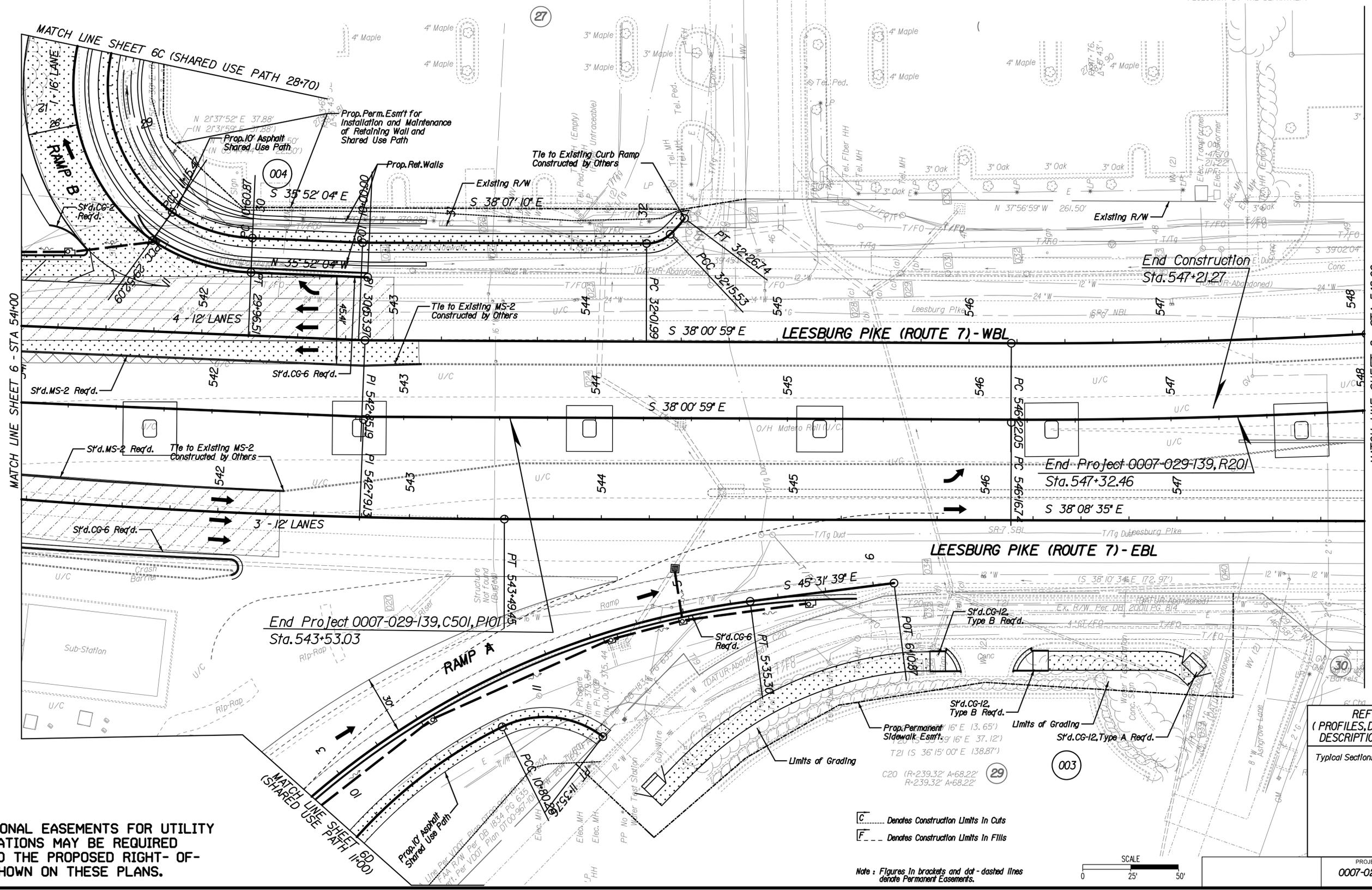
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



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Engineering A Brighter Future
13921 Park Center Road, Suite 140, Herndon, Virginia 20171

CONCEPT PLANS



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

-  Denotes Construction Limits In Cuts
-  Denotes Construction Limits In Fills

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



REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Typical Sections 2B

PROJECT	SHEET NO.
0007-029-139	7



STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		7	0007-029-139, B617, B618
NBIS Number: 000000000006246		UPC No.	82135
000000000006248		FHWA Construction and Scour Code:	X231-SN
Federal Oversight Code:			

DESIGN EXCEPTION(S):

GENERAL NOTES:

- Width:
 WBL: 14'-0" SUP, 10" Barrier, 64'-0" roadway
 Overall width 78'-10" face to face of rails.
 EBL: 52'-0" Roadway, 10" Barrier, 14'-0" SUP
 Overall width 66'-10" face to face of rails.
- Span Layout:
 WBL: 138'-6" - 160'-2" - 138'-6"
 EBL: 58'-3" - 80'-2" - 80'-2" - 80'-2" - 80'-2" - 58'-3"
- Capacity: HS20-44 loading and alternate military loading for existing substructure and pier footings (new and existing) for bridges B617 and B618.
 HL-93 loading for new superstructure and substructure except pier footings for bridges B617 and B618.
- Specifications:
 Construction: Virginia Department of Transportation Road and Bridge Specifications, 2007.
 Design: AASHTO LRFD Bridge Design Specifications, 6th Edition, 2012; Interim Specifications; and VDOT Modifications.
 AASHTO Standard Specifications for Highway Bridges, 16th Edition, 1996; 1997 and 1998 Interim Specifications; and VDOT Modifications.
 Standards: Virginia Department of Transportation Road and Bridge Standards, 2008.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

This project shall be constructed in accordance with the Virginia Department of Transportation Work Area Protection Manual, June 2011 and latest revisions.

Concrete in superstructure including parapets and terminal walls shall be Class A4. Concrete in substructure shall be Class A3.

Low permeability concrete shall be used in this project.

Bridge No. of existing bridges are 1132 and 1133 and Plan No. is 189-08 and 189-08A.

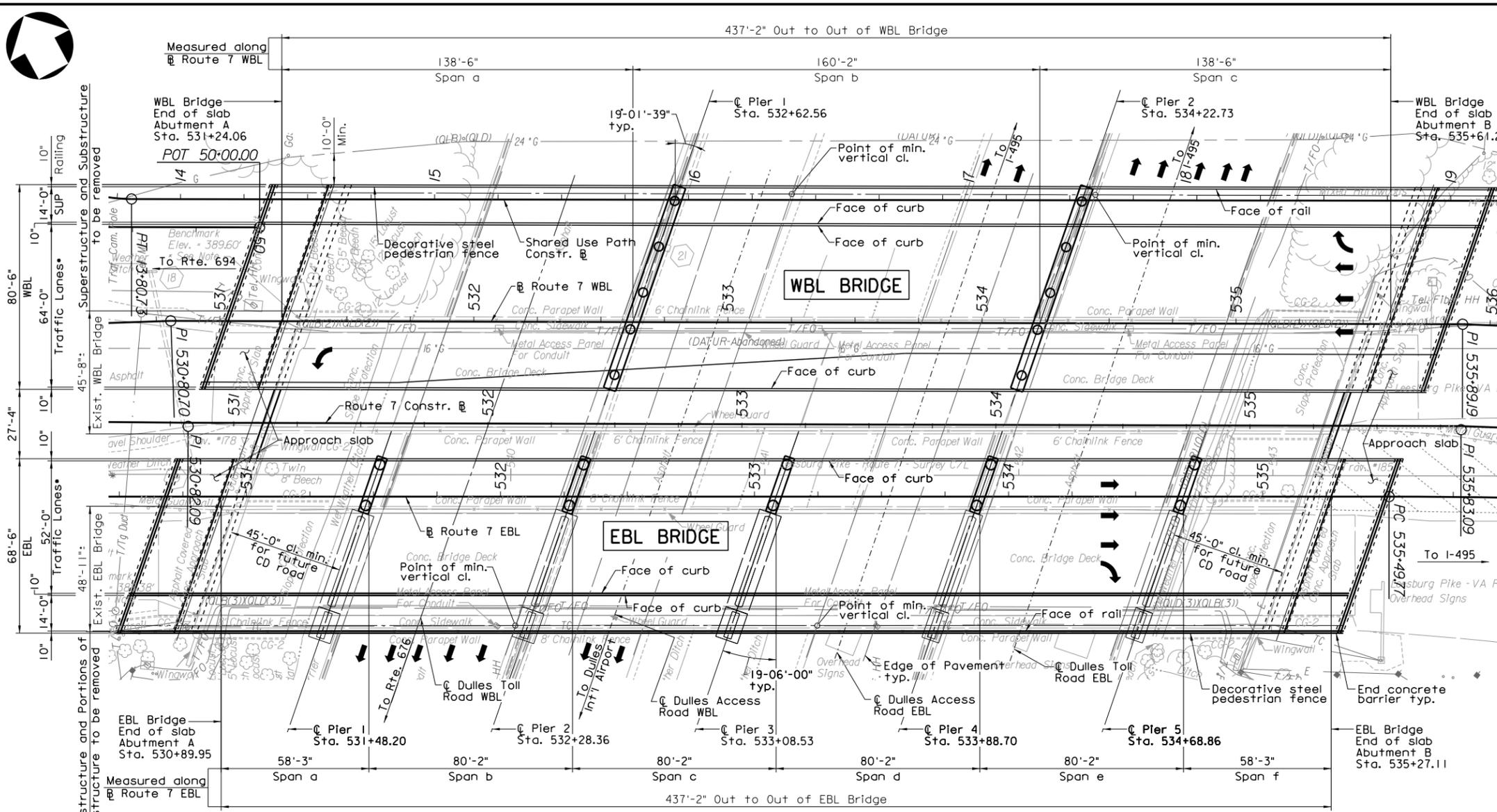
These plans are prepared based on survey and the information shown on the As-Built bridge plans No. 189-08 and 189-08A. A copy of the As-Built Plans can be obtained from VDOT - Northern VA District Structure and Bridge Section.

Elevations shown are based on Vertical Datum NAVD 88.

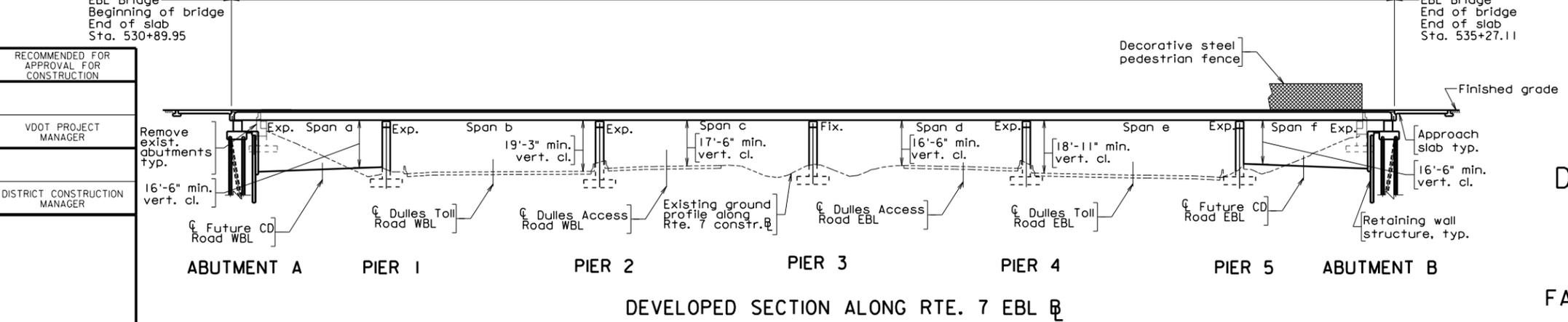
The Contractor shall be responsible for field verification of all dimensions and existing bridge conditions and shall notify VDOT of any discrepancies and interferences, before commencing work.

The existing structure is designated a Type B structure in accordance with Sec. 4T1.

Note:
 The bridge plan has been oriented to match the roadway stationing. The substructure designation in this plan has been reversed in relation to the As-built bridge plans.



PLAN
 437'-2" Out to Out of EBL Bridge



DEVELOPED SECTION ALONG RTE. 7 EBL

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION
VDOT PROJECT MANAGER
DISTRICT CONSTRUCTION MANAGER
VDOT S&B DIVISION RICHMOND, VA STRUCTURAL ENGINEER
PLANS BY:
COORDINATED:
SUPERVISED:
DESIGNED:
DRAWN:
CHECKED:

Legend:
 SUP - Shared Use Path
 • - Width including shoulders

PRELIMINARY PLANS
 THESE PLANS NOT TO BE USED FOR CONSTRUCTION

No.	Description	Date
REVISIONS		
For Table of Revisions, see Sheet 2.		

Scale: 1" = 25'

VDOT

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PROPOSED BRIDGE WIDENING ON
RTE. 7 OVER DULLES TOLL ROAD
AND AIRPORT ACCESS HIGHWAY
FAIRFAX COUNTY - 1.9 MI. W. INT. RTE. 495
PROJ. 0007-029-139, B617, B618

Recommended for Approval: _____ Date _____
 District Project Development Engineer

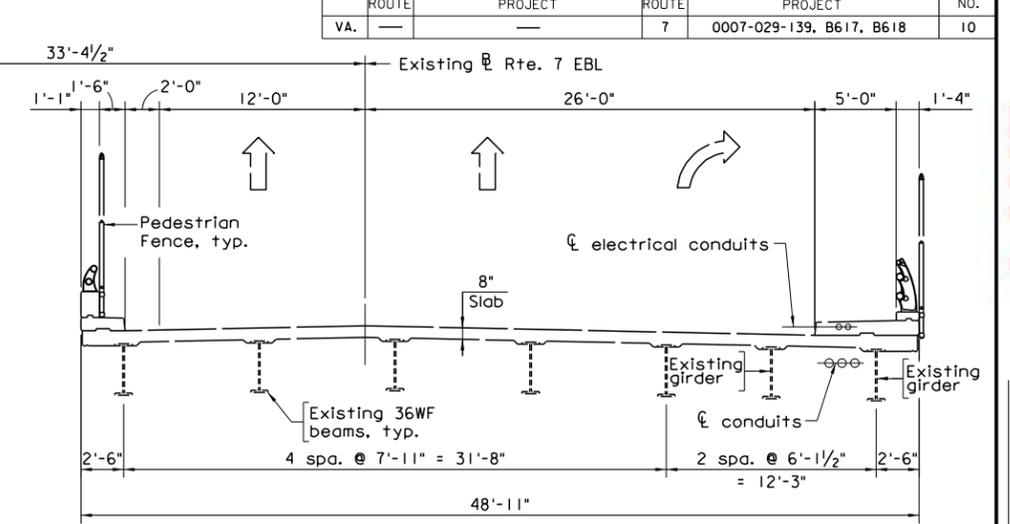
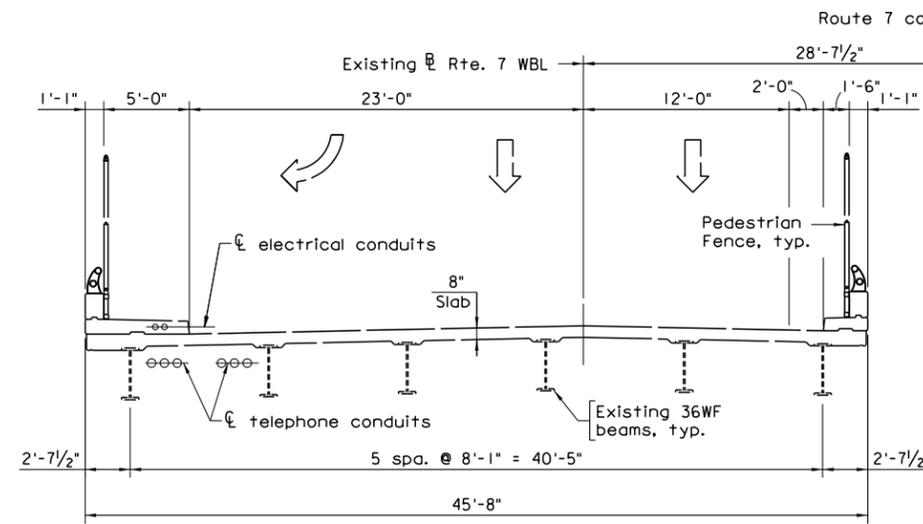
Approved: _____ Date _____
 District Administrator

Date: _____ © 2015, Commonwealth of Virginia



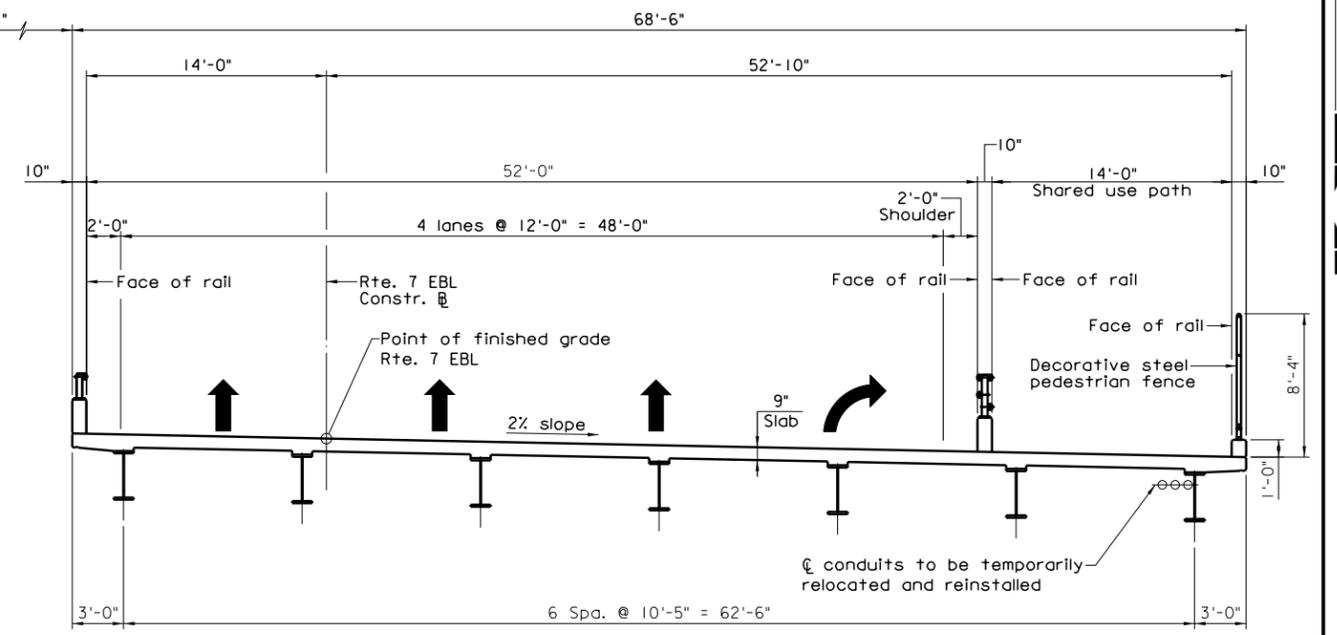
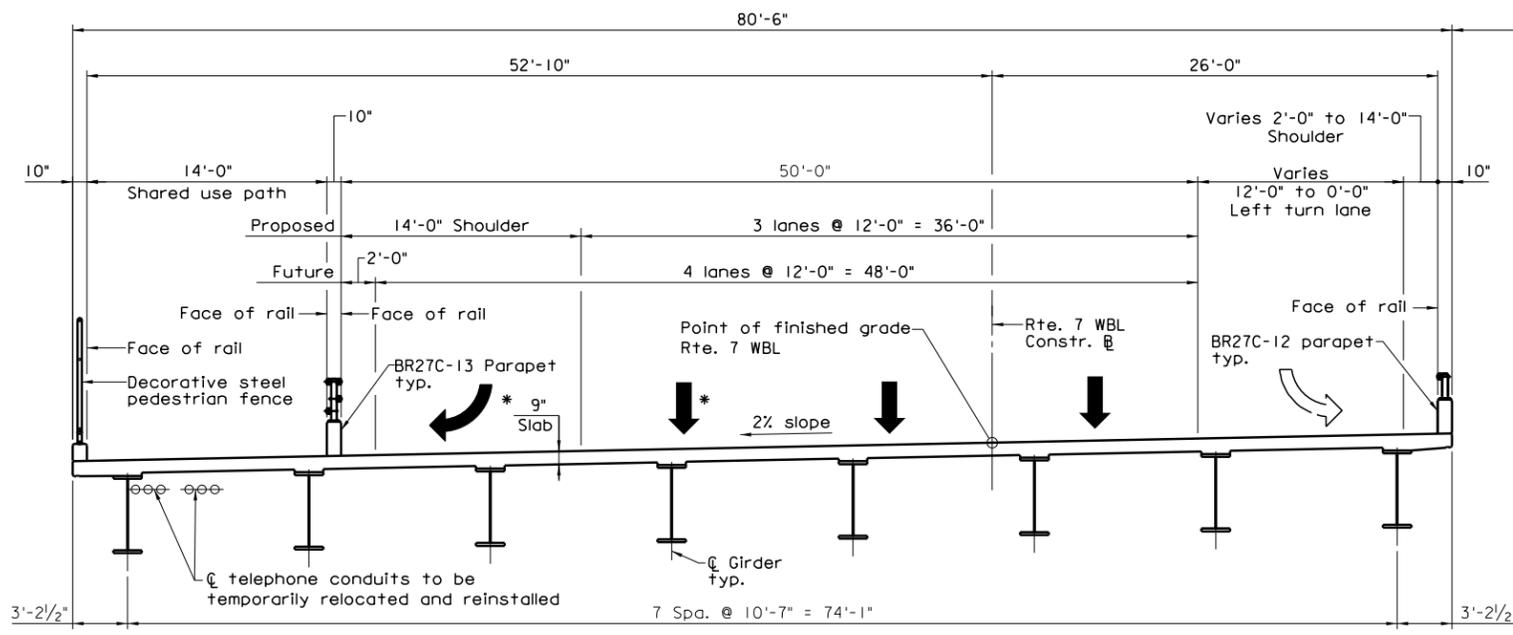
CONCEPT PLANS

STATE	FEDERAL AID	STATE	SHEET
VA.	PROJECT	ROUTE	NO.
		7	10
		0007-029-139, B617, B618	



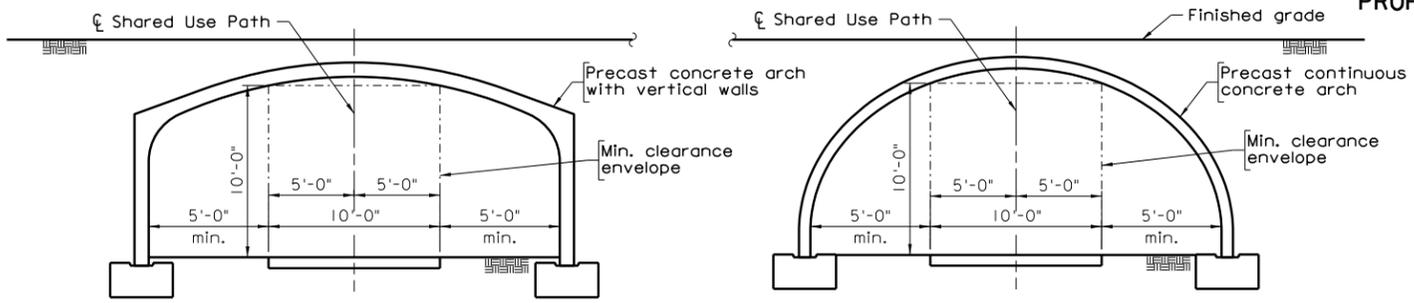
EXISTING TRANSVERSE SECTION

Note:
Dimensions shown are from as-built plans.

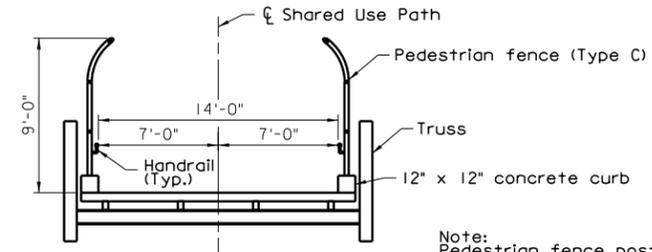


PROPOSED TRANSVERSE SECTION

* WB lane arrows shown for future lane configuration.



TYPICAL PEDESTRIAN UNDERPASS ALTERNATIVES



TYPICAL SECTION PEDESTRIAN OVERPASS

Note:
Pedestrian fence post locations shall line-up with the truss vertical members

Legend:
----- Existing Structure
———— New Structure

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

PEDESTRIAN UNDERPASSES

DESCRIPTION	VA STRUCTURE NO.	FEDERAL I.D.
Ramp from WB 267 to WB 7	1932	30426
Ramp from WB 267 to Rte. 7 top of Ramp	1933	30427
Ramp from WB 7 to WB 267	1934	30428
Ramp from EB 267 to WB 7, and Ramp from WB 7 to EB 267	1935	30429

PEDESTRIAN OVERPASSES

DESCRIPTION	VA STRUCTURE NO.	FEDERAL I.D.
Ramp from EB 267 to EB 7, Ramp from EB 267 to Rte. 7 top of Ramp, and Ramp from EB 7 to EB 267	1936	30430

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION			
TRANSVERSE SECTION			
No.	Description	Date	Designed:
			Drawn:
			Checked:
			Date
			Plan No.
			Sheet No.
Revisions			

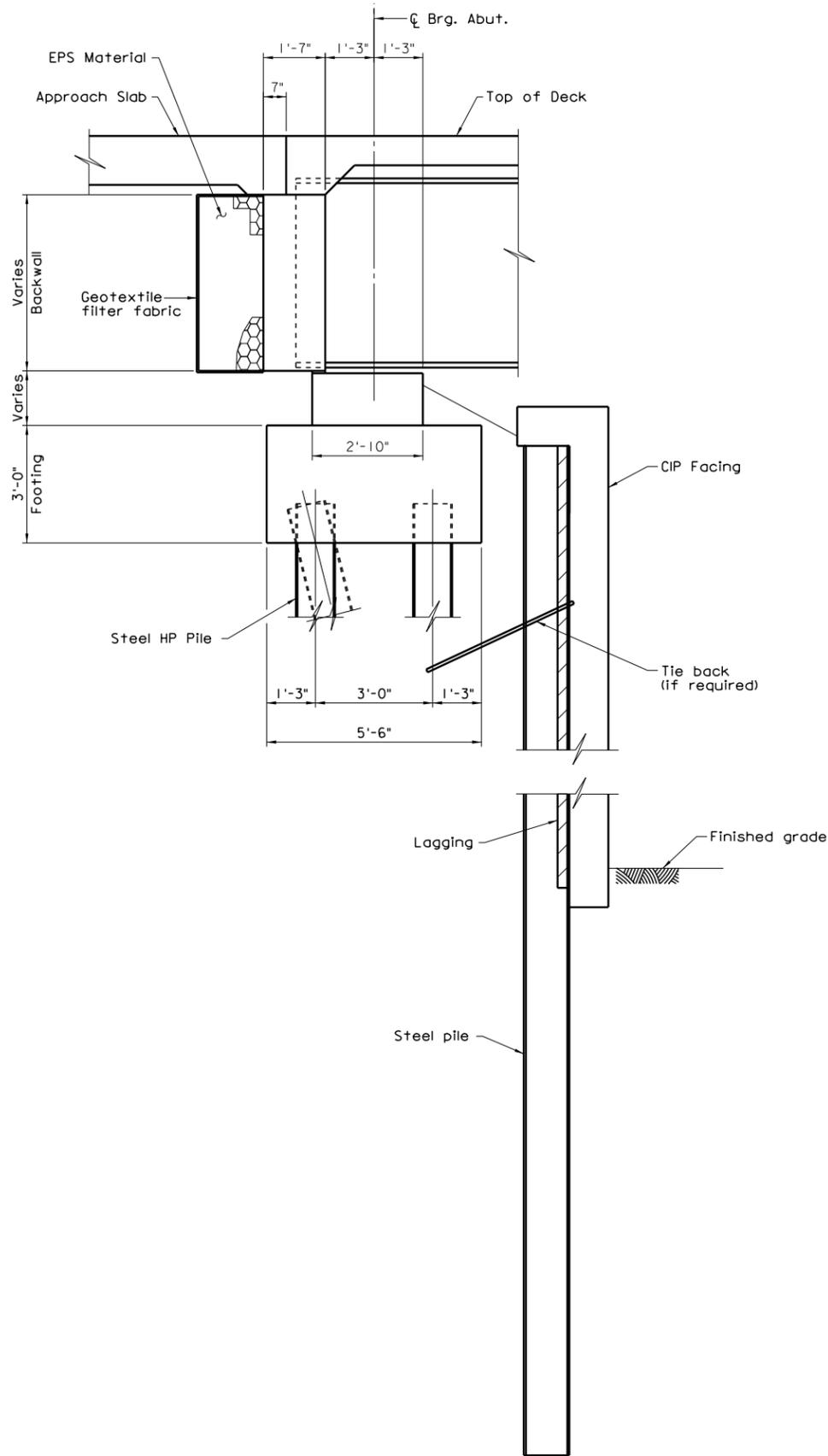
Scale: 3/16" = 1'-0" © 2015, Commonwealth of Virginia

JOHNSON, MIRMIRAN & THOMPSON
RICHMOND, VA
STRUCTURAL ENGINEER

LANE
 JOHNSON, MIRMIRAN & THOMPSON
 Engineering A Brighter Future
 13921 Park Center Road, Suite 140, Herndon, Virginia 20171

CONCEPT PLANS

STATE	FEDERAL AID		STATE		SHEET NO.
ROUTE	PROJECT		ROUTE	PROJECT	
VA.	—	—	7	0007-029-139, B617, B618	11



ABUTMENT SECTION

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION			
STRUCTURE AND BRIDGE DIVISION			
ABUTMENT DETAILS			
No.	Description	Date	Designed:
			Drawn:
			Checked:
Revisions		Date	Plan No.
		March, 2015	189-08B
			Sheet No.
			11

Scale: 1/2" = 1'-0" © 2015, Commonwealth of Virginia

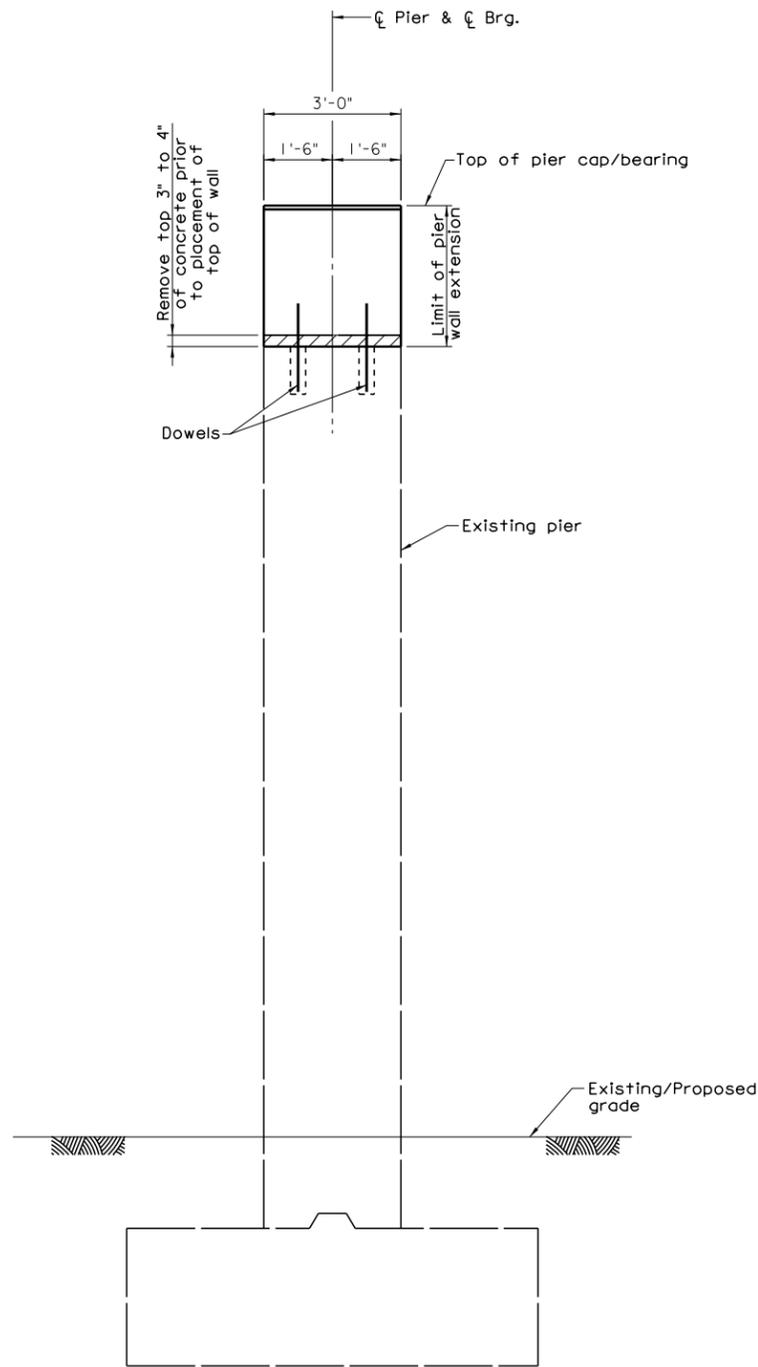
DATE: _____
BY: _____
JOHNSON, MIRMIRAN & THOMPSON
RICHMOND, VA
STRUCTURAL ENGINEER

LANE

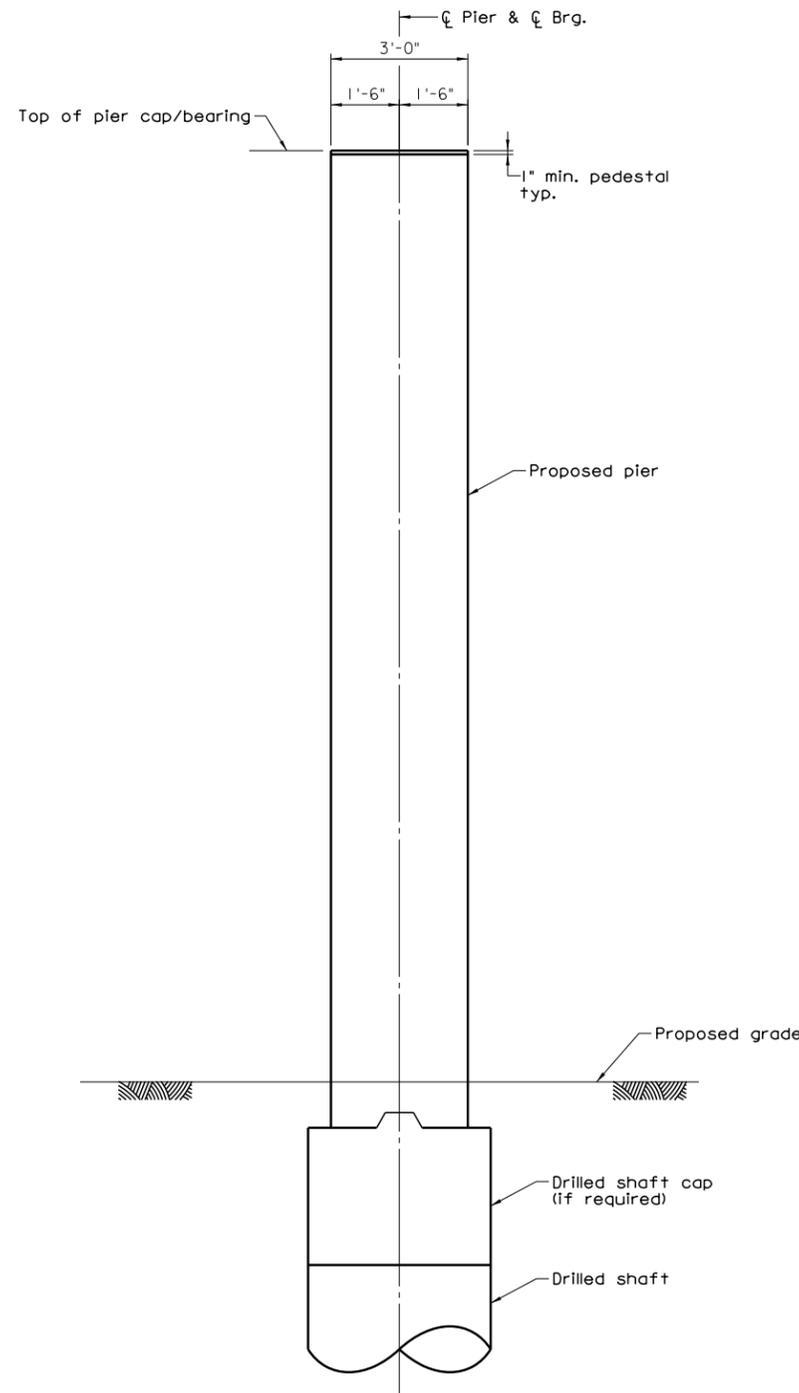
JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future
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CONCEPT PLANS

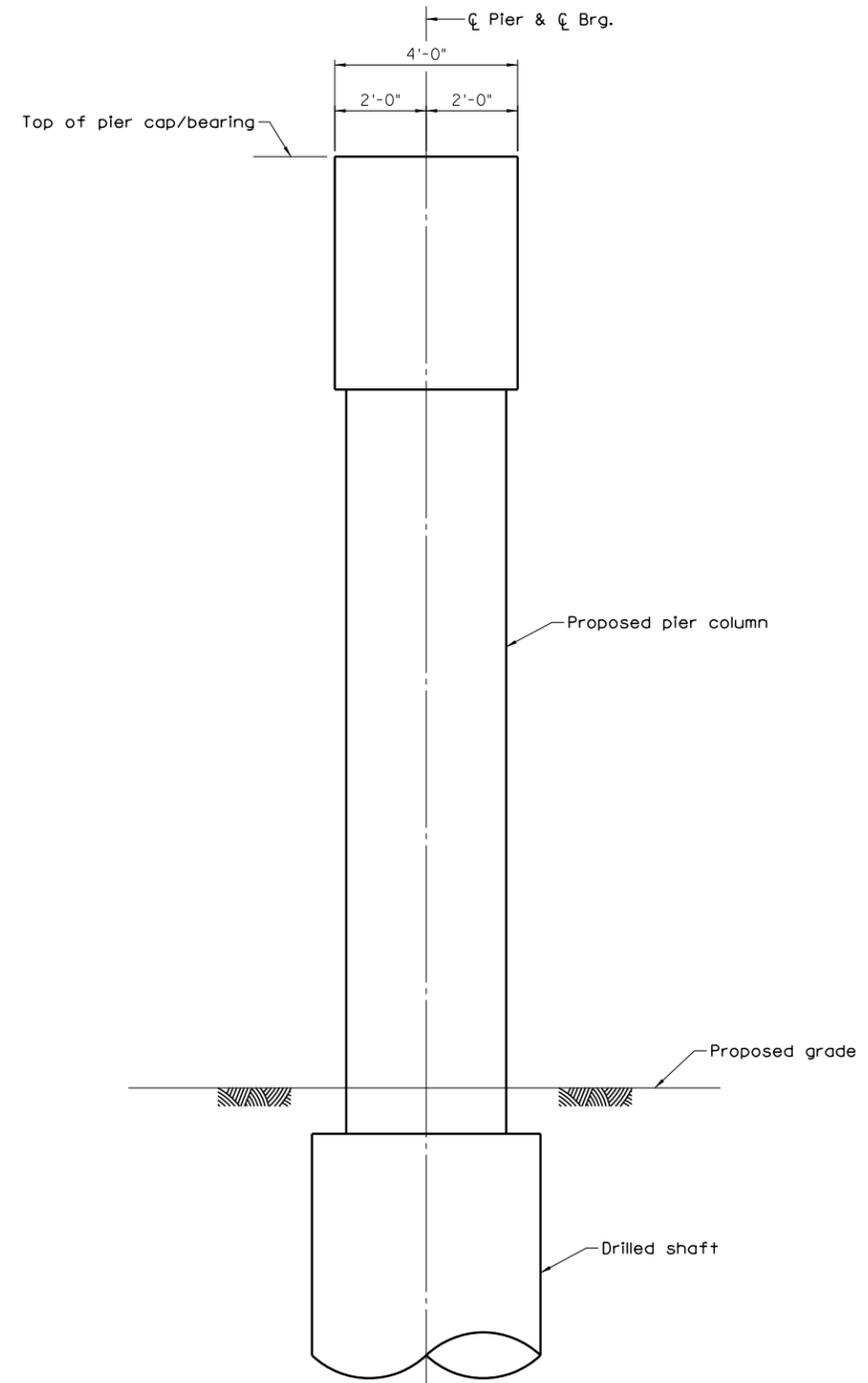
STATE	FEDERAL AID		STATE		SHEET NO.
ROUTE	PROJECT	ROUTE	PROJECT		
VA.	—	—	7	0007-029-139, B617, B618	12



TYPICAL PIER MODIFICATION SECTION
(EBL BRIDGE)



TYPICAL NEW PIER SECTION
(EBL BRIDGE)



TYPICAL NEW PIER SECTION
(WBL BRIDGE)

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED
FOR CONSTRUCTION

Legend:

- Existing structure
- Demo structure
- Completed structure

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION			
STRUCTURE AND BRIDGE DIVISION			
PIER DETAILS			
No.	Description	Date	Designed:
			Drawn:
			Checked:
Revisions		Date	Plan No.
		March, 2015	189-08B
			Sheet No.
			12

Scale: 1/2" = 1'-0" © 2015, Commonwealth of Virginia

DATES

JOHNSON, MIRMIRAN & THOMPSON
RICHMOND, VA
STRUCTURAL ENGINEER

LANE

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CONCEPT PLANS



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