

July 2009 CTB Meeting

B95

BR04-067-415, B606, B607

Nottoway County

This project makes repairs to two bridges on Rte 360 North Patrick Henry Highway. The parallel bridges are located less than a mile west of Burkeville city limits in a mostly rural area.

The proposed superstructure replacement on *Rte 360 EBL North Patrick Henry Highway* is intended to improve the bridge's structural integrity resulting in a safer bridge as well as extending the life of the bridge. In addition, a new steel open rail will increase the curb-to-curb width to 31'-5", which is both greater than the existing width of 28'-0", and the RRR requirement, which is 30'-0" (ADT is 2625). The original bridge was built in 1951 with a width of 28'-0" curb-to-curb. It carries two lanes of one-way traffic utilizing a concrete open rail barrier. The approach roadway carries two 12'-0" lanes and two 2'-0" shoulders. The bridge is 293'-0" long spanning over Rte 460 and Norfolk & Southern Railway as well as a pole mounted utility line. The existing bridge deck is in poor condition with full depth spalls, exposed rebar, leaking deck joints and several repair patches. The beam bearings are in poor condition, many with 100% section loss. Temporary blocking has been installed to support the deck. The steel beams have surface rust across 60% of the area with section loss in webs and flanges near the ends of beams. The substructure units are in fair condition with random cracking, delamination and spalling. This project will replace the bridge deck, replace the existing steel beams with new steel girders and replace the failing bearings. The number of deck joints will be reduced from five to three by configuring the span layout as two, 2-span continuous units. This will reduce the possibility of future corrosion problems regarding the bearings and girders. Along with a new deck, a new steel open rail barrier will be built. Patching and crack filling will be performed on the abutments and piers. In order to facilitate construction operations, the eastbound traffic will be directed to one lane to allow for stage construction operations on the other lane. Wide loads for the EBL will be detoured to Rte 15 near Keysville and then to Rte 460 and then return to Burkeville.

The proposed superstructure repair work on *Rte 360 WBL South Patrick Henry Highway* is intended to improve the bridge's structural integrity resulting in a safer bridge as well as extending the life of the bridge. In addition, a new steel open rail will increase the curb-to-curb width to 34'-2", which is both greater than the existing width of 32'-8", and the RRR requirement, which is 30'-0" (ADT is 2625). The original bridge was built in 1969 with a width of 32'-8" curb-to-curb. It carries two lanes of one-way traffic utilizing a concrete open rail barrier. The approach

roadway carries two 12'-0" lanes and two 2'-0" shoulders. The bridge is 272'-6" long spanning over Rte 460 and Norfolk & Southern Railway as well as a pole mounted utility line. The existing deck is in fair condition with transverse cracks, delamination, patches and some spalls throughout the entire length of the bridge. The curbs have several large spalls due to impact. The deck joints are in poor condition allowing water to leak to the bearings and beams below. The bearings are in poor condition with section loss and heavy rust scale. The steel beams are in poor condition with peeling paint and surface rust along 60% of the beam length. There is heavy corrosion, rust scale and section loss at the ends of the beams beneath the leaking deck joints. The abutments are in good condition with minor cracking and some small areas of spalling. The piers are in poor condition with delamination and spalling, some severe, throughout. The project replaces the deck overhangs, repairs and overlays the deck, reconstructs the deck joints, replaces the beam bearings and paints the steel beams. A new steel open rail barrier will replace the existing barrier. Patching and crack filling will be performed on the abutments and piers. Construction operations will be performed during temporary lane closures. The westbound traffic will be shifted to one lane while construction is performed on the other.

A portion of the construction will take place over the Norfolk & Southern Railway. As of this date, the railroad still owns the portion of the track extending one mile west of Burkeville. It is expected that this portion of the track will be donated to the Department of Conservation and Recreation's High Bridge Trail State Park in the near future. All construction operations will take place within VDOT Right-of-Way except for access to the N&S Railway corridor as needed. No permanent changes will be made to the existing roadway.

Fixed completion September 7, 2011

C30

6265-071-V05, C501, B643

Pittsylvania County

The project includes construction of four-lane divided limited access highway beginning 0.2075 Miles West of Route 293 and ending 0.3136 Miles West of Route 360, totaling approximately 1.3826 Miles. Approximately 1.16 miles of the project, beginning at the intersection with Route 29 Business Main Street, will be on new alignment with a 640 foot bridge crossing Falling Creek. The project also includes (a) new construction of approximately 487 feet Norwood Drive, (b) new construction of approximately 578 feet of Forestdale Drive North of mainline, (c) a cul-de-sac on existing Norwood Court, (d) completion of Ramp A and Ramp D from previously constructed project, (e) reconstruction of approximately 1400 feet of Route 29 Business Main Street, and (f) reconstruction of approximately 1050 feet of Route 41 with a street connection, King Street. The total project length is approximately 1.94 miles. The project includes, among other things: (a) four-lane divided highway, (b) storm drainage, (c) storm water management basin(s), (d)

reconstruction of connections along mainline, (e) in plan utility work, (f) guardrail, and (g) roadway lighting as requested by the City of Danville.

Fixed completion December 2, 2001

Design Build Project

0460-013-773, R201, C501, **Rescind Award** Buchanan County
B628, B629, B630
0460-013-120, P101, B621,
B622, B625, B626

VDOT terminated this contract for the project referenced above and re-advertise the project as a new procurement. VDOT's action in terminating the 2008 contract was taken in compliance with the Virginia Circuit Court Order which reversed the contract award. The Court's decision was based on findings regarding RFP requirements. The specific RFP requirements at issue related to detailing the number of years of experience as a Right of Way Manager on the resume form included in the RFP proposals. Specific dates relative to the contract termination are listed below.

Notice to Stop Work: 9/22/2008
Notice of Termination: 11/7/2008
Effective Date of Contract Termination: 11/17/2008

0460-013-773, R201, C501, Award **Buchanan County**
B628, B629, B630
0460-013-120, P101, B621,
B622, B625, B626

This design/build project includes construction of twin high-level structures approximately 1600 feet in length, a mainline four-lane divided highway totaling approximately 4800 feet in length and a two-lane connector road to Route 80. The connector road to Route 80 will provide improved access to Breaks Interstate Park and includes a multi-span bridge structure crossing over Route 768 and Hunts Creek. The Project also includes secondary connections to Route 609 and Route 693 from Route 80. There was no change in scope between the first and second advertisement.

Fixed completion August 29, 2014

BID RESULTS FOR THE CTB

JULY 8, 2009

Order No.	UPC No. Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
<u>PRIMARY</u>							
C30	79955 (NF0)6265-071-V05, C501, B643	FROM: 0.2075 MI. W. OF RTE. 293 TO: 0.3136 MI. W. OF RTE. 360 PITTSYLVANIA CO. FRANKLIN TURNPIKE EXTENSION; GRADE, DRAIN, ASPHALT, PAVE & BRIDGE	AWARD	KEY CONSTRUCTION COMPANY, INCORPORATED CLARKSVILLE, VA	9	\$18,295,603.02	\$22,441,182.00 (\$18,007,296.00)

1 Recommended for Award: \$18,295,603.02

(\$) = Construction Cost Only

BID RESULTS FOR THE CTB

JUNE 5, 2008

DESIGN BUILD

Order No.	UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
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MISCELLANEOUS

07/08	85914 & 64144 0460-013-773, R201, C501, B628-B630; 0460-013-120, P101, B621, B622, B625, B626 BROS & Secondary Funds	NEW 460 CONNECTOR, PHASE 1 FROM: KENTUCKY STATE LINE TO: 0.833 MI. E. OF THE STATE LINE FROM: KENTUCKY STATE LINE TO: COALFIELDS EXPRESSWAY BUCHANAN COUNTY PROVIDE CONNECTORS BETWEEN KENTUCKY STATE LINE – ROUTE 460 CORRIDOR AND CONNECTOR TO BREAKS INTERSTATE PARK	RESCIND	BIZZACK CONSTRUCTION, LLC LEXINGTON, KY	3	\$102,487,500.00	\$129,218,501.00
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1 Recommended for Award: \$102,487,500.00

BID RESULTS FOR THE CTB

JUNE 5, 2009

DESIGN BUILD

Order No.	UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
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MISCELLANEOUS

07/09	85914 & 64144 0460-013-773, R201, C501, B628-B630; 0460-013-120, P101, B621, B622, B625, B626 APD-460-1(005) APD & PTF Funds	NEW 460 CONNECTOR, PHASE 1 FROM: KENTUCKY STATE LINE TO: 0.833 MI. E. OF THE STATE LINE FROM: KENTUCKY STATE LINE TO: COALFIELDS EXPRESSWAY BUCHANAN COUNTY PROVIDE CONNECTORS BETWEEN KENTUCKY STATE LINE – ROUTE 460 CORRIDOR AND CONNECTOR TO BREAKS INTERSTATE PARK	AWARD	BIZZACK CONSTRUCTION, LLC LEXINGTON, KY	2	\$90,000,000.00	\$129,218,501.00*
	<p>*Amount is inclusive of all phases to include PE, ROW and CN, etc. Inclusive of UPCs 64144 & 85914</p>						

1 Recommended for Award: \$90,000,000.00*