

May 26, 2016

Project No.: 0264-122-108, C508,
B602-5, B616, D604-5
UPC 57048
City of Norfolk and City of Virginia Beach
Order #J66
Contract ID #C0000057048C08

Required Attendance Yes X No _____

MEMORANDUM

TO: Mr. Don Silies
Attn: Mr. John Jacobs

FR: Salvija Hofheimer

RE: Project Showing

On this date the captioned project was shown to potential bidders in accordance with the guidelines of IIM-CD-2013-05.01. Attached are the minutes of the showing and the attendance sheet indicating the interested parties present.

You will note we were unable to answer the following question and your assistance in providing information to the potential bidders is requested.

Concerning vibration monitoring, the specs state 10 monitors are required. Are these 10 locations set locations or should the locations move as construction progresses?

cc: Mr. John Jacobs, DCE
Mr. Peter Reilly

MEMORANDUM

Hampton Roads District

To: Mr. Don Silies
Attn: Mr. John Jacobs, P.E.

From: Salvija Hofheimer, P.E.

Date: May 26, 2016

Subject: Project Showing

Project No. 0264-122-108, C508, B602-5, B616, D604-5
City of Norfolk and City of Virginia Beach
Order #J66
Contract ID #C0000057048C08

The project showing for the above referenced project was conducted on Thursday, May 26, 2016 at 10:00 a.m. at the Hampton Roads Transportation Planning Organization (HRTPO) Regional Building Conference Rooms D-E. Attached is a copy of the attendance roster for your information.

The following information was discussed:

- Bids must be received by 10:00 a.m. EDT Wednesday, June 22, 2016.
- Project Purpose: The purpose of the project is to address deficiencies in safety, capacity and geometry of the current I-64/I-264 Interchange.
- There are no Federal Funds, Federal Authorization, or Federal Oversight for the construction.
- Construction is funded by Hampton Roads Transportation Accountability Commission (HRTAC) with Hampton Roads Transportation Fund (HRTF).
- HRTAC must be added as additional insured on any bonds and insurance policies on this project.
- This project has Type III RW Certification. There are two relocations (shed and A/C unit). Utility relocations are underway.
- This contract has 0 percent DBE requirements. SWaM goals and local hiring preference guidelines will be included in the addendum.
- The project has a fixed end date of April 13, 2020. This is being revised per an addendum to have a new fixed completion date of October 24, 2019 and a revised incentive.
- This contract shall be constructed in accordance with the plans; VDOT 2007 Road & Bridge Specifications; 2008 Road and Bridge Standards; 2009 MUTCD; 2011 Supplement to the MUTCD; 2011 VA Work Area Protection Manual, Revision 1, April 2015; and SPs and SPCNs as listed in the Contract.

- A. Discussed MOT, SOC, and construction items
 - a. RW & Utility Areas overview.
 - b. Concerning utilities, Area 1D will be done in conjunction with Area 1B. The general sequence is five phases. Phase 1 & 2 are mostly overlap able other than the temporary ramp at Newtown. The critical element is phase 3. Due to construction of the proposed CD road, traffic cannot be run on both D7 and the proposed CD at the same time. Phase 3 has a single 3 day weekend closure of those two movements. Phase 3 has to be completed by 5 AM the following Monday. Substantial disincentives and incentives are associated with the weekend closure. Phase 4 will be finishing up the rest of Ramp D7 Bridge B602, retaining walls M & N, and B604. Phase 5 deals with bridge rehabilitation of the I-264 eastbound mainline bridge over Kempsville Road.
 - c. There is construction access shown off of Parcel 016, church parking lot, and west of Kempsville Road. There are 4 or 5 private poles owned by church. One has a power meter on it and the power between poles is underground. Contractor will ultimately demolish these poles.
 - d. There is a provision for tow wrecker service to mitigate any accidents in the area. This is for safety.
 - e. Addendum is underway to address changes in the MOT Phase 3. The loop ramp may now be closed in Phase 3. Other detour routes to dissipate traffic during the Phase 3 closure are being evaluated and may be included in the addendum.

- B. Discussed Environmental Items
 - a. Final environmental permits have been obtained and will be included in the addendum.
 - b. 2-Year Establishment Period is required for plantings.
 - c. There are no environmental time of year restrictions.
 - d. Cultural Resource Excavation on the Coastal VA Church Property, Parcel 001, will be completed and area open for laydown before construction begins.
 - e. Asbestos testing for two structures on Parcel 019 is underway. Storage shed on parcel 019 will be relocated by end of September 2016. This is the only environmental aspect which has not been resolved.
 - f. HazMat phase 1 has been cleared.

- C. Utilities
 - a. Not all utilities will be relocated by notice to proceed date of contract.
 - i. Area 1A will be allowed to start construction first.
 - ii. Area 1B will have utility relocation completed by April 2017. Anticipate that a partial area of work will be given for Phase 1B. This area will be past the bridge on Curlew Drive to the bridge at Kempsville Road and from past the bridge at Kempsville Road to the end of Area 1B. It will not include the bridge work on Kempsville.

- iii. Phase 1C is bridge work at Curlew Drive and will be completed by October 2017.
- iv. Phase 1D utilities will be relocated by the end of Phase 1B in April 2017.
- b. The existing transmission facility at Curlew Drive will be raised, with 50' clearance above the proposed sound wall.
- c. Once each utility relocation phase is completed, the VDOT Utilities manager must issue a letter of release to move on to the next utility relocation phase.

D. Right of Way

- a. The project has Type III RW Certification.
- b. RW cleared and phased utility relocations are underway.
- c. Two (2) outstanding relocations on Parcel 019 (A/C cooling tower and maintenance building) will be completed by September 30, 2016.
- d. Alternate construction access and laydown area is currently being evaluated on Parcel 019 per the church's request.

E. Hampton Roads Transit (HRT)

- a. HRT Adjacent Construction Manual and SOP 101.13 – Work Performed on the HRT Right of Way are posted on the Construction Division's page under Announcements for J66.
- b. Coordination with HRT will be required for 60" RCP jack and bored culvert and bridge beam and formwork installation over the light rail tracks.
- c. Five special provision copied notes are included in the contract: general, insurance requirements, flagger requirements, track elevation monitoring, and limitations of operations requirements.

F. Materials

- a. Soil conditions pose a significant geotechnical challenge. There are a significant number of densified aggregate piers (DAPs) in the vicinity of the retaining walls south of Curlew Drive, Ramp A at Newtown Road, and under Walls M & N along Ramp D7. The contractors were urged to pay attention to the soil conditions when planning methodology concerning the 60" pipe under Curlew Drive and light rail and I-64 south of Curlew Drive.
- b. Stone Columns, also known as Densified Aggregate Piers (DAPs) are used for ground improvements.
- c. Drilled shafts are used for bridge support.
- d. There is a long culvert east of the church near Ramp A. Sheet piling is required for installation of this culvert. This is shown in a series of sheets in the MOT plans
- e. There is a special provision for vibration monitoring pre and post construction to gauge if properties are damaged by construction activity.

- G. Addendum #1 will be issued on June 2, 2016 and will the revised fixed completion date, revised incentive, final permit package, drainage revisions on parcel 019, fracture critical notes on bridge plans, and CABB question items. It will also remove the time of year restrictions for Phases 3 & 5. Allowable lane closures shown on Sheet 1K will include some work hours for normal weekend work.

The following questions were asked during the showing with response in italics:

1. Project Wages

Question – “Have the wages for the project been established?”

Response – VDOT is currently working on an addendum and wages will be included.

2. Value Engineering

Question – “Will VDOT consider value engineering concerning changing drilled shafts to piles? How long would it take to consider this value engineering?”

Response – Drilled shafts were chosen for specific reasons, however, VDOT will entertain value engineering per the specifications. There is no current time table established for evaluating and responding to such a value engineering proposal.

3. MOT Related to Retaining Wall “R” and Drilled Shaft Construction

Question – “Regarding MOT as it relates to the construction of retaining wall “R”, it appears that there is a narrow shoulder and also that the drilled shafts will have to be installed from the road. Will there be a dedicated lane shut down or are we anticipating all construction equipment will be removed every day?”

Response – There is a narrow shoulder and traffic analysis shows a 24/7 lane closure is not feasible. There is potential to set barrier to work on some sloped widening work. It is anticipated that early on, equipment will need to be removed daily because a lane closure cannot take place.

4. Geogrid for Densified Aggregate Piers (DAPs)

Question – “For the densified aggregate piers, has the mattress layer being placed above them been included as a bid item?”

Response – Yes, it is included as a bid item. It is listed as geotextile geogrid reinforcement on line number 0090 in the J66 proposal.

5. Vibration Monitoring

Question – “Concerning vibration monitoring, the specs state 10 monitors are required. Are these 10 locations set locations or should the locations move as construction progresses?”

Response – VDOT will review and clarify. It will be in accordance with federal standards. It will not be a standard set of locations and will move as construction progresses.

6. Trestle Use

Question – “The construction MOT notes reference a trestle structure. Is this a contract requirement to use a trestle or can the contractor use an alternate method?”

Response – What is currently reflected in the MOT plans is consistent with the environmental permits. Please check permit documents. A stream crossing is anticipated and the trestle structure was included to get concurrence from environmental. There is flexibility with temporary access.

7. Stream Relocation Location

Question – “Is the stream relocation going away from the proposed bridge structure?”

Response – The stream is shifting depending on the location. Please review the plans for exact stream location.

8. Stream Relocation Timeline

Question – “Does the stream have to be relocated prior to bridge construction?”

Response – Channel flow must be maintained at all times. The stream is tidal. Please refer to permit documentation.

- Any other questions will have to be asked via the CABB system on the Construction website.
- A site visit was conducted. The following questions were asked at the site visit.

1. Right of Way For Parcel 019

Question – “Has right of way been acquired for parcel 019?”

Response – Yes, it has been acquired, though the storage shed and cooling tower relocations are still pending.

2. Staging Area Location

Question – “Where is the staging area?”

Response – The major staging area is at Glad Tidings Church (Parcel 001) and is shown in the plans. There may also be a staging area in the grass lot, if the alternate ingress / egress access currently under consideration is approved.

3. Restoring Church Parking Lot

Question – “Will the contractor be expected to restore the church parking lot after construction due to the heavy construction traffic?”

Response – Yes. It is expected that heavy construction traffic will damage the parking lot. The parking lot will need to be restored along with the entrances after construction.

4. Right of Way Width in Parking Lot

Mr. Don Silies
Attn: Mr. John Jacobs
May 26, 2016
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Question – “How wide will the right of way be in the parking lot? How wide will it be during construction?”

Response – The only right of way locations in the parking lot is for the bridge piers. The aerial easement is approximately 10 feet off the bridge and the construction easement is approximately 25-30 feet. Refer to the plans for the exact dimensions.

It was noted that the contractors be sure to include the sheet piling for the box culverts in their bid price.

- A copy of the Project Showing attendance sheet is attached. Bidder’s representatives who did not attend the site visit were stricken from the register.

Attachment

cc: Mr. John Jacobs
Mr. Harold Caples
Mr. Andy Keeton
Ms. Mary Roane
Mr. Pete Reilly
Attendees

COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT SHOWING ATTENDANCE SHEET

CONTRACT ID. NO.: C0000057048C08 PROJ. NO.: 0264-122-108, UPC 57048 AREA CONSTRUCTION ENGINEER: Vasilios Andreou
 ROUTE: 264 COUNTY: Norfolk DATE: 5/26/2016
 DISTRICT: Hampton Roads CONSTRUCTION AREA: Norfolk TIME: 10:00 AM

Mtg	Site Visit	Site Visit	REPRESENTATIVE	COMPANY	COMPANY ADDRESS	EMAIL ADDRESS	PHONE NUMBER
✓	✓	✓	CORY NEIDER	iticon SOUTHEAST, INC - CURTIS CONTRACTING, A JOINT VENTURE	2809 CRUSAHER CIRCLE VA BEACH, VA	cneider@iticonsoutheast.com	757-468-1500
			Cory "	iticon SOUTHEAST	2809 CRUSAHER CIRCLE, VA BEACH, VA	cneider@iticonsoutheast.com	757-468-1500
✓	✓	✓	LARRY THOMAS	LANE CONSTRUCTION	1450 AVON CHANTILLY VA	lthomas@laneconstruct.com	703-225-7562
✓	✓	✓	BEN LINEBERRY	VOLKERT	6205 BRANDY AVE SPRINGFIELD VA	BEN@VOLKERT.COM	540 414 5440
✓	✓	✓	Grady Andrews	Volkert	" "	Grady.Andrews@volkert.com	304 586-3811
✓	✓	✓	Kevin Cook	Brayman Construction	1000 John Roobling Way	k_cook@brayman.com	724-443-1533
✓	✓	✓	SHAWN DANAHER	D.T. READ STEEL	1751 WEST RD. CHESAPEAKE	SHAWN@DTREADSTEEL.COM	757-944-0160
✓	✓	✓	JIM CASHILL	CASE FND. Co.	550 CASLTON RD BELLEVUE VA 20197	J.Cashill@casefoundry.com	610 353 0600
✓	✓	✓	Harold Gathers	McKinney Drilling Co	273 Lakeview Dr Suffolk Woodsstock VA 22609	hgathers@mcKinneydrilling.com	540 459 9529
✓	✓	✓	DICK LOGSDON	SWANK CONST	539 LONDON BRIDGE RD UB	dick@swankco.com	757 200-7505
✓	✓	✓	BOB ASHBURNER	SIMONS	P.O. Box 57008		757 426-2824
✓	✓	✓	SAM TRAN	EV WILLIAMS, INC	922 S. MILITARY VIRGINIA BEACH	estimating@evwilliams.com	757.420.1140
✓	✓	✓	MARK OSENBROUGH	E.V. WILLIAMS, INC.	" "	MARKO@EVWILLIAMS.COM	(757) 420-1170
✓	✓	✓	BOB CURTIS	ITICON SOUTHEAST, INC	2809 CRUSAHER CIRCLE VA BEACH, VA	bcurtis@iticonsoutheast.com	757-509-4719
✓	✓	✓	Andrew Bucher	Whitlock Brothers	5588 Raby Rd Norfolk 23502	Andrew@whitlockbrothers.com	757-831-3760
✓	✓	✓	Rob Steele	A JW CONTRACTORS, INC	530 WOODLAKE CIRCLE CHESAPEAKE, VA 23060	Rob.Cawc@jw-con.com	757 523 8668
✓	✓	✓	MARTINA STEPHENS	" "			
✓	✓	✓	Ryan Terry	LANE	901 Mitcher Blvd Virginia Beach 23460	rterry@laneconstruction.com	246 882 8757

450 24074

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