

## **Project Showing**

I-81 Northbound Bridge Replacement and Route 232 Bridge  
Project: NFO(0081-060-126,P101, R201, C501, B603, B608)

Order: J73

UPC: 56899

Pulaski/Montgomery County

Tuesday, July 12, 2016

10:00 AM

### **General Administration**

#### **Tentative Schedule:**

1. Advertisement - June 14, 2016
2. Project Showing – July 12, 2016
3. Distribute or Post Showing minutes, questions and answers – by COB July 19, 2016 to CABB
4. Last Day to Post CABB Questions – August 19, 2016
5. Bid Letting – August 24, 2016
6. Anticipated Contract Execution – week of October 24<sup>th</sup>, 2016; within 60 days of bid letting
7. Maximum Incentive Date– August 15, 2020 (Early Completion Incentive Disincentive Special Provision is being revised by addendum)
  - a. \$3100/day for a maximum of \$173,600
8. Early Completion – October 9, 2020
9. Final Completion – December 4, 2020

#### **Civil Rights:**

1. Federal-Aid Construction Contract (SF010DF-0712) and EEO requirements (SF030AF-0708)
2. 8 trainees (c518b00-0708)
3. 5% DBE goal (Form C-111), S107HF1-0211, Form C-48, Form C-112
4. Predetermined Minimum Wage Rates (SF001AF-0708)

### **Project Scope-**

#### **Hydraulics:**

1. Jack & bore/ mechanized tunneled pipes under I-81
  - a. Sta 123 – 48” mechanized tunneled
  - b. Sta 161 – 18” jacked pipe
  - c. Sta 165+50 – 42” mechanized tunneled
2. Bridge Construction River and Boat Ramp Caution Signs SP (Page 328)
  - a. Caution sign to be installed at Claytor Dam Boat Ramp off of Route 605
  - b. Additional caution signs to be placed at Bissett Park and other locations as per SP

#### **Environmental:**

1. Pistolgrip mussel Time of Year Restriction (TOYR), prevents work only in the New River from May 15 – July 31 (Page 499)

- a. Prior to beginning any phase of work in the New River an abbreviated survey and relocation of mussel species must be performed by an individual with a valid Department of Game and Inland Fisheries collection permit. (SP on page 484)
2. Demolition with ACM removal of Asbestos (Page 485)
  - a. Caulk underneath metal top railing posts
  - b. There could be additional locations with asbestos
3. Archaeological sensitive areas on both sides of the river (Downstream side)
  - a. Safety fence for protection
4. "All tree cutting operations for the project shall be completed by July 31, 2017" (sheet 2 note I-22)
5. Limitations of Operations Protection of Bats on Bridges SP (Page 306)
  - a. An addendum will be issued replacing the current SP. A link will be included to the bat inventory guidelines and additional details on conducting a bat inventory will also be included in the new SP.
  - b. The completion and submittal of a Bat inventory form will be required as per the new SP.
6. Nontidal wetland temporary impact restoration SP (Page 460)
  - a. Different temp seed mixes are required for different times of year.
  - b. An as built survey with 6-inch C.I. topo in wetlands and 2-foot C.I. topo elsewhere is required.

**Materials:**

1. Geotechnical Report (The geotechnical engineering reports prepared during the design of this project are available at the VDOT Salem District Materials Office for review per VDOT Road and Bridge Specifications, Section 102.04(b). Please make advance arrangements for review of the report with Mr. Wade H. Pence, III, C.P.G., at 540-387-5381)

**Structure & Bridge:**

1. Retaining walls
  - a. Soil nail wall at Abutment B on the Route 232 Bridge
  - b. MSE wall at Abutment A on the Route 232 Bridge
  - c. Temporary retaining structure to be used when constructing the Route 232 Bridge
  - d. RW3s are along the sides of the north part of route 232 and between Sta 172 and 173 in the median next to the SB lanes on I-81
2. Low cracking bridge concrete SP
3. Low cracking bridge lightweight concrete SP
4. Drilled shaft SP
5. Pile Installation
  - a. 12" steel piles at Abutment B of I-81 bridge and 232 bridge abutments
  - b. 10" micropiles at 232 bridge pier (SP on page 450)
6. Self-Consolidating Concrete SP (Page 332)
  - a. Pier cap rebar density
  - b. Piers constructed under existing bridge with restricted overhead room

7. Construction Access SP (Lump Sum pay item)
  - a. Causeways vs Barges (paid the same)
  - b. Cofferdams are included in the LS pay item. The 7 cofferdams listed in the pay items are for the installation of drainage structures.
  - c. Access Road (temporary and permanent) on Pulaski County side
  - d. Access under NB Bridge on Montgomery County side (Utility relocation work along Route 605 must be completed at the beginning of Stage 1)
8. Hydraulic Cement Concrete Operations for Massive Construction SP (page 367)
  - a. Does not apply to the drilled shafts.
9. Architectural Finish, Concrete form liners SP (page 316)
  - a. I-81 piers
  - b. 232 pier – Drystack Architectural treatment (page 20)
10. NBIS Inspection under Bridge Inspection Devices (SP on page 274)
  - a. This provides a pay item for the contractor to provide snooper access underneath the new bridge prior to releasing traffic.

**Right of Way:**

1. Access needs to be maintained to the Flinchum property under the NB and SB Bridges on the Pulaski County side of the River. (Note on sheet 5)
  - a. Hunting and fishing access (Currently accessible by ATVs)
  - b. Entrance is being improved as part of project
2. Temporary safety fence through existing camp site
  - a. Part of Camp ground spilled over on R/W
3. The “Welcome to Pulaski” sign shown to be demolished on sheet 2F has been removed, but the posts remain.
  - a. Demolition pay item is included to remove the posts.

**Utilities:**

1. Coordination with utility owners will be needed under the NB and SB Bridges on Montgomery County side

**Traffic (Work Zone):**

1. MOT/SOC/TMP – Construct I-81 Bridge to median side while concurrently constructing the 232 Bridge in 3 major phases to keep traffic live as much as possible.
2. Limitation of Operations SP; time of day and lane restrictions; special events
3. Nighttime, slow roll work; work overhead of traffic –
  - a. 30 night closures allowed on Route 232 (8PM to 5AM)
4. Tow Wrecker Service SP (page 493)
  - a. 40 ton minimum wrecker
  - b. Strategically placed in work zone based on work being performed to allow for efficient removal of disabled vehicles
  - c. Hourly service (800 hours budgeted)
  - d. Notify State Police of wrecked vehicles prior to moving
5. Weekend closures of Route 232.
  - a. Maximum of 3 allowed (8 PM Friday to 5 AM Monday)

6. Portable Closed Circuit Television Video Equipment SP (Page 480)
  - a. South West Regional Operations currently has a fixed camera in place today near Route 232.
  - b. Portable camera is to be placed at MM 102 next to the NB lane as shown on sheet 12(10)

**Residency & Land Use:**

1. Any guardrail or paving schedule work? Yes
  - a. PM2S-17 (SB lanes MM103 to .5 miles before the South end of New River Bridge)
    - i. The proposed project includes 22.5" deep milling in the outside lane, and milling and paving of the entire roadway width including the shoulders.

**Maintenance:**

1. TAMS contractor activities (e.g. snow removal, mowing)

**Construction:**

1. Section 105.07 - Cooperation of Contractor (see TAMS & Schedule work)
2. Section 105.08 - Cooperation with regard to Utilities
3. Formal Partnering Pay Item (SS52200-0708)
4. Category IV Schedule (S108D00-0911)
5. Virginia State Police (VSP) involvement (c512i00-0708)
  - a. Will be used to enhance the safety of both the public and construction personnel, during the life of the contract.
6. Coordination with the TOC and Communications Office

**Conclusion-**

**Contractor Questions/Comments and responses:**

1. Why is SMA 12.5E listed as a non-standard item? **Asphalt Concrete Stone Matrix Asphalt Type SMA-12.5E (PG 64E-22) is a non-standard pay item because this material designation is not included in the VDOT standard bid list utilized for this project. Supplemental Specifications Section 315 and 317 in the contract address this material designation.**
2. Contractor concerns with making the 4' closure pour on I-81 Bridge while maintaining traffic. Contractor states that it will be difficult to do a good job on this pour due to the length of the girders and the deflection with traffic. **Traffic must be maintained on the structure during pour; allowance for nightly single lane closures are included in contract.**
3. Contractor noted difficulties with setting cap forms and reinforcing underneath the existing bridge but confident that the successful Contractor will come up with a method. **Project Designer concurs that existing bridge overhead does make this installation more difficult.**
4. Note on sheet 21 of I-81 bridge plans stating "The Contractor shall submit method of temporarily shifting top reinforcing steel in cap..." was questioned. Very difficult to shift spliced #10 bars. The Engineer of Record (EOR) said the purpose of the note was to provide for the Contractor's means and methods to

place self-consolidation concrete into the cap properly without dropping it from the level of the top mat and that the entire length of bar would not necessarily need to be shifted.. The rebar shown is required by design. A Comment was made that this is a constructability problem. Duane Mann said this issue will have to be resolved in the Contractors construction process.

5. How is the pre-drilling, called out under the pile notes on sheet 15 of the Route 232 Bridge Plans, to be paid? **Pay item for pre-boring will be added in upcoming addendum.**
  6. Are trial shafts production shafts? Trial shafts are not production shafts and are located on land. O-cells test required per Drilled Shaft special provision. Trial shaft will demonstrate techniques and be load tested..
  7. Is turbidity curtain required for work in the river? The turbidity curtain pay item is for drainage. **Clarification - Contract provides for payment for Turbidity curtain for erosion control resulting from construction activities in the River (see sheet 5C).**
  8. An addendum will be issued making minor changes to the plans and quantities.
- Thank you for your time and interest.



# Sign-in sheet

Project Showing: I-81 Northbound Bridge Replacement and 232 Bridge (Exit 105)

Tuesday, July 12, 2016

Salem District

| Name             | Affiliation            | Address / Email   |
|------------------|------------------------|---|
| 1 Rob Ryan       | V&E, Inc.              | Beckley, WV<br>robert.ryan@vecellogrogan.com                        |
| 2 Jim BOWER      | VtG Inc.               | Beckley W.V.<br>Jim.BOWER@VECELLIDGROGAN.COM                        |
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| 5 Kevin Cook     | Brayman                | K_cook@brayman.com  |
| 6 MELVIN LUCAS   | ADAMS CONSTRUCTION CO. | P.O. BOX 12627, ROANOKE, VA 24027<br>MLUCAS@ADAMSPAVING.COM         |
| 7 DAVID GRAHAM   | Fairfield-Echols, LLC  | P.O. Box 479 Fishersville, VA 22959<br>dgraham@fairfield-echols.com |
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| 10               |                        |   |



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| Name                 | Affiliation                     | Address / Email                |
|----------------------|---------------------------------|--------------------------------|
| 1 RON PELTON         | BATHURST BENTLEY INFRASTRUCTURE | RPELTON@BBITVUS.COM            |
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| 10 Andrew Kosa       | WRPA                            |                                |





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| 2 Chris Blewins     | W-L Construction    | Chris.Blewins@W-Lconstruction.com |
| 3 JESS NORMAN       | W-L Construction    | JNorman@W-Lconstruction.com       |
| 4 Matthew Johnson   | Enviro Science Inc. | matt.johnson@enviroscienceinc.com |
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| 10 Tim Doudy        | Salem L&D           |                                   |





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| 7               |                        |   |
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