MEETING MINUTES

Project Number (NFO)0564-122-396,N501

I-564 Open Cuts Repair and Mainline Patching

July 18, 2018, 9:00 AM

A Non-Mandatory Showing was held on July 18, 2018 at 9:00 AM to address questions and issues raised by potential bidders related to the concrete repair work planned for I-564.

The following attendees were in attendance:

* Andrew McGilvray, VDOT, District Pavement Manager
* Tom Tate, VDOT, District Pavement Engineer
* Mitch Conner, VDOT, Area Construction Engineer - Urban
* Matthew Simeone, VDOT, Construction Manager
* Paul “Jeff” Legg, VDOT, Traffic Engineering
* Eric Kevitz, VDOT, Project Controls
* Bill Collier, VDOT, District Maintenance Engineer
* Jim Tanner, Denton Concrete

The following topics were discussed, and answers were provided or are hereby provided:

1. It is unclear where the various patches are located. Can a list of patch locations and sizes be provided?
   1. The locations are provided in the tables on Page 113 of the Contract. Actual patches will be marked prior to starting work, but quantities for each direction are provided. The Open Cuts Tunnel Patching includes the repair of three joints across all three travel lanes in the northbound/westbound lanes (traveling towards the Norfolk Naval Base), on the open cut south of the runway tunnel.
2. Item 15321, Clean and Reseal Longitudinal Joint, and Item 15322 Clean and Reseal Transverse Joint, are to be paid by the Linear Foot. The width of the joints varies, and the quantity can differ greatly from joint to joint. Can these items be changed to be paid by the pound of joint filler?
   1. At this late date, it is not feasible to change this item without severely affecting the project schedule. Bidders are urged to review the roadway sections included in the contract, and to account for the variability in the width of the joints when pricing these two pay items.

No joints will be sealed in the open cut area other than those in the three repairs, which joint sealing will be incidental to the item for the joint repairs. The Longitudinal and Transverse Joint Sealing shall be at locations selected by the Engineer outside the open cuts, on both directions of the roadway. Only those joints with failed joint sealant will be resealed.

1. Page 94 of the Contract refers to Section 316.04 of the Specifications regarding joint material for transverse joints. Where specifically does it refer to joint sealing?
   1. Section 316.04(m) refers to Sealing Joints.
2. Page 99 of the Contract refers to reinforcing steel shall conform to Section 223 of the Standard Specifications, but does not specify if bars shall be epoxy coated.
   1. Reinforcing steel shall not be epoxy coated.
3. Page 99 of the Contract references trial batching and match curing for the concrete to be used in the Open Cut concrete repairs. Please provide additional details.
   1. Delete “2 square feet” and insert “2 feet by 2 feet square” in the fifth bullet.

Clarification: The “match curing” is to be done with the 2’ by 2’ by 7” panels in accordance with AASHTO PP 54.

“At least four average compressive strengths (minimum eight test cylinders broken in sets of two) shall be recorded bracketing the 2,000 psi compressive strength.” When putting up the trial batch the Contractor should time their breaks such that they record compressive strengths below and above the 2,000 psi compressive strength required for opening to traffic.

Maturity meter readings are required so that the Contractor can predict when to open the patches placed in the field to traffic.

1. Page 100 of the Contract, Construction Methods, 8th paragraph refers to “hook bars”, but no details are provided.
   1. Vertical bars used to support reinforcing steel mat shall be No. 4 bars cut to length to allow for 6” embedment into underlying slab, and to support the horizontal bars at a minimum depth of 2.5” below the top of the concrete patch. The horizontal foot of the bent bar shall be a minimum of 3” long. (Tom Tate to provide a sketch)

**Other Reinforcing Not Shown For Clarity**

**3” Min.**

**#4 Bar**

**2 ½” Cover Min.**

**6” Min. Embedment**

**Bottom of Patch**

**Top of Patch**

HOOK BAR DETAIL (NTS)

1. Page 100 of the Contract, Construction Methods, last paragraph refers to Section 412.03 in regards to where the patch will join existing material. Can more specific details be provided?
   1. The patches shall be installed per the sketches for “Typical Section for Open Cuts Concrete Patch” and “Plan View, I-564 Tunnel Approaches, 02/26/2018”.
2. Page 100 of the Contract, Construction Methods, there is a discrepancy between the last paragraph which states that the horizontal reinforcing bars shall be embedded 3” into the existing concrete, and the sketch on Page 115 which shows 6” embedment. Which is correct?
   1. The horizontal reinforcing bars shall be embedded 6” into the existing concrete at both ends of the patch, per the sketch on Page 115. No reinforcing shall cross existing joints.
3. Item 15309, Pavement – Removing and Replacing Additional Concrete is paid for by the Square Yard. However, it is not known how deep the additional removal may extend. Can this item be revised to account for the variable depth of additional removal, if any?
   1. This Pay Item will be measured and paid Per Square Yard. For bidding purposes assume a depth of 1 inch.
4. If additional concrete is removed below the planned 7” depth, how will the vertical tie-bars be handled?
   1. The vertical bars specified on Page 100, 8th paragraph must meet the 6” embedment and 2.5” cover requirements, as shown in the sketch in Item 5 above. The contractor should account for the possibility that additional concrete may have to be removed.
5. On Page 2 of the Contract, do the requirements of the Special Provision Copied Note “Hampton Roads Bridge Tunnel Security Requirements” apply to this contract?
   1. VDOT's DM 1-25, Criminal History Records Check policy, allows for cleared VDOT employees and contractors to escort non-cleared persons for specific reasons, for a short duration and limited frequency. Since this project will have a cleared VDOT employee or contractor on-site during the work who can provide escort, invoking the escort privilege contained within the policy is acceptable and CHRC checks or badges are not required for the Contractor’s, or any subcontractors’, employees.
6. Page 100 of the Contract, Construction Methods, 5th paragraph refers to Section 404.3(h) in regards to bonding to the existing concrete. Please clarify requirements.
   1. Only the first and second paragraphs of this section shall apply. No keys are required on the vertical faces of the patch.

13. Lane User Fees.  The lane user fees were very high in comparison to the value of the contract.

      - Answer:  Noted.

14. I-564 Project Impact.  The current barrier walls for the I-564 construction project prevents a full longitudinal replacement.

      - Answer:  We talked with the FHWA’s Eastern Federal Lands Project Manager today for the current project status for the I-564 project.  The project manager stated that project completion is scheduled to occur on October 15, 2018.