

APRIL 2011 CTB Meeting

H52

0029-029-119, C508

Fairfax County

Lee Highway (Route 29) is a major east-west urban principal arterial in Fairfax County that parallels I-66 while Gallows Road is a minor urban arterial that provides a north-south connection that feeds traffic north into Tyson's Corner and south to Route 50. The project was originally planned in the early 1980's with the limits along Lee Highway going from Nutley Street to I-495. Due to a lack of funding over the years, the original corridor project had to be sub-divided into several smaller projects. This project is approximately 0.7 miles long and terminates near the U.S. 29 bridge over I-495 and will address one of the most significant bottle-necks to both U.S. 29 and Gallows Road in Fairfax County. This project area represents one of the most significant segments to be improved along Lee Highway due to the:

- major impacts required to address the high volume of traffic traveling through the U.S. 29/Gallows Road intersection – roadways act to relieve congestion on I-495 and I-66;
- costs to purchase adjacent property for right of way and easements in this redeveloping area;
- complexity of the utility relocations and associated geometric design detail to reduce utility impacts; and
- need to improve safety and provide network continuity of pedestrian facilities.

Lee Highway and Gallows Road consistently provide two through lanes in all directions along with an occasional "fifth" lane. The medians of existing U.S. 29 and Gallows Road vary greatly from flush medians delineated with pavement markings to 4 ft raised concrete medians with the flush medians dominating the project limits. Pedestrian facilities are sporadic within the project area.

Peak hour congestion is evident within the project limits with the average daily traffic (ADT) in 2009 for Lee Highway at approximately 35,000 vehicles and 38,000 vehicles for Gallows Road. The forecast traffic for the design year 2035 is 57,000 vehicles for Lee Highway (U.S. 29) and 46,000 vehicles on Gallows Road.

It should be noted that the Route 29/Gallows Road intersection represents the heart of the Merrifield area that is aggressively undergoing redevelopment to improve multi-modal options and take better advantage of the nearby Dunn-Loring Metro Station. This metro station is within walking distance of the project.

The proposed section for U.S. 29 (Lee Highway) includes three through lanes in each direction, a 6 ft wide sidewalk on the westbound side and a 5 ft wide sidewalk on the eastbound side. The outside lanes of U.S. 29 are 14 ft wide, 2 ft wider to assist in accommodating bicycle traffic. Medians range between 4 ft and 28 ft in width as per the project vision set by the various stakeholders to allow for landscaping which is part of the project. There are dual left turn lanes at the Gallows Road intersection - the main focal point

of the project. The proposed section of Gallows Road includes three through lanes in each direction, a 10 ft asphalt shared use path on the west side, and a 6 ft sidewalk on the east side. These pedestrian and bicycle features along Gallows Road are consistent with the project vision developed in conjunction with Fairfax County and VDOT. Similar to U.S. 29, the medians are wide enough to accommodate some landscaping within the project limits.

A key element in the design of the roadway project was to mitigate construction impacts to the traveling public through the maintenance of traffic and sequencing of construction. The construction of the Route 29/Gallows Road Project is planned to take place through four phases of construction as vehicles are permitted to travel through all intersections within the project limits during each phase of construction. It is only during the second phase of construction where Gallows Road north of the Route 29/Gallows Road intersection - between Providence Forest Drive and Park Tower Drive/Prosperity Avenue - will be reduced to one lane in both directions throughout the entire phase. This phase is planned to take approximately four months and would cover the winter of 2012. It should be noted that this lane closure will not impact any existing traffic signals and it does not result in any lane closures at signalized intersections. Phases I, III, & IV will also require normally two lane traffic to operate in single lanes, but this will only occur during off-peak evening hours for limited durations. The goal of the maintenance of traffic plan is to maintain roughly the same level of traffic operation during construction as experienced today.

Fixed completion November 19, 2012

**H81
PM6Y-028-F11**

Essex County

This paving project is located on rural Route 17 NBL for a total continuous length of 5.79 miles. The work for this project will be performed during the day. The planned work for the roadway will require milling (removal of existing surface) and overlaying with hot mix asphalt concrete using various asphalt mix designs and application rates as described in the no plan assembly. The planned work for the shoulders will be Trench Widened 2.0' on the left and 7.0' on the right and overlaid with hot mix asphalt concrete. These sections will also receive the installation of new traffic safety features such as pavement markings, pavement messages, and raised pavement markers.

Fixed completion December 01, 2011

**J23
PM9U-053-001, N501**

Loudoun County

This is a "Quiet Pavement Technologies" pilot project on Rte. 7. The asphalt mix uses a special crumb rubber binder and aggregate gradation shown to greatly reduce noise

generated by tires. The General Assembly instructed the Department to expedite the development of quiet pavement technology such that all contract solicitations for asphalt paving beginning with the 2013 paving season shall include specifications for quiet pavement in cases in which sound mitigation is a consideration. The Department must report to the General Assembly by June 30, 2012, its progress toward meeting this requirement, which report shall include results from demonstration projects in Virginia, results from the use of quiet asphalt pavement in other states, the plan for routine implementation of quiet asphalt pavement, and any safety, cost, or performance issues that have been identified by the demonstration projects.

Fixed completion December 1, 2011

J24
0199-047-625, N501

**James City and
York Counties**

This is a “Quiet Pavement Technologies” pilot project on Rte 199. The asphalt mix uses a special crumb rubber binder and aggregate gradation shown to greatly reduce noise generated by tires. The General Assembly instructed the Department to expedite the development of quiet pavement technology such that all contract solicitations for asphalt paving beginning with the 2013 paving season shall include specifications for quiet pavement in cases in which sound mitigation is a consideration. The Department must report to the General Assembly by June 30, 2012, its progress toward meeting this requirement, which report shall include results from demonstration projects in Virginia, results from the use of quiet asphalt pavement in other states, the plan for routine implementation of quiet asphalt pavement, and any safety, cost, or performance issues that have been identified by the demonstration projects.

Fixed completion December 01, 2011

J25
0288-020-093, N501

Chesterfield County

This is a “Quiet Pavement Technologies” pilot project on Rte 288. The asphalt mix uses a special crumb rubber binder and aggregate gradation shown to greatly reduce noise generated by tires. The General Assembly instructed the Department to expedite the development of quiet pavement technology such that all contract solicitations for asphalt paving beginning with the 2013 paving season shall include specifications for quiet pavement in cases in which sound mitigation is a consideration. The Department must report to the General Assembly by June 30, 2012, its progress toward meeting this requirement, which report shall include results from demonstration projects in Virginia, results from the use of quiet asphalt pavement in other states, the plan for routine

implementation of quiet asphalt pavement, and any safety, cost, or performance issues that have been identified by the demonstration projects.

Fixed completion December 1, 2011

R39
PM5V-131-748, P401

Chesapeake County

This project repaves sections of Route 58 from the I-664/Rt. 58 interchange to the Suffolk City line.

Fixed completion May 31, 2012

G30
U000-143-108, C501

Tazewell County

Hockman Pike an urban local street with a design speed of 30 MPH. The road is currently a two-lane facility with heavy to medium retail, commercial and possible residential development. The existing Average Daily Traffic (ADT) is 1,895 vehicles per day. The purpose of this construction is to remove the existing one lane bridge that is in the flood plain by relocating Hockman Pike on new alignment. This project will require the relocation of one business. No families or non-profit organizations will be required to relocate.

Fixed completion April 30, 2012

H45
0064-131-744, B655

Rejected

Chesapeake County

This project is to make repairs to the existing bridge on Route I-64 E.B.L. over Southern Branch of Elizabeth River. The two lowest bidders were disqualified for not being responsive. The third bidder was nearly half a million dollars higher. This project is recommended for rejection and re-advertisement since the two disqualified bids demonstrate a lower bid is possible.

Fixed completion December 09, 2011

Design Build

U000-121-112, P101, R201, C501, B609

City of Newport News

This project includes the extension of Middle Ground Boulevard from its current termini at Route 143 to Route 60 at Maxwell Lane. The project includes a bridge over the CSX Railroad and four lane divided highway. The project length is approximately 1.2 miles. The final length will depend upon the Design-Builders final design

This non-Federal Oversight Project includes, but is not limited to the design and construction of:

1. mainline four lane divided highway
2. bridge construction
3. storm drainage
4. storm water management basin
5. right of way acquisition and relocations
6. utility relocations
7. reconstruction of connections with existing mainline
8. mainline shared use path
9. traffic signal installation
10. sanitary sewer pump station
11. landscaping

Fixed Completion Date: December 15, 2014

BID RESULTS FOR THE CTB

April 27, 2011

| 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> | | | | | | | |
| H52 | 11395 | FROM: 0.009 MILE WEST OF MERRILEE DR. (VA ROUTE 6065) | AWARD | A & W CONTRACTING CORPORATION | 4 | \$17,800,910.50 | \$33,307,760.00 |
| (F0) | 0029-029-119, C508 | | | | | | (\$26,679,516.00) |
| | | TO: 0.03 MILE EAST OF I-495 | | LORTON, VA | | | |
| | STP-5A01(097) | | | | | | |
| | | FAIRFAX CO. | | | | | |
| | Construction Funds | 0.705 MI. GRADE, DRAIN, ASP. PAVE, PLANTING, SIGNAL AND UTILITIES | | | | | |

Purpose and Need: The proposed section for U.S. 29 (Lee Highway) includes 3 through lanes in each direction, a 6 ft. wide sidewalk on the westbound side and a 5 ft. wide sidewalk on the eastbound side. There are dual left turn lanes at the Gallows Road intersection. The proposed section of Gallows Road includes 3 through lanes in each direction, a 10 ft. asphalt shared use path on the west side, and a 6 ft. sidewalk on the east side. At the signalized intersection of Gallows Rd. and Lee Highway both roads will be 9 lanes wide. The construction engineering cost is \$3,593,941.00

BID RESULTS FOR THE CTB

April 27, 2011

| 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> | | | | | | | |
| H81 | 99193 | FROM: 1.71 MILES NORTH OF RTE 602 | AWARD | BRANSCOME, INC. | 2 | \$3,049,640.65 | [\$2,908,663.00] |
| | (NF0) PM6Y-028-F11 | | | | | | (\$2,486,917.00) |
| | | TO: 0.04 MILES NORTH OF RTE 1101 | | WILLIAMSBURG, VA | | | |
| | NONE | | | | | | |
| | | ESSEX CO. | | | | | |
| | Maintenance Funds | ASPHALT RESURFACING (VOLUME 1 OF 2) | | | | | |

Purpose and Need: This is an asphalt paving project. The engineering cost is \$173,054.00

BID RESULTS FOR THE CTB

April 27, 2011

| 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> | | | | | | | |
| J23 | 99679 | FROM: VARIOUS LOCATIONS | AWARD | SUPERIOR PAVING CORPORATION | 3 | \$4,024,897.73 | [\$5,000,000.00] |
| | (NF0) PM9U-053-001, N501 | | | | | (\$4,046,572.00) | |
| | | TO: VARIOUS LOCATIONS | | GAINESVILLE, VA | | | |
| | STP-PM09(269) | | | | | | |
| | | LOUDOUN CO. | | | | | |
| | Maintenance Funds | QUIET PAVEMENT TECHNOLOGIES PILOT PROJECT | | | | | |

Purpose and Need: This is a "Quiet Pavement Technologies" pilot project. The construction engineering cost is \$547,578.68

BID RESULTS FOR THE CTB

April 27, 2011

| 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> | | | | | | | |
| J24 | 99408 | FROM: RTE 199 @ I-64 EXIT 234 | AWARD | BRANSCOME, INC. | 1 | \$7,448,260.02 | [\$7,946,373.00] |
| | (NF0) 0199-047-625, N501 | | | | | | (\$7,151,735.00) |
| | | TO: SR 321 MONTECELLO AVE | | WILLIAMSBURG, VA | | | |
| | NH-PM05(303) | | | | | | |
| | | JAMES CITY AND YORK CO.'S | | | | | |
| | Maintenance Funds | QUIET PAVEMENT TECHNOLOGIES PILOT PROJECT | | | | | |

Purpose and Need: This is a "Quiet Pavement Technologies" pilot project. the construction engineering cost is \$870,000.00

BID RESULTS FOR THE CTB

April 27, 2011

| 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> | | | | | | | |
| J25 | 94989 | FROM: MILE POST 7.77 (1.87 MI N SR-10) RTE 288 | AWARD | BRANSCOME, INC. | 2 | \$8,946,653.38 | [\$10,673,379.00] |
| | (NF0) 0288-020-093, N501 | | | | | | (\$9,606,041.00) |
| | | TO: MILE POST 11.77 (RT 654 BAILEY BRIDGE RD) RTE 288 | | WILLIAMSBURG, VA | | | |
| | STP-PM04(348) | | | | | | |
| | | CHESTERFIELD CO. | | | | | |
| | Maintenance Funds | ASPHALT OVERLAY | | | | | |

Purpose and Need: This is a "Quiet Pavement Technologies" pilot project. The construction engineering cost is \$715,732.27.

BID RESULTS FOR THE CTB

April 27, 2011

| 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> | | | | | | | |
| R39 | 99455 | FROM: SUFFOLK CITY LINE | AWARD | BRANSCOME, INC. | 3 | \$3,016,471.11 | [\$4,942,719.00] |
| | (NF0) PM5V-131-748, P401 | | | | | | (\$4,448,447.00) |
| | | TO: I-664 / RT 58 INTERCHANGE | | WILLIAMSBURG, VA | | | |
| | NONE | | | | | | |
| | | CITY OF CHESAPEAKE | | | | | |
| | Maintenance Funds | ASPHALT PLANT MIX | | | | | |

Purpose and Need: This is an asphalt paving project. The construction cost is \$484,477.30

6 Recommended for AWARD \$44,286,833.39

[\$] = District Budget

(\$) = Construction Cost Only

BID RESULTS FOR THE CTB

April 27, 2011

| Order No. | UPC No. Project No. | Location and Work Type | RECOMMENDATION | Contractor | Number of Bids | Bid Amount | CN From 6 Year Program |
|---------------------|--------------------------|--|----------------|---------------------|----------------|----------------|------------------------|
| <u>URBAN</u> | | | | | | | |
| G30 | 17508 | FROM: INT. RTE. 720 (FINCASTLE TURNPIKE) | AWARD | W. C. ENGLISH, INC. | 6 | \$2,029,092.95 | \$2,305,895.00 |
| | (NF0) U000-143-108, C501 | | | | | | (\$1,767,593.00) |
| | | TO: INT. HOCKMAN PIKE & PARKVIEW DRIVE | | LYNCHBURG, VA . | | | |
| | BRSTP-5143(117) | | | | | | |
| | | TAZEWELL CO. | | | | | |
| | Construction Funds | 0.52 MI. GRADE, DRAIN, ASP. PAVE & UTILITIES | | | | | |

Purpose and Need: This project construct 0.54 miles of two land road on new alignment and eliminates a single lane bridge. Construction engineering is \$344,945.80

1 Recommended for AWARD \$2,029,092.95

[\$] = District Budget

(\$) = Construction Cost Only

BID RESULTS FOR THE CTB

April 27, 2011

| Order No. | UPC No. Project No. | Location and Work Type | RECOMMENDATION | Contractor | Number of Bids | Bid Amount | CN From 6 Year Program |
|---------------------|---------------------------------------|---|----------------|--------------------|----------------|----------------|------------------------|
| <u>OTHER</u> | | | | | | | |
| H45 | 97387 (NF0) 0064-131-744, B655 | FROM: INTERSTATE 64 OVER SOUTHERN BRANCH ELIZABETH BRIDGE | REJECT | HRI BRIDGE COMPANY | 5 | \$2,151,875.18 | [\$2,299,550.00] |
| | | TO: INTERSTATE 64 OVER SOUTHERN BRANCH ELIZABETH BRIDGE | | BLACKSBURG | | | (\$1,936,393.00) |
| | IM-PM05(298) | CITY OF CHESAPEAKE | | | | | |
| | Maintenance Funds | WATERPROOF AND REPAIR DECK ON I-64 OVER SOUTHERN BRANCH ELIZABETH RIVER | | | | | |

Purpose and Need: This project replaces the riding surface of the bridge.

1 Recommended for REJECT \$2,151,875.18

[\$] = District Budget

(\$) = Construction Cost Only

BID RESULTS FOR THE CTB

MARCH 4, 2011

DESIGN BUILD PROJECT

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

MISCELLANEOUS

| | | | | | | |
|--|--|-------|---|---|------------------|-----------------|
| 11816 U000-121-112, P101, R201, C501, B609 | FROM: ROUTE 143 TO: ROUTE 60 @ MAXWELL LANE CITY OF NEWPORT NEWS | AWARD | AMERICAN INFRASTRUCTURE – VA, INC. GLEN ALLEN, VA | 2 | \$32,653,687.00* | \$32,686,762.00 |
| STP-5A03 (187) Design, Construction & QA/QC funding Sources | EXTENSION OF ROADWAY TO INCLUDE FOUR LANE DIVIDED ROADWAY, BRIDGE OVER CSX RAILWAY, AND RELATED IMPROVEMENTS | | | | | |

Purpose & Need: The project entails extensions of Middle Ground Blvd. and will be a 4-lane divided roadway to include bridge and related improvements.

*Amount is inclusive of all phases to include PE, Construction, etc.

1 Recommended for Award: \$32,653,687.00

BID RESULTS FOR THE CTB

MARCH 2, 2011

CITY OF CHESAPEAKE

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

MISCELLANEOUS

| | | | | | | |
|---|---|-------|---------------------------------------|---|----------------|----------------|
| 90675 EN00-131-140, C502 TEA-5A03(248) | FROM: EAST OF STEWART AVE TO: WEST OF CHESAPEAKE AVE CITY OF CHESAPEAKE STREETScape IMPROVEMENTS PHASE III & IV | AWARD | CONRAD BROTHERS INC CHESAPEAKE, VA | 2 | \$2,386,411.31 | \$3,010,702.00 |
|---|---|-------|---------------------------------------|---|----------------|----------------|

Purpose & Need: The project consists of the installation of streetscape improvements including new pavement overlay, new medians & modifications, new storm drainage piping & structures, water and sanitary sewer facilities, driveway entrance replacement, grading, new sidewalks and ADA ramps, pedestrian crosswalks, pedestrian lighting, and landscaping along Poindexter Street from just east of Stewart Street to just west of Chesapeake Avenue.

1 Recommended for Award: \$2,386,411.31

BID RESULTS FOR THE CTB

March 31, 2011

CITY OF VIRGINIA BEACH

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

MISCELLANEOUS

| | | | | | | |
|---------------------------------------|--|-------|--|---|-----------------|-----------------|
| 51866 | FROM: PRINCESS ANNE RD 0.389 MI W. OF KEMPSVILLE RD | AWARD | E. V. WILLIAMS, INC. VIRGINIA BEACH, VA | 4 | \$20,612,138.93 | \$32,945,876.00 |
| 0165-134-107, C501, B666, D632 | TO: PRINCESS ANNE RD 0.275 E. OF KEMPSVILLE RD | | | | | |
| STP-5A03 (265) | FROM: KEMPSVILLE RD 0.341 MI S. OF PRINCESS ANNE RD TO: KEMPSVILLE RD 0.478 MI N. OF PRINCESS ANNE RD | | | | | |

CITY OF VIRGINIA BEACH

INTERSECTIONS IMPROVEMENTS

Purpose & Need: .The purpose of the project is to upgrade the capacity and level of service of the existing Princess Anne road and Kempsville Road Intersection along a 0.7 mile section of Princess Anne Road and a 0.8 mile section of Kempsville Road

1 Recommended for Award: \$20,612,138.93