

June 2007 CTB Meeting

K19

**PM06-002-160, M400
PM06-054-161, M400;**

**Louisa & Albemarle
Counties**

This is a federally funded pavement resurfacing project and will include pavement markings, pavement markers and guardrail upgrades to meet current standards on I-64 WBL in Louisa and Albemarle Counties. No widening will occur as all paving will be over existing paved lanes and shoulders. Impacts to traffic will be kept to a minimum with some work being accomplished at night.

Fixed completion February 29, 2008

J71

0043-162-101, C501

Town of AltaVista

The project is a cooperative effort of the Virginia Department of Transportation and the Town of AltaVista that was requested by the Town Council by resolution on May 10, 1994 as a means of addressing future traffic needs and upgrading the roadway to current design standards by improving the vertical alignment adding curb and gutter and sidewalk. The existing roadway in this area provides two 11 foot travel lanes with 6 foot shoulders. It is proposed that Bedford Avenue be widened to 36 ft. Curb and gutter will be provided with a 5 foot sidewalk and 2 foot utility space behind the curb on both sides of the roadway.

Fixed completion August 1, 2008

K25

PM04-964-249, N501, N502

**Dinwiddie & Prince
George Counties**

This project scope involves the patching of existing concrete pavement between M.M. 64 and M.M 49 on I-85 N.B./S.B. in Dinwiddie County, and between M.M. 6 and M.M 12 on I-295 N.B./S.B. in Prince George County. The project entails the upgrade of substandard guardrail, guardrail terminal site preparation, and shoulder restoration from guardrail repairs. The work would be done during non-peak hours and ample notification will be given to the public prior to the commencement of any work. There should be minimal disturbance to the motoring public.

Fixed completion May 22, 2008

K35
0221-009-V10, C502

Bedford County

Route 221 is a two-lane Rural Arterial highway in the Forest area of Eastern Bedford County. The existing road has 3.35 meter (11-foot) travel lanes and grass shoulders. This section of the project is in rolling terrain with a series of sag and crest vertical curves. The project is bounded on both ends by previously upgraded sections of Route 221 that match the curb and gutter typical section that is being used to design the current project. This project consists of correcting the geometric deficiencies (both horizontal and vertical), replacing the small existing bridge over an unnamed tributary with a double box culvert, and greatly improving the ability of this section of Rte. 221 (Forest Road) to safely serve the vehicular traffic volumes. The roadway will be widened from the two existing 3.35 meter (11-foot) wide lanes with 1.2 meter (4-foot) wide shoulders and 0.9 meter (3-foot) ditches to two 3.6 meter (12-foot) wide travel lanes in each direction with a 4.0 meter (13.1-foot) continuous center turn lane. The typical section will also feature curb and gutter with a 2.15 meter (7-foot) sidewalk/utility space on each side of the roadway. The pavement for the roadway will be built with asphalt concrete material. Several intersections will be improved, including Rte. 811/221, Rte. 609/221, and Rte. 666/221, to better handle the high traffic volumes. The improvements will consist of adding left and right turn lanes and traffic signal upgrades to accommodate the increased traffic movements. Traffic will be maintained at all times utilizing phase construction and will be coordinated by the sequence of construction. The Contractor will be replacing some public utilities in conjunction with this project. The topography transversed by the proposed construction consists of residential development, commercial development, and farmland/forest. No displacement of families, businesses or nonprofit organizations is involved. Bedford County decided not to include bicycle facilities on this project. Pedestrian access has been incorporated into the design of the roadway.

Fixed completion Nov. 6, 2009

J58
0645-013-643, C503

Buchanan County

This project is to reconstruct a half mile section of Route 6645 a Federal Access Secondary route in Buchanan County. This route connects the Hurley community with U.S. Route 460, and provides access to Grundy and Pikeville, Kentucky. It is also a major coal haul route for Wellmore and Teco companies. This is a two lane secondary route in mountainous terrain. This route is at present a two lane paved roadway with 8-9 foot lanes with heavy truck traffic from coal and gas operations in the area. This improvement will widen the lanes to 12' each; will lower the elevation of the gap approximately 60 feet; will

eliminate several curves; and will add a 850 foot truck climbing lane on the east side of the mountain. This is a complex project in difficult terrain. There will be a six month road closure during the initial excavation, concurred with by the Buchanan County Board of Supervisors. This project is funded by Revenue Sharing funds and addition local funds supplied by Buchanan County.

Fixed completion December 1, 2008

H18

0143-121-F05, C501

City of Newport News

The purpose of this project is to provide more capacity and reduce travel delays by adding an additional lane in each direction along Jefferson Avenue to include multiple intersection improvements. This project is located from approximately 0.077KM north of Buchanan Drive to 0.126KM north of Green Grove Lane. The general area includes the residential housing and an assortment of commercial businesses and offices. This project involves the improvements at the Richneck Road intersection. Existing Route 143 is an Urban Minor Arterial – Divided Classification that is currently in fair condition with a four divided lanes. After construction Route 143 will have 3 lanes in each direction of travel. This project will ease congestion on Route 143 while improving turning movements at the Richneck Road intersection. The traveling public will experience travel impacts during construction.

Fixed completion March 15, 2010

K29

U000-138-108, C501

City of Winchester

This project will widen South Loudoun Street from approximately 24' to 56'. The limits are from Weems Lane to Featherbed Lane. This will include two lanes in each direction and a center left turn lane. The box culvert near Featherbed Lane will be extended as part of the project. Also a 5' sidewalk will be added to the west side of the project along with curb and gutter on both sides. Updated drainage and an updated signal at Weems will be included.

Fixed completion September 8, 2008

J26

TS06-968-910, 000

Northwestern Region

The Northwestern Region is comprised of the Staunton Construction District and the following four counties within the Culpeper Construction District: Albemarle, Greene, Fluvanna, and Louisa. The Regional Traffic Signal Contracts are advertised every two years. These contracts allow traffic signals and related equipment to be installed within each Region quickly; with minimal or no plans. Work accomplished under these contracts will occur at various locations as determined by the Regional Traffic Engineer. This contract will help improve the safety and efficiency of intersections and major roadway corridors throughout the Northwestern Region by installing or modifying traffic signals at intersections and installing closed circuit video cameras along Interstate corridors. These cameras allow the Smart Traffic Center to monitor traffic and roadway incidents. The Northwestern Region is comprised of the Staunton Construction District and the following four counties within the Culpeper Construction District: Albemarle, Greene, Fluvanna, and Louisa.

The Northwestern Region has standardized traffic signal controllers and cabinet configurations. The standardization of signal control equipment and cabinet configurations ensures the Regions will receive the same equipment in future contracts. Like equipment must be utilized so the signal controller (local and master controllers) software can fully communicate and function in concert with each other in system operations. Traffic signals in system operations promote the efficient progression of traffic through the system, which; typically reduces traffic congestion, lessens commute times, saves natural resources and reduces exhaust emissions. Pedestrian and bicycle facilities are considered at each intersection proposed for traffic signal installation. Improvements such as pedestrian signals, crosswalk striping and pedestrian signing are installed as part of the traffic signal improvements, as the need is determined.

Funding for the Northwestern Regional Signal Contract will come from a variety of sources, which include:

Six-Year Plan Line items:

- Staunton and Culpeper District-wide Primary and Interstate signal funds
- Staunton and Culpeper District-wide Technology funds
- Staunton ITS Model Safety Corridor funds
- HSIP Funds

Residency secondary road system improvement funds

Private land developers

Northwestern Region Operations maintenance budget

Fixed completion December 31, 2008

J27
TS01-962-910, 000

Southwestern Region

The purpose of this project is to provide a regional signal contract for the Salem, Bristol, and a portion of the Lynchburg District. This will allow the Districts to create individual signal projects with accelerated schedules, as compared to traditional construction projects.

Fixed completion December 31, 2008

J29
TS02-965-910, 000

Eastern Region

The Regional Traffic Signal Contracts are advertised every two years. The concept of the Regional Traffic Signal Contract is to have traffic signals installed within each Region and within each Region's area quickly; with minimal or no plans. The Regional Signal Contracts are VDOT specification and VDOT standard intensive. Being specification and standard intensive, the contractor can install the traffic signals utilizing the contract language, without VDOT drafting detailed plan sheets. Upon completion of each installation, the contractor provides VDOT with "as-built" plans including wiring diagrams, schematic diagrams and timing parameters. The standardization of signal control equipment and cabinet configurations ensures the districts will receive the same equipment in future contracts. Like equipment must be utilized so the signal controller (local and master controllers) software can fully communicate and function in concert with each other in system operations. Traffic signals in system operations promote the efficient progression of traffic through the system, which; typically reduces traffic congestion, lessens commute times, saves natural resources and reduces exhaust emissions. Work accomplished under these contracts occurs at various locations as determined by the District Traffic Engineer.

Fixed completion December 31, 2008

K32
PM09-029-212, N501

Fairfax County

This is a preventative maintenance program that includes pavement restoration. This procedure is critical to maintaining longevity of the paved roads. It is Restoration of pavement on various Primaries & NHS locations throughout Fairfax County, Northern Virginia. Inconvenience to the traveling public will be minimized by contract provisions limiting hours of operation and lane closures.

Fixed completion May 23, 2008

Rejected Project

K10

BR08-007-220, M501

BR08-968-219, M501

Rejected

Frederick, Page,
Rockingham, Shenandoah
& Augusta Counties

This project for repainting 11 structures was rejected for being vastly higher than the engineer's estimate. This work is not urgent so it can wait for when the market is more conducive to lower painting prices. There was a substantially lower bid from a firm that was not prequalified at time of bid. This firm is in the process of gaining prequalification and there is good reason to believe that they will submit a bid on the re-advertisement.

Design/Build Projects

Gilbert's Corner

0050-053-119, P101, R201, C501

Loudoun County

This project includes the reconstruction of Route 50 from approximately 0.3 mile west of intersection of Route 15 to approximately 0.2 mile east of intersection of Watson Road. The total project length is approximately 1.2 miles. This project is the easternmost section of the Route 50 Traffic Calming project, which includes a 20-mile corridor of Route 50 from Paris in Fauquier County to Lenah in Loudoun County. The focus of the entire project is traffic and pedestrian safety, context sensitive design, rural traffic calming, scenic and historic preservation and extensive public participation in the project development. The project includes, among other things: (a) construction of one roundabout at the existing intersection of Route 50 and Route 15, (b) construction of one roundabout at the existing intersection of Route 50 and Route 860, (c) construction of a new roadway between Route 50 and Route 15, (d) construction of one roundabout at the new intersection of the new roadway and Route 15, and (e) construction of one roundabout at the new intersection of the new roadway and Route 50.

Fixed completion December 18, 2009

Battlefield Parkway
U000-253-110, P101, R201,
C501, B601, B602

Town of Leesburg

This project includes extending Battlefield Parkway from existing Kincaid Boulevard to Route 7. The total project length is approximately 0.7 mile. The Project is a design-build project which includes: (a) construction of a four-lane divided roadway, (b) two bridges crossing the Northern Virginia Regional Park Authority (W&OD Railroad Regional Park), Tuscarora Creek and floodplain, (c) 10 foot shared use path, (d) sound wall, and (e) retaining walls, roadway and bridges. A period of three months was required from the date the RFP was advertised (1/29/07) to the Proposal Submission Date (4/30/07). The three month duration is required to allow the Offerors to prepare a detailed proposal in response to the RFP, including time for the Offerors to submit RFP questions to VDOT and time for Proprietary Meetings.

Final Completion Date November 4, 2009

Justification for award above the Engineer's Estimate

J26 This Northwestern Regional traffic signalization project provides improved traffic safety for the Staunton and Culpeper Districts. One bid was received and it was slightly over the engineer's estimate acceptable limit. The bidder specializes in this type of work and has a good record with other contracts. A lower bid is not expected and therefore this contract is recommended for award.