Virginia Asphalt Association Conference

Presentation:
I-64 and I-264 Pavement Rehabilitation Project
VDOT Hampton Roads District
Challenges and Successful Outcome

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Presentation

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I-64 and I-264 Pavement Rehabilitation
VDOT Hampton Roads District

• Project Overview
• Complex Project
• Unique Project with Many Challenges
• Meeting the Challenges
• Lessons Learned
• Successful Outcome
• Q&A
I-64 and I-264 Pavement Rehabilitation
VDOT Hampton Roads District

Roadway conditions as of March 2013

• I-64 and I-264 due for major rehabilitation
I-64 and I-264 Pavement Rehabilitation
VDOT Hampton Roads District

Roadway conditions as of March 2013

- Significant traffic volume and truck weight increase since original construction
- Aging highway, deterioration from weather and time
Complex project: I-64 and I-264 Project in Hampton Roads

- $128 million project
- 163 lane miles of eastbound and westbound interstate segments
- Concrete patching and asphalt pavement
- Adjustments to drainage structures, barriers and guardrails; minor drainage improvements; pavement markings; safety improvements
- 18 months of construction
I-64 and I-264 Pavement Rehabilitation Project Overview

Norfolk

Virginia Beach
I-64 and I-264 Pavement Rehabilitation Project Overview

Project divided into three segments and managed by VDOT as one project

**Segment 1:** 10 miles | 67 lane-miles
I-64 from Little Creek Road Bridge to Bridge over Curlew Drive and I-264 from Claiborne Avenue Bridge to Broad Creek Bridge

**Segment 2:** 5 miles | 20 lane-miles
I-64 from HRBT to Little Creek Road Bridge

**Segment 3:** 12 miles | 76 lane-miles
I-264 from Railroad Bridge West of Witchduck Road to Parks Avenue
I-64 and I-264 Pavement Rehabilitation Challenges

Unique project with many challenges

- Project area over 2 cities: Norfolk and Virginia Beach
- Multiple construction activities
- Night work
I-64 and I-264 Pavement Rehabilitation Challenges

Unique project with many challenges

• Long Work Zones
• Lane Closures
• Exit Closures
• Detours
I-64 and I-264 Pavement Rehabilitation Challenges

Unique project with many challenges

• Scheduling
• Maintenance of Traffic
• Coordination with emergency responders
• Public perception
I-64 and I-264 Pavement Rehabilitation
Meeting the Challenge

Design and Construction with Successful Outcome

• Road conditions required accelerated procurement by VDOT
• Design-Build Project
• 3 Contractors and VDOT align toward the same goal
• VDOT leadership supports high visibility Project
I-64 and I-264 Pavement Rehabilitation
Meeting the Challenge

Project Priorities

• Safety
• Maintenance of Traffic (MOT)
Building relationships among key stakeholders

- VDOT
- Contractors
- Transportation Operations Center
- Cities of Norfolk and Virginia Beach
- Safety Service Patrol (SSP)
- Virginia State Police and Emergency Responders
- Media
- Traveling Public
I-64 and I-264 Pavement Rehabilitation
Meeting the Challenge

VDOT and Contractor Collaboration

• Open, two-way communications
• Weekly Project meetings
• Contractor Coordination meetings
I-64 and I-264 Pavement Rehabilitation
Meeting the Challenge

VDOT and Contractor Collaboration

• Risk identification and risk management
• VDOT provides support and resources
• Flexibility: Design, Approvals, Allowable work hours
• Obstacles and Solutions
I-64 and I-264 Pavement Rehabilitation
Meeting the Challenge

Successful Scheduling

• Lane closures managed weekly
• Project managed within region-wide work
• Work suspended during holidays and significant events
• Minimize motorist and tourist impacts
I-64 and I-264 Pavement Rehabilitation
Meeting the Challenge

Successful public outreach
• Three segments managed as one PR project
• Proactive public outreach during all phases
• Continuous media traffic alerts
• Project updates provided to media and public
Public outreach focus on safety

- Outreach focuses on safety for motorists and project crews
- Weekly, monthly, quarterly communications to cities, employers, business groups, civic leagues to sustain project and safety awareness
- Direct outreach, meetings, email and advertising
Lessons Learned: Project Management

- 60 days from NTP to start of construction: Difficult to develop submittals in short amount of time
- Specify reconciliation/hold points at Preconstruction: Project Records should be reconciled/completed to date to expedite the Project Closeout
- Separate out the TMP early from the design would expedite review processes
- CADAC has a steep learning curve
- Disputes handled well, but timeliness of reconciliation encouraged
Lessons Learned: Design and Construction

• Proposed DOR to accept liability for Design Build Projects

• Constant nightly milling activity created excessive claims: Revising means and methods to only mill when and where necessary reduced citizen claims

• SMA was difficult at lower temperatures: Contractor utilized new equipment and strict tolerances with the SMA stone used in the mix
Lessons Learned: Claims

• The claims process to be addressed and defined at Preconstruction

• Contractor took responsibility for citizen claims satisfying public needs
Lessons Learned: Shoulder, Lane and Ramp Closures

• Closure process to be reviewed during the Preconstruction Meeting

• Review to include detail, concise hours, requirements, expectations, emergency notification, response plan, matrix of communication and special events
I-64 and I-264 Pavement Rehabilitation
Lessons Learned

Lessons Learned: Public Relations

• Three projects handled as one PR program
• VDOT takes the lead, supported by contractors’ PR
• VDOT’s process evolved to broader PR press releases; much more effective and accurate
• Press releases include clear location closures to provide concise and effective information to the public
Successful Outcome

I-64 and I-264 Pavement Rehabilitation Project

• Completed on time
• Extends the useful life of Hampton Roads’ major highways by more than 15 years
• Result in a smooth, safe driving surface for motorists
Questions & Answers