



VIRGINIA TRANSPORTATION CONSTRUCTION ALLIANCE (VTCA) JOINT CONFERENCE

Lynchburg District

Christopher L. Winstead, P.E. Lynchburg District Engineer, VDOT Gordon N. Dixon Executive Vice President, VTCA

March 10, 2021

Safety Message- Mask Update and Work Zone Training Certifications

- GUIDANCE ON CLOTH FACE COVERINGS DURING COVID-19: Updated Feb. 2, 2021.
- This updated guidance impacts VDOT workers by now requiring face coverings with a minimum of two layers.
 - All face coverings must be made of at least two layers of washable, breathable fabric and must fit snugly against the sides of the face, completely covering the mouth, nose, and fitting securely under the chin.
- Due to the current state of emergency declared by the governor, all Work Zone Traffic Control certifications scheduled to expire between March and December, 2020, are granted a one-year extension from their original expiration date.
 - For example, June, 2020, expiration dates will expire June, 2021.
- Effective Immediately. Work Zone Traffic Control (WZTC) trained personnel working within VDOT Right Way may now have a photocopy image of their WZTC training verification card on their mobile phone to show when asked in place of the actual training card.

LYNCHBURG DISTRICT





LYNCHBURG DISTRICT

Comprised of 10 counties including Amherst, Appomattox, Buckingham, Campbell, Charlotte, Cumberland, Halifax, Nelson, Pittsylvania and Prince Edward.

Includes two cities, numerous towns and two of the largest counties by land area in the Commonwealth.

Responsible for maintenance of more than 15,000 miles of primary and secondary roads. This is the only district that does not maintain interstate highways.

Responsible for 1,959 structures on all roads.



LYNCHBURG DISTRICT ORGANIZATION



VDDT Virginia Department of Transportation

COVID-19

Thank you for continuing to do your part to stop the spread!





Credible, Solid Performance

Thank you to our people, our partners and the customers who entrust us to deliver results

FY2021	Target	Lynchburg
********Safety*******		Safety
OSHA Recordable Rate	2.50	2.63
Serious Injury Rate		11.48
Traffic Fatality Rate		1.84
*******Projects*******		Projects
Development On-Time	70.0%	86.4%
Development On-Budget	74.0%	86.4%
Delivery On-Time	77.0%	89.5%
Delivery On-Budget	85.0%	100.0%
CQIP % Compliant	91.0%	95.5%
******Operations******		Operations
Incidents < 30 Mins		
Incidents < 90 Mins		
Pavement Condition		Pavement
Interstate	82.0%	
Primary >= 3500 AADT	82.0%	83.0%
Primary < 3500 AADT	75.0%	83.0%
Secondary >= 3500 AADT	82.0%	78.3%
Secondary < 3500 AADT	60.0%	72.1%
Structure Condition		Structures
% Good / Fair - IS	97.0%	
% Good / Fair - PR	93.0%	97.9%
% Good / Fair - SC&U	90.0%	94.8%
Weighted Average GCR	5.6	6.3
*******Support******		Support
SWaM %	42.0%	53.6%
EPP Performance Trend	None	→
Prompt Pay	95.0%	98.5%
Road Inventory Change %	41.0%	71.1%

VDDT Virginia Department of Transportation

State Gas Tax rate increases

Credible Stewardship

33.8* cents/gallon July 1, 2021

28.8 cents/gallon July 1, 2020

16.2 cents/gallon June 2020 **Public Trust**

VDDT Virginia Department of Transportation

SMART SCALE Funding Distribution for Round 4





Funding the Right Transportation Projects in Virginia

(in millions) Slide from the January 2021 Commonwealth Transportation Board Meeting SMARTSCALE Agenda item

District Grant Programs	District Grant	Supplemental District Grant (FY21-24)	Total
Bristol	\$28.3	\$44.6	\$72.9
Culpeper	\$26.9	\$87.4	\$114.3
Fredericksburg	\$36.7	\$33.0	\$69.7
Hampton Roads	\$106.8	\$13.3	\$120.1
Lynchburg	\$30.4	\$83.2	\$113.5
NOVA	\$111.1	\$0	\$111.1
Richmond	\$75.8	\$46.2	\$122.0
Salem	\$41.6	\$63.8	\$105.4
Staunton	\$33.4	\$21.3	\$54.7
District Grant Programs	\$490.9	\$392.8	\$883.7
High Priority Projects Program	-	-	\$490.7
Total	\$490.9	\$392.7	\$1,374.4



Staff Recommended Scenario - Lynchburg

Slide from the January 2021 Commonwealth Transportation Board Meeting SMARTSCALE Agenda item

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Lynchburg	6916	Berry Hill Connector Road Extension	Danville Metropolitan Planning Organization	\$38,659,408	5.36
Lynchburg	6827	Wards Ferry Rd. and CVCC Campus Drive Roundabout	Lynchburg City	\$11,301,008	3.11
Lynchburg	7171	Segment Improvement on US 60 between Wash. St. and Rt. 29	Amherst County	\$2,236,523	2.79
Lynchburg	7082	RTE 29 at Tightsqueeze Road	Pittsylvania County	\$11,423,966	2.56
Lynchburg	6951	Candlers Mountain Road Interchange Improvements	Lynchburg City	\$30,136,960	2.38
Lynchburg	7143	L.P. Bailey Mem. Hwy. (US501)-Bethel Rd. (VA360) Roundabout	Halifax County	\$9,921,330	1.92
Lynchburg	6805	Route 29 Safety Improvements- Northern Section	Campbell County	\$17,030,881	1.53
Lynchburg	7108	US 501 & Factory St. & Wall St. Roundabout	South Boston Town	\$12,818,439	1.49
Lynchburg	6807	Route 29 Safety Improvements - Middle Section	Campbell County	\$8,544,527	1.24

Nine candidate projects totaling \$142M Largest SMARTSCALE Round to date for Lynchburg District

Office of the SECRETARY of TRANSPORTATION

Lynchburg District FY21 Priorities - Continued Credible Stewardship Safety First

> Collaborate for continued Quality Results (Environmental focus)

- Collaborate for continued On Budget Performance
- Collaborate for continued On Time Performance





CONSULTING ENGINEERING OPPORTUNITIES UPCOMING CONSTRUCTION PROJECTS

Lynchburg District

Robert Guercia, P.E. Lynchburg District Project Development Engineer

Lynchburg District

VDOT Administered Advertisements Scheduled through June 30, 2022

UPC	Route	Locality	Project Description	Projected AD	Estimated CN Cost (\$ Mil)
			#HB2.FY17 BUS 460 – RECONSTRUCT INTERSECTION AT RTE 622		
109555	460B	City of Lynchburg		5/11/2021	2.2
			#HB2.FY17 682 – RECONSTRUCTION		
109550	682	Amherst County		9/14/2021	4.7
			#SGRVB – RTE 621 BR AND APPR OVER APOMATTOX RIVER		
111282	621	Cumberland County		7/13/2021	3.3
			RTE 29 - SHOULDER WIDENING, RUMBLE STRIPS, GR (NELSON)		
114095	29	Nelson County		12/7/2020	8.5

4 Projects – Total Estimated Cost of \$18.7 Million



Lynchburg District

Locally Administered Advertisements Scheduled through June 30, 2022

UPC	FUNDING	LOCALITY	PROJECT DESCRIPTION	PROJECTED AD	ESTIMATED CN COST (\$ MIL)
112712	URBAN	CITY OF DANVILLE	AIRPORT DRIVE - CONSTRUCT NEW CURVE	12/31/2021	\$0.4
113270	REVENUE SHARING	CITY OF LYNCHBURG	COMMERCE STREET - STREETSCAPE	12/31/2021	\$10.5
113711	TRANSPORTATION ALTERNATIVES	CITY OF DANVILLE	#TAP19 RIVERWALK TRAIL EXTENSION	12/31/2021	\$0.2
114064	HIGHWAY SAFETY IMPROVEMENT	CITY OF LYNCHBURG	GRAVES MILL ROAD - INSTALL ADAPTIVE SIGNAL CONTROLS	12/31/2021	\$0.5

4 Projects – Total Estimated Cost of **\$11.6** Million





MAINTENANCE CONTRACTS LYNCHBURG DISTRICT

Gerry Harter, P.E. Lynchburg District Maintenance Engineer

Pavements Performance Measures

Performance Measure Description	Old Policy (% Sufficiency)	New Policy (% Sufficiency)
Interstate	82% No Section CCI less than 35	82% No Section CCI less than 35
Primary	82%	82% for ≥ AADT 3,500 75% for < AADT 3,500
Secondary	65%	82% for ≥ AADT 3,500 60% for < AADT 3,500



Factors Affecting District Funding

- Inventory lane miles and AADT
 - Total inventory lane miles
 - Lane miles above and below AADT 3,500 (Primary and Secondary)
- Pavement condition (2019) Statewide Approach
 - Movement to target
 - Interstate: 82% sufficiency
 - Primary: Tiered
 - Sections AADT ≥ 3,500: 82% sufficiency
 - Sections AADT < 3,500: 75% sufficiency
 - Secondary: Tiered
 - Sections AADT ≥ 3,500: 82% sufficiency
 - Sections AADT < 3,500: 60% sufficiency
- Completed work (2019) and planned work (2020)
- Unit cost (average bid prices from CY 2019 paving work)
- In the past, districts were funded to stay at their current condition levels even if they exceeded targets. For CY 2021 paving, districts will be funded to support statewide policy.

Historical Funding Distribution – All Systems (2018 – 2021)

District	2018	2019	2020	2021
Bristol	10.2%	10.5%	10.6%	12.0%
Salem	12.0%	12.2%	12.0%	12.2%
Lynchburg	7.3%	7.4%	6.9%	4.7%
Richmond	14.5%	15.4%	15.2%	13.3%
Hampton Roads	5.9%	5.9%	5.3%	9.5%
Fredericksburg	6.4%	6.0%	6.1%	10.9%
Culpeper	7.6%	7.1%	7.5%	3.2%
Staunton	10.8%	8.9%	10.9%	10.4%
NOVA	25.3%	26.6%	25.5%	23.8%

Total Available Funds for CY 21 Paving: \$425 M

LYNCHBURG DISTRICT RESURFACING PROGRAM

Treatment	# of 2020 Contracts	2020 Quantities	Contract Value 2020	# of 2021 Contracts	2021 Estimated Quantities	Contract Value 2021
Plant Mix	6	130,650 Tons	\$18.0M	6	130,475 Tons	\$20.5M
Latex	1	3090 Tons	\$1.6M	1	1236 Tons	\$1.2M
Surface	3	3,188,200 SY	\$4.8M	3	1,850,000 SY	\$3.0M
Total	10		\$24.4M	10		\$24.8M



LYNCHBURG DISTRICT

Traditional Pavement Contract Advertisements Scheduled through June 30, 2021

System	2020 Projects Lane Miles	Estimated Cost	Preliminary 2021 Lane Miles	Estimated Cost
Primary	160	\$19.0M	172	\$21.6 M
Secondary	625	\$5.4M	313	\$3.3M
Total	785	\$24.4M	485	\$24.8M



LYNCHBURG DISTRICT PAVEMENT ACTION PLAN

- Making the best decision for each paving dollar, while adhering to statewide guidelines and requirements.
- Residencies and district partners are engaged in planning of pavement solutions. Right road, right fix, right time.
- Evaluating pavement locations and preparing for new paving projects throughout the year.

LYNCHBURG DISTRICT PAVEMENT CONDITIONS

(New System)







LYNCHBURG DISTRICT BRIDGE ACTION PLAN

Lynchburg District currently has 87 structurally deficient (SD) structures:

- 44 SD bridges
- 43 SD culverts
- 87 out of 2,074 total structures (95.8% are not structurally deficient)

Eliminating 12 SD structures in FY21:

- 9 SD bridges
- 3 SD culverts

Continued effort to target SD structures

Focus on SD culverts (36 SD culverts on Secondary System)

Continue focus on Condition Yellow Structures

Districtwide Bridge Maintenance Contract \$3 M Renewable (17 separate Bridges - third term):

- Rehabs: 10 Beam End Repair: 1 Misc., Erosion, Debris: 6
- New Districtwide Bridge Maintenance Contract was advertised in February 2021 (\$2.2 M Renewable) **Concentrate efforts on the Secondary System**
 - 73 of the 87 SD's

New Performance Measure:

- Average General Condition Rating (GCR) weighted by Importance factor (IF)
- Target: 5.6
- Lynchburg, All Road Systems = 6.3



LYNCHBURG DISTRICT BRIDGE MAINTENANCE

FY21

- Preventive Maintenance \$2.9 M
- Restorative Maintenance \$3.1M
- Replacements \$7.2 M
- Bridge Inspection \$3.4 M TOTAL - \$16.6 M

FY22

- Preventive Maintenance \$3.0 M
- Restorative Maintenance \$3.3M
- Replacements \$7.5 M
- Bridge Inspection \$3.6 M TOTAL - \$17.4 M

<u>FY23</u>

- Preventive Maintenance \$3.2M
- Restorative Maintenance \$3.5 M
- Replacements \$7.6 M
- Bridge Inspection \$3.7 M TOTAL - \$18.0 M

TOTAL - \$52.0 M



- Preventive Maintenance includes cleaning, joints, epoxy overlays and bridge painting.
- Restorative Maintenance includes rigid deck overlays and super/sub repairs.
- Replacements includes superstructure and culvert/pipe replacements.
- Bridge Inspection includes the scheduled inspections required for all structures (bridges and large culverts).

Maintenance and Operations ADA Curb Ramp Retrofit Work

Data as of June 23, 2020

Improvements Completed	LTD Expenditures	Planned FY21 Improvements	Estimated to complete
400	\$1,729,369	31	\$71,000



LYNCHBURG DISTRICT OTHER MAINTENANCE CONTRACTS

Roadside

FY19 - \$1.0 M FY20 - \$2.1 M FY21 - \$2.3 M

Drainage/Pipes/Slopes

FY19 - \$1.0 M FY20 - \$2.0 M FY21 - \$2.0 M

Lynchburg District Upcoming Contracts

Pipe Rehab Appomattox Residency

Guardrail Hits Repair Appomattox Residency





SOUTHWEST REGIONAL OPERATIONS

Christopher McDonald, P.E., PTOE, Regional Operations Engineer Sean Grinnell, P.E., Regional Program Delivery Engineer

Southwest Operations Region

Bristol, Lynchburg, & Salem Districts





Lynchburg District SOUTHWEST REGION

System Performance Measures Focus is on Roadway Clearance Time 30 and 90 minute goals

Regional Support Recruitment underway Signal and Freeway Operations Engineer

	Target	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia	Richmond	Salem	Staunton	Central Office	Statewide
·····Safety						Safety	-					
OSHA Recordable Rate	2.50	3.05	4.32	2.68	2.32	2.08	2.74	3.89	3.49	2.10	0.28	2.52
Serious Injury Rate		9.98	12.11	7.15	11.63	11.48	4.87	8.69	10,42	7.76		8.94
Traffic Fatality Rate		1.70	1.59	1.27	1.19	1.84	0.59	1.23	1.47	1.12		1.20
*******Projects******						Projects						
Development On-Time	70.0%	73.2%	73.3%	83.8%	50.0%	86.4%	68.4%	48.3%	71.7%	71.7%	25.0%	66.6%
Development On-Budget	74.0%	80.4%	66.7%	70.3%	63.3%	86.4%	71.9%	70.0%	80.4%	75.5%	100.0%	73,4%
Delivery On-Time	77.0%	100.0%	91.7%	88.9%	67.3%	89.5%	80.7%	80.9%	79,2%	90.0%		83.4%
Delivery On-Budget	85.0%	97.1%	95.8%	92.6%	88.5%	100.0%	94.7%	94.1%	90.3%	98.0%		94.1%
CQIT II Compliant	-											
******Operations******	2					Operations						
Incidents < 30 Mins		41.0%	38.5%	35.9%	59,6%		35.3%	38.8%	27,4%	24.9%		42.9%
Incidents < 90 Mins	-	85.0%	87.2%	86.3%	92.1%		89.5%	89.8%	76,1%	76.4%		88.5%
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Interstate	82.0%	88.1%	95.7%	96.8%	89.4%	-	83.0%	93.1%	18.2%	87.3%	1	89.6%
Primary >= 3500 AADT	82.0%	89.8%	91.4%	80.4%	81.5%	83.0%	83.0%	88.6%	85.7%	88.4%		85.8%
Primary < 3500 AADT	75.0%	81.8%	82.7%	85.4%	8Z.7%	83.0%	77.4%	82.4%	83.1%	83.4%		82.7%
Secondary >= 3500 AADT	82.0%	62.7%	69.8%	53.1%	60.6%	78.3%	59.0%	45.4%	65,8%	69.3%		58.0%
Secondary < 3500 AADT	50.0%	\$3.3%	63.2%	48.3%	74.0%	72,1%	48.2%	\$6.7%	54.8%	67.7%		59.4%
Structure Condition	L.					Structures						

District Performance Report

Data Date 2020 November - January Data as of 2/5/2021

Total

Count

Incident Counts District

Bristol

Culpeper

Richmond

Staunton Statewide

Salem

Fredericksburg

Hampton Roads Northern Virginia

Interstate Roadway Clearance Time

otal ount	Under 30 Count	Under 90 Count	District	Under 30 Mins Target	Incidents < 30 Mins	Under 90 Mins Target	Incidents < 90 Mins
100	41	85	Bristol	38.0%	41.0%	81.0%	85.0%
109	42	95	Culpeper	31.0%	38.5%	87.0%	87.2%
234	84	202	Fredericksburg	45.0%	35.9%	86.0%	86.3%
1398	833	1288	Hampton Roads	59.0%	59.6%	94.0%	92.1%
1151	406	1030	Northern Virginia	49.0%	35.3%	90.0%	89.5%
845	328	759	Richmond	42.0%	38.8%	86.0%	89.8%
197	54	150	Salem	33.0%	27.4%	81.0%	76.1%
309	77	236	Staunton	30.0%	24.9%	81.0%	76.4%
4343	1865	3845	Total		Greer	n = Target	or above
					Yellov	/ = .95 * ta	arget
					Red =	Below .95	5 * target

Upcoming TOC Contracts - Statewide

ITS Maintenance

- Plan to sign 1st of two possible 1 year renewables spring of 2021
- New Statewide ITS Maintenance contract in development

TOC Floor Operations & Safety Service Patrol

- First availability 2023
 - (5 years with two 2 year renewal options)





SOUTHWEST REGION PROGRAM DELIVERY

Sean Grinnell, P.E., Southwest Region Program Delivery Engineer

Regional Signal Contract Update

- A \$4.7M contract was executed in November 2020
- 2 year initial term that ends 12/30/2022
- Contract can be extended with 2, 1-year renewable terms
- Less focus on traditional traffic signal rebuilds
- Increased focus on communications and technology
 improvements
- SWRO ITS Installation/Construction CEI Contract
 - \$2.0M contract certified in January 2020
 - 2 year initial term that ends in January 2022
 - Contract can be extended with 2, 1-year renewable terms







Big Walker and East River Mountain Tunnels

- Projects anticipated to be funded by Special Structures Program
- Highest priority SCADA Installation at Big Walker and East • **River Mountain Tunnels**

TOTAL PROJECT COST

Mountain Tunnels Long Range Project Plan: ٠

Year Year Year Year ear ear ear BWMT ERMT ear **PROJECT DESCRIPTION** Fire and Life Safety Improvements SCADA System & Control Room Upgrades \$1.6M \$2M **Emergency Ventilation Phase 1** \$5M \$5M Fire Standpipe Systems \$18M \$20M Fire Suppression Systems \$10M **Emergency Ventilation Phase 2** \$3.8M \$3.8M Traffic Management Systems \$2.1M \$3.2M **Rehabilitiation and Major Repairs** Ceiling Slab Structural Repairs \$0.5M \$0.6M Tunnel Ventilation Fan Corrosion Control \$2M \$2M Leaking Tunnel Bore Joint Rehabilitation \$1M \$1M









LYNCHBURG DISTRICT TRAFFIC ENGINEERING

Keith Rider, P.E., CCM Lynchburg District Traffic Engineer

LYNCHBURG DISTRICT SAFETY PROJECTS

- 2020 fatal crashes were 6.8% lower than the 3-year average and 4.2% lower than the 2020 district target.
- Approximately 66% of fatal crashes in 2020 were roadway departure crashes.
- FY22-27 HSIP Program has a value of \$16.2M with \$13.6M planned for roadway departure mitigation projects within the district.
- Upcoming locality safety projects include high visibility signal backplates in the City of Danville and adaptive signal control systems and pedestrian facilities in the City of Lynchburg.
- Estimated \$7.7M in HSIP-funded VDOT-administered projects tentatively planned to be advertised over the next 24 months.
 - > Shoulder widening, rumble strips, guardrail, HFST
- Systemic safety initiative focus areas for Lynchburg District include Flashing Yellow Arrows, Unsignalized Intersections, Curve Signage, Rumble Strips, and Safety Wedge


LYNCHBURG ON-CALL AND PROJECT SPECIFIC OPPORTUNITIES

- **Calendar Year 2021 Pavement Markings Maintenance Project**: Refresh existing pavement markings on secondary routes in 5 counties. Advertised January 2021.
- Calendar Year 2021 Raised Pavement Marker (RPM) Lens Inspection & Replacement Project: Inspect RPMs and replace deficient lenses on various primary routes districtwide. Plan to issue task under statewide Pavement Marking Eradication and RPM Contract in early-mid 2021.
- **Calendar Year 2021-22 Guardrail Upgrade Maintenance Project**: Upgrade multiple runs of substandard guardrail along US 460 in Prince Edward County. Planned for advertisement in mid-late 2021.
- Calendar Year 2021-22 Sign Installation / Upgrade Maintenance Project: Address signing deficiencies on ground mounted signs identified through targeted rural intersection safety reviews. Planned for advertisement in mid-late 2021.
- Current Rumble Strip On-Call (UPC 113933): Issued task for ~\$74,000 of rumble strip installations in FY21. Plan to issue additional tasks in FY22 based on available funding (TBD).
- **Current Programmatic Guardrail Upgrade On-Call (UPC 112162)**: Issued task for ~\$183,000 of end treatment upgrades along US 460 in Appomattox and Prince Edward Counties and have an additional ~\$60,000 task planned along US 360 in Charlotte County for FY21. Plan to issue additional tasks in FY22 based on available funding (TBD).





LYNCHBURG DISTRICT CONSTRUCTION PROGRAM

Terry Meadows, P.E. Lynchburg District Construction Engineer

FOCUS AREAS FOR 2021 CONSTRUCTION SEASON

- Maintain COVID-19 protocols; stay abreast of changes
- Project safety and work zone safety
- Environmental Compliance NPDES Coordinator, CIC and Construction
 - Be very familiar with permits, permit sketches and special provisions
 - Ask questions, perform C-107's regularly, and report deficiencies and associated corrections
- Project Closeouts
 - · Reconcile pay quantities daily and monthly
 - Material invoices to be submitted prior to payment for work
 - Buy America compliance remains a high priority

FOCUS AREAS FOR 2021 CONSTRUCTION SEASON

- Priorities for paving schedules
 - Work zone maintenance
 - Quality construction Smooth pavements last longer
 - Joint straightness
 - Continued widespread application of safety edge
 - Timely application of pavement markings
 - Project communication and decision making



CIVIL RIGHTS DIVISION

AASHTOWare PROJECT – CIVIL RIGHTS & LABOR (CRL) EFFECTIVE WITH MARCH, 2020 AD DATE

The Virginia Department of Transportation and the Civil Rights Division have implemented new software that will require remote access to import and track certified payrolls and payments to include DBE payments.

The system manages the Agency's Labor and DBE regulation requirements and provide contractors a faster, easier and more accurate way to meet reporting requirements.

If you have questions, feel free to contact your District Civil Rights Office.



Lynchburg Consultant CEI Contracts (Estimates)

Contracts	2021	2022	2023	2024
Contract 1 (2018)	\$2 m	\$1.8 m	\$0.2 m	
Contract 2 (2018)	\$2 m	\$1.8 m	\$0.2 m	
New District- wide Contract 1			\$1.8 m	\$1.9 m
New District- wide Contract 2			\$1.8 m	\$1.9 m
TOTAL	\$4 m	\$3.6 m	\$4.0 m	\$3.8 m



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MATERIALS DIVISION - 2021 SPECIFICATION CHANGES

Don French, P.E. Lynchburg District Materials Engineer

SUMMARY – Asphalt

 $\label{eq:sp315} \square \ SP315 \rightarrow SS315: \ Clarifying \ Density \ Testing \ Language$

□ Industry proposed SP315s into Section 315

• As many as 19 SP315s

□ Industry proposed SS/SP211s into one Section 211

• SPs: AC Bonus & CCPRM will stay as SP



LIST of SP211's and 315's

TOPIC	REVISION	
Density Determination (Bonus)	Move to SS315	
SM-4.75	Move to SS211 & SS315	
Trench Widening T Mixes	Create new chapter SS321 in Spec	
BM-25.0D +0.4 and +0.8 (HMHB)	Create new chapter SS320	
Sealing Cracks in Asphalt and HCC Pavement		
Scratch/Leveling Course for Overlay	Combine into	
Surface Prep and Restoration for Overlay		
Limits of Mainline Overlay at Intersections to Paved Roads	00022	
Placement of Asphalt Overlays		



LIST of SP211's and 315s

TOPIC	REVISION	
Shoulder Wedge	Stay at SP	
THMACO	SS319 with Tack requirement in 210	
3 versions of Patching SPs	Combine into SS323	
Saw & Seal Asphalt Overlay over JCP	Stay at SP	
CCPR Placement	Stay at SP	
CIR	Stay at SP	
FDR	Stay at SP	
Rideability	Stay at SP	



DENSITY DETERMINATION (SS 315)

Clearly define application of incentive to "mainline paving"

"Density Testing for acceptance will not be performed on areas too thin or irregular to test accurately, such as open-graded friction courses, and wedgeand-leveling courses. Areas that are difficult to compact due to subgrade support or space limitations, including but not limited to crossovers and gore areas, will be placed in accordance with Section 315.05(e)2. For purposes of density determination, acceptance, and payment, <u>Main</u> <u>Pavement</u> is defined to include *travel lanes, shoulders 6 feet or greater, turn lanes, ramps, and acceleration/deceleration lanes."*

□ Method A & B will apply to <u>both</u> maintenance & construction.



POSSIBLE ITEMS for 2022

Spec changes under consideration:

- Use of the Daily Gmm for all field density cores (Method A, CS Cores and SMA) rather than the running average of 5
- Increase the placement temperature for SM-4.75 mixes

Pending potential research items:

- Increasing the allowable thickness to NMAS ratios for SM, IM and/or BM's – which will allow us to place thicker lifts
- Refine the BM-25.0 D, +0.4 and +0.8 Mix Designs and Gyration Levels

Coming in 2023

Balanced Mix Design



Documentation

Specification changes under consideration: Changes to requirements for QA Suppliers

- Out of state suppliers must be at a distance of less than 50 miles.
- All Supplier's will be held to their QC plan and specifications or removed from the approved list.
- Shipping tickets must have printed project information.
- Shipping tickets must be emailed to Industrial Inspector.
- Shipping tickets will have a method of acceptance on all material.







PROJECT HIGHLIGHT 460 BUS. – RECONSTRUCT INTERSECTION WITH ROUTE 622 TIMBERLAKE AND WATERLICK ROAD CITY OF LYNCHBURG

Lynchburg District

Brian Casto, P.E. Lynchburg District Location & Design Engineer Jeff Kuttesch, P.E. RK&K

Project Location





Project Background

- Round One SmartScale Application
 - Project was originally identified in a STARS study
- Submitted by Region 2000
- Reasons for the project
 - Significant congestion at peak hours
 - Top 100 crash location for district
- Application budget
 - PE \$445,965
 - RW \$1,134,303
 - CN \$1,653,029
 - Total \$3.2 million

Existing Waterlick/Timberlake Intersection





Views on Timberlake





Waterlick Approach with Extended Right Lane





Application Sketch





Application Scope

- Construct NB right turn on Waterlick onto Timberlake
- Construct raised concrete median for both Waterlick approaches to the intersection
- Construct dual left turn lanes in both directions on Timberlake onto Waterlick
- Widen Waterlick to East to accommodate median and 15' receiving lane
- Extend right receiving lane on Waterlick 560 feet and transition back another 540 feet
- Remove signal poles from median to accommodate receiving lanes and install new signal poles at corners
- Convert existing full access entrances within access management areas to right-in right-out

VDDT Virginia Department of Transportation

Revised Project Scope

- During scoping project scope revised
 - Modified signal phasing & timing to meet the operational improvements of the original application
 - Maintained Access Management features
 - Extended the right lane on Waterlick's East approach to Timberlake
 - Retained single left turn lanes from Timberlake to Waterlick in both directions with increased storage capacity and positive offset for improved sight distance

Offset Left-Turn Lanes - Benefits





Offset Left-Turn Lanes - Benefits

- Allowed for use of protected-permissive phasing with flashing yellow arrow
 - Equal or better traffic operations (LOS, delay, queuing) to original concept with dual left-turn lanes
- Reduced width of receiving lanes along Waterlick Rd
 - Reduced utility conflicts and right-of-way impacts
 - Reduced overall project costs to fit available project budget



Public Hearing Board with Revised Scope





Proposed Plan





Proposed Plan





Project Changes for Re-advertisement



Phase 1A – Allow work during day behind Group II's
Phase 1B – Allow daytime work with only paving restricted to night operations
Phase 2 – Remains night work
Phase 3 – Allow day work with police presence for signal impacts



Waterlick/Timberlake Schedule

New advertisement Date: July 2021

Anticipated Complete Construction: Fall 2022

No Delayed NTP

Signal Pole Lead Time: Approximately 6 months





PROJECT HIGHLIGHT ROUTE 682 RECONSTRUCTION WOODY'S LAKE ROAD AMHERST COUNTY

Lynchburg District

Brian Casto, P.E. Lynchburg District Location & Design Engineer

Project Location





Project Background

- Round One SmartScale Application
- Submitted by Amherst County
- Reasons for the project
 - Significant development over last 25 years
 - Both residential and commercial
 - Serves Monelison Middle School
- Application budget
 - PE \$591921
 - RW \$3,219,794
 - CN \$4,043,373
 - Total \$7.9 million



Existing Woody's Lake Road





Intersection with Trojan Lane




Existing Woody's Lake Road





Project Scope

- Reconstruct 2 lane rural collector
- Increased lane width to 11'
- Increased shoulder width to 4'
- Increased ditch width to 6'
- Fix alignment at the intersection of Woody's Lake and Trojan



Proposed Plan





Proposed Plan





Proposed Plan





Requires Re-Advertisement

New advertisement Date: September 2021

Anticipated Complete Construction: Fall 2022



