



**Route 29 Solutions Briefing  
Commonwealth Transportation Board**

January 13, 2015  
Philip A. Shucet



# Route 29 Solutions

- A. Project Selection Process**
- B. Project Delivery Process**
- C. Current Status of Construction Projects**
- D. Construction Completion Schedule**
- E. Key Maintenance of Traffic Provisions**
- F. Opposing Views of the Rio Grade-Separated Intersection**
- G. Conclusion and Recommendation**



# Route 29 Solutions

## A. Rt 29 Solutions Project Selection Process

March 19, 2014 Secretary forms 10-member Rt 29 Advisory Panel from elected officials of Danville, Lynchburg, Charlottesville, Albemarle Co., Culpeper, Warrenton, and MPO, Chambers, and SELC

Secretary charged panel to “...start addressing mobility through the corridor...and congestion in the corridor.”

Panel met on March 27, April 10, April 24 and May 8

All panel meetings were open to the public, live streamed, and made available in podcasts and video replays

Over 760 live streams; over 1,300 video replays



# Route 29 Solutions

## A. Rt 29 Solutions Project Selection Process (continued)

Process resulted in CTB fully funding a \$230 million Rt 29 Solutions Package of projects. The Rt 29 Solutions Package is:

1. Constructing the Rt 250 / 29 interchange improvement (Best Buy ramp)
2. Constructing the Rt 29 Widening from Polo Grounds to Towncenter Drive
3. Constructing the Berkmar Extension
4. Constructing the Hillsdale Extension
5. Constructing the Rio Rd / Rt 29 grade-separated intersection (Rio GSI)
6. Implementing the Adaptive Signal System
7. Constructing Hillsdale South (later modified to PE only)
8. Studying a possible Hydraulic Rd / Rt. 29 GSI (PE only)
9. Implementing a 2nd train for the Lynchburg - DC Amtrak line





# Route 29 Solutions

## A. Rt 29 Solutions Project Selection Process (continued)

**Recommendation was not unanimous**

**Panel did not vote and was not required to reach consensus**

**Charlottesville City Council endorsed the Rt 29 Solutions Package**

**Albemarle Co. BOS endorsed the Rt 29 Solutions Package**

**MPO included Rt 29 Solutions Package in their CLRP**

**Danville, Lynchburg, and both Chambers did not support portions of the Rt 29 Solutions Package**



# Route 29 Solutions

## A. Rt 29 Solutions Project Selection Process (continued)

**Danville, Lynchburg and Lynchburg Chamber:**

**Preferred Rt 29 expressway options**

**Preferred money from a portion of Berkmar be shifted to future construction of a Hydraulic Rd GSI**

**Charlottesville Regional Chamber:**

**Did not support the Rio GSI or any other GSIs on Rt 29**

**Did support the remaining projects**



# Route 29 Solutions

## B. Rt 29 Solutions Project Delivery Process

Secretary formed 12-member Rt 29 Project Delivery Advisory Panel (PDAP) in June 2014 to provide input on design and delivery of Rt 29 projects

Members include Charlottesville Mayor, Albemarle Supervisor, 6 business representatives, city and county staff, MPO and SELC

PDAP met 12 times in 2014 and continues to meet publicly biweekly

Over 550 live streams; over 980 video replays to date





# Route 29 Solutions

## B. Rt 29 Solutions Project Delivery Process (continued)

PDAP process producing material positive affects on Package delivery:

Accelerating completion of Rt 250 /29 ramp construction ✓

Combining Hillsdale South Extension into Hydraulic Rd PE study ✓

Accelerating design hearings from mid-November to October 2014 ✓

Including Architectural Review Board guidelines for Rio GSI ✓

Including extended left-turn storage length at Woodbrook Road and Fashion Square Mall entrance ✓



# Route 29 Solutions

## B. Rt 29 Solutions Project Delivery Process (continued)

Adding multi-use path on Route 29 Widening ✓

Adding interactive public comment section on the project website  
[www.route29solutions.org](http://www.route29solutions.org) ✓

Reconsidering and including architectural treatments on the Rt. 250 / 29 ramp ✓

Adding a crossover on Rio Road West to permit left turns out of Merchant's Tire and Hardee's during the 103-day restricted period ✓

Repairing existing Berkmar pavement between 29 and Rio before May 23, 2016 ✓



# Route 29 Solutions

## C. Current status of Rt 29 Solutions Package Projects

### Best Buy Ramp:

VDOT advertised for construction bids November 10, 2014

VDOT received bids December 17, 2014.

CTB expected to award contract on January 14, 2015

### Adaptive Signal System:

Affects 21 signals

Phase I telecommunications installation started October 2014

Phase I will be complete in June 2015

Will allow real-time monitoring of signals during construction

Adaptive system fully operational late 2017



# Route 29 Solutions

## C. Current status of Rt 29 Solutions Package Projects (continued)

**Rt 29 Widening, Rio GSI, Berkmar Extension:**

**Combined into single Design-Build project**

**July 24, VDOT issues RFQ**

**September 15, VDOT completes SERP for Berkmar**

**September 19, VDOT shortlists 3 design-build teams**

**September 29, FHWA approves NEPA for Rt 29 Widening and Rio**

**October 2, VDOT issues RFP to shortlisted teams**

**January 6, 2015, VDOT receives Technical Proposals from all teams**

**January 20, Price proposals due from team**

**January 26, VDOT issues Notice of Intent to award to one team**

**February 18, Award presented to CTB for action**



# Route 29 Solutions

## C. Current status of Rt 29 Solutions Package Projects (continued)

### Hillsdale Extension:

Managed by City of Charlottesville

Currently in right-of-way acquisition

VDOT assisting with acquisition of Post Office property

City intends to advertise for bids calendar Q1 2016

### Hydraulic Rd and Hillsdale South:

PE only projects

Begin preliminary engineering study FY 2019



# Route 29 Solutions

## D. Construction Completion Schedule

**Adaptive Signal System: Phase I complete June 2015**

**Best Buy Ramp: Open by May 21, 2016**

**Rio grade-separated intersection: Open by September 2, 2016**

**Berkmar and Hillsdale Extensions: Open by October 31, 2017**

**Rt 29 Widening: Open by October 31, 2017**



# Route 29 Solutions

## E. Key Maintenance of Traffic Provisions

### Rt 29 Widening

Maintain 2 lanes in each direction

### Rt 29 / Rio Rd grade-separated intersection

Before May 23, 2016 and after September 2, 2016

4 lanes in each NB - SB direction on Rt 29, 6am to 9pm

2 lanes in each EB - WB direction on Rio Rd, 6am to 9pm

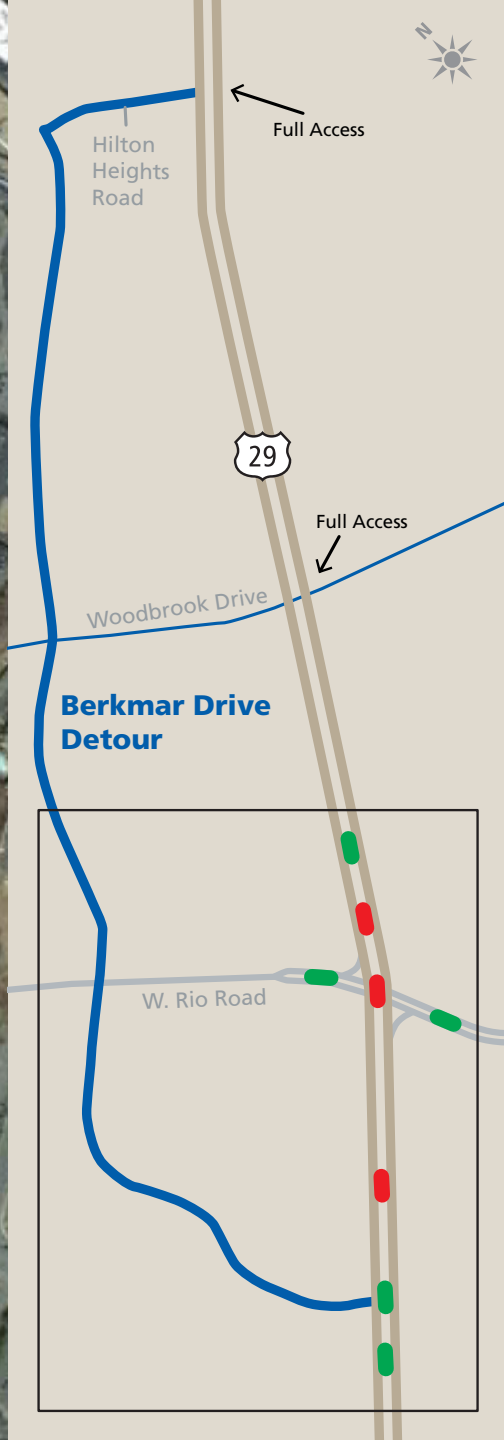
Between May 23, 2016 and September 2, 2016 (103 days)

Maintain 3 lanes NB and 2 lanes SB on Rt 29, 6am to 9pm

Rio can be closed to east-west through traffic across Rt 29

No left turns from Rio to Rt 29 and from Rt 29 to Rio

All other entrances and traffic movements permitted







# Route 29 Solutions

## F. Opposing Views of the Rio Grade-Separated Intersection

Some support Package with exception of Rio GSI

Some suggest constructing Berkmar and Hillsdale first and constructing Rio only if intersection becomes congested

Some suggest VDOT used data from Places29 to straight-line future traffic growth



# Route 29 Solutions

## F. Opposing Views of the Rio Grade-Separated Intersection (continued)

*Opposing view*

**Response**

*Deliver the Package without Rio*

The Rio GSI is an integral part of the Rt 29 Solutions Package endorsed by local elected officials and the MPO

The Rio GSI connects the parallel road network created by the extensions of Hillsdale and Berkmar

## F. Opposing Views of the Rio Grade-Separated Intersection (continued)

*Opposing view*

**Response**

*Construct Hillsdale and Berkmar, then Rio GSI only if necessary*

**Rio is already a failing intersection**

**It is not logical or responsible to add more traffic to Rio in the hope that the intersection will improve by doing nothing**

**Constructing the Rio GSI after Hillsdale and Berkmar only adds more congestion and disruption during construction**

## F. Opposing Views of the Rio Grade-Separated Intersection (continued)

*Opposing view*

**Response**

*VDOT used data from Places29 to straight-line future traffic growth*

**VDOT did not use any data from Places29**

**VDOT did not straight-line future traffic forecasts**

**VDOT collected and used new data from 2014 traffic counts**

**VDOT used population and growth characteristics in regional transportation demand model for forecasts**

**Growth projected to 2040 design year represents  $\approx 1\%$  annual compound growth**

**VDOT used specific intersection modeling analyses**



# Route 29 Solutions

## The Rio GSI

### Daily movements through the Rt 29 / Rio Road intersection:

**83,750:** total based on 2014 counts

**107,500:** total 2040 without the GSI

**31,375:** total 2040 from Rio East and Rio West

**66,500:** total 2040 on local lanes in the intersection with the GSI

**44,250:** total 2040 in the through lanes with the GSI not mixing with traffic in the intersection





# Route 29 Solutions

## G. Conclusion and Recommendation

Opposing views have been heard and carefully considered.

Rt 29 between Rt 250 and Rio is the heaviest traveled road between Short Pump, Staunton, Danville and Gainesville.

Build the construction projects included in the Rt 29 Solutions Package as endorsed by local elected officials, the MPO and funded by the CTB.

Finish Best Buy by fixed completion date of May 21, 2016.

Construct and open Rio GSI no later than September 2, 2016.

Construct and open Berkmar, Rt 29 Widening and Hillsdale no later than October 31, 2017.

Continue to get input from PDAP through design and construction



**Route 29 Solutions Briefing  
Commonwealth Transportation Board**

January 13, 2015  
Philip A. Shucet