Commonwealth Transportation Board

May 13, 2014

Route 29 Advisory Panel Meetings

Route 29 Corridor Solution Recommendation
Route 29 Advisory Panel Members: Elected Officials

- Albemarle County: Jane Dittmar, Chair BOS
- Charlottesville: Satyendra Huja, Mayor
- Culpeper: Chip Coleman, Mayor
- Danville: Fred Shanks P.E., City Council
- Lynchburg: Turner Perrow P.E., City Council
- Warrenton: Powell Duggan, Mayor
Route 29 Advisory Panel Members: Org. Representatives

Charlottesville Regional Chamber
Kristina Hofmann

Charlottesville-Albemarle MPO
Kristin Szakos, MPO Chair

Lynchburg Regional Chamber
Ed Craighill

SELC
Trip Pollard
Route 29 Advisory Panel: The People

Jane Dittmar
Satyendra Huja
Chip Coleman
Fred Shanks
Turner Perrow
Powell Duggan

Kristina Hofmann
Kristin Szakos
Ed Craighill
Trip Pollard
Route 29 Advisory Panel: The Technical Team

**VDOT**

Ben Mannel  
Team Leader

Chuck Proctor  
Transportation Planner

**DRPT**

Kevin Page  
Rail and Transit Advisor

**Michael Baker International**

Paul Prideaux P.E.  
Transportation Engineer

Susan Manes  
Environmental Scientist
Route 29 Advisory Panel: Executive Sponsor
Quintin Elliott, VDOT Chief Deputy Commissioner
Route 29 Advisory Panel Meetings

March 27
April 10
April 24
May 8

With Panel consent all meetings were held in Charlottesville at the Virginia Transportation Research Council.
Transparency

Advisory Panel meetings were open to the public. The public was invited to attend, but there were no public comment periods.

Advisory Panel meetings were streamed live online: 820 views

Advisory Panel meeting videos are available at www.route29solutions.org: 900 views

Public input received through project website: 156 comments
Meeting 1: March 27

Developed 25 Potential Success Factors

Developed 16 Potential Solutions

Meeting 2: April 10

Consolidated Success Factors to 8

Consolidated Potential Solutions to 4 road options and one Rail expansion option.
Meeting 3: April 24

Closer look at technical aspects of the 4 potential road solutions.

Meeting 4: May 8

Presented and considered a recommended solution package.
The Eight Success Factors

1. Improve local mobility
2. Improve through mobility
3. Address worst congestion areas
4. Address highest crash locations
5. Minimize impacts
6. Address multiple modes and incorporate technology
7. Implement within 4 years, stay within $200 million budget
8. Produce reasonable return on taxpayer dollars
The Four Potential Road Solutions: Package One

1. Throughway Low Build

   Convert an existing lane in each direction to a through lane
   Eliminate left turns at selected intersections
   Apply access management techniques
   Express bus service or BRT
   Improve Bike - Pedestrian mobility

Cost: $50 - $100 million. No new Right of Way
The Four Potential Road Solutions: Package Two

2. Throughway High Build

   Physically separate through traffic and local traffic

   Construct 4 interchanges: 250/29, Hydraulic, Rio, Airport Road

   Apply access management techniques

   Express bus service or BRT

   Improve Bike - Pedestrian mobility

The Four Potential Road Solutions: Package Three

3. Parallel Roads Low Build

Current Six Year Improvement Program Projects:
(Hillsdale, Best Buy Ramp, 29N Widening, Adaptive Signal System)

Berkmar Extension: Hilton Heights to Town Center Drive

Apply access management techniques

Express bus service or BRT

Improve Bike - Pedestrian mobility

Cost: $100 - $200 million. No new Right of Way.
The Four Potential Road Solutions: Package Four

4. Parallel Roads High Build

All Parallel Low Build projects

Interchanges at 250/29, Hydraulic, Rio, Airport Road

Overpasses at Greenbrier, Hilton Heights, Ashwood, Timberwood

Apply access management techniques

Express bus service or BRT

Improve Bike - Pedestrian mobility

The Charge
"...trying to fix those two things. To start addressing mobility through the corridor... and congestion in the corridor."
The Secretary didn’t expect us to vote.

   We didn’t.

The Secretary didn’t expect everyone to say “…this is the best thing that ever happened.”

   They didn’t.

The Secretary said we have “…to take the first step.”

   We did.
The recommended solution package for the Route 29 Corridor does not directly mirror one of the Panel packages.

The recommended solution package is not unanimously endorsed by the Panel.

A throughway option is not recommended.

A modified parallel roads option is recommended.
The Recommended Route 29 Corridor Solution Package
Route 29 Solutions:
Recommended Concept Solution Package
Sheet 1 of 6

Programmed Route 29 Widening – Polo Grounds Rd to Town Center Dr. (Add 1 Lane within Existing RW)

$43 M

SYIP Programmed Projects (Cost to Complete)
• Best Buy Ramp $  6M
• Hillsdale Dr Extension $16M
• Route 29 Widening, Polo Grounds to $18M Town Center Dr
• Adaptive Signal Time Improvements  $  3M

Route 29 Widening
Polo Grounds Rd to Town Center Dr.
Add 1 Lane within Existing RW

Best Buy Ramp
Construct 2nd Lane and Merge Lane

SYIP Programmed Projects (Cost to Complete)
• Best Buy Ramp $  6M
• Hillsdale Dr Extension $16M
• Route 29 Widening, Polo Grounds to $18M Town Center Dr
• Adaptive Signal Time Improvements  $  3M

Hillsdale Drive Extension
Construct New Roadway

5/07/14
Programmed Route 29 Widening – Polo Grounds Rd to Town Center Dr. (Add 1 Lane Within Existing RW) $43 M

SYIP Programmed Projects (Cost to Complete)

- Best Buy Ramp $ 6M
- Hillsdale Dr Extension $16M
- Route 29 Widening, Polo Grounds to Town Center Dr $18M
- Adaptive Signal Time Improvements $ 3M

Proposed Construction Program

- Hillsdale Dr Extension to Holiday Dr $10M

5/07/14
Route 29 Solutions:
Recommended Concept Solution Package
Sheet 3 of 6

Proposed Berkmar Drive Extension
Construct New Roadway

Proposed Construction Program
- Hillsdale Dr Extension $16M
- Berkmar Dr Extension $54M

Hillsdale Drive Extension
Construct New Roadway

SYIP Programmed Projects (Cost to Complete)
- Best Buy Ramp $6M
- Hillsdale Dr Extension $16M
- Route 29 Widening, Polo Grounds to Town Center Dr $18M
- Adaptive Signal Time Improvements $3M

Route 29 Solutions:
Recommended Concept Solution Package
Sheet 3 of 6

Proposed Berkmar Drive Extension
Construct New Roadway

Route 29 Widening
Polo Grounds Rd to Town Center Dr
Add 1 Lane within Existing RW

Best Buy Ramp
Construct 2nd Lane and Merge Lane

Route 29/250 Interchange

Proposed Construction Program
- Hillsdale Dr Extension to Holiday Dr $10M
- Berkmar Dr Extension $54M

5/07/14
Route 29 Solutions:
Recommended Concept Solution Package
Sheet 4 of 6

Programmed Route 29 Widening – Polo Grounds Rd to Town Center Dr. (Add 1 Lane Within Existing RW)

Hillsdale Drive Extension
Construct New Roadway
$43 M

SYIP Programmed Projects (Cost to Complete)
• Best Buy Ramp $  6M
• Hillsdale Dr Extension $16M
• Route 29 Widening, Polo Grounds to Town Center Dr $18M
• Adaptive Signal Time Improvements $  3M

Proposed Construction Program
• Hillsdale Dr Extension to Holiday Dr $10M
• Berkmar Dr Extension $54M
• Route 29/ Rio Road Grade Separated Intersection $81M

Proposed Route 29/ Rio Road
Grade Separated Intersection within Existing RW

Proposed Berkmar Drive Extension
Construct New Roadway

Route 29/250
Interchange
Programmed Route 29 Widening – Polo Grounds Rd to Town Center Dr. (Add 1 Lane Within Existing RW)

Hillsdale Drive Extension
Construct New Roadway
$43 M

SYIP Programmed Projects (Cost to Complete)
• Best Buy Ramp $  6M
• Hillsdale Dr Extension $16M
• Route 29 Widening, Polo Grounds to Town Center Dr $18M
• Adaptive Signal Time Improvements $  3M

Proposed Construction Program
• Hillsdale Dr Extension to Holiday Dr $10M
• Berkmar Dr Extension $54M
• Route 29/ Rio Road Grade Separated Intersection $81M

Proposed Berkmar Drive Extension
Construct New Roadway

Proposed Route 29/ Rio Road
Grade Separated Intersection within Existing RW

Hydraulic Road
Grade Separated Intersection
Fund Preliminary Engineering Only

Best Buy Ramp
Construct 2nd Lane and Merge Lane

Route 29 Solutions:
Recommended Concept Solution Package
Sheet 5 of 6

5/07/14
Route 29 Solutions:
Recommended Concept Solution Package

Proposed Berkmar Drive Extension
Construct New Roadway

Route 29 Widening
Polo Grounds Rd to Town Center Dr.
Add 1 Lane within Existing RW

Proposed Route 29/ Rio Road
Grade Separated Intersection within Existing RW

Hydraulic Road
Grade Separated Intersection
Fund Preliminary Engineering Only

Best Buy Ramp
Construct 2nd Lane and Merge Lane

SYIP Programmed Projects (Cost to Complete)
- Best Buy Ramp $6M
- Hillsdale Dr Extension $16M
- Route 29 Widening, Polo Grounds to Town Center Dr. $18M
- Adaptive Signal Time Improvements $3M

Proposed Construction Program
- Hillsdale Dr Extension to Holiday Dr $10M
- Berkmar Dr Extension $54M
- Route 29/ Rio Road Grade Separated Intersection $81M

Preliminary Engineering (PE) Only
- Route 29/ Hydraulic Rd Grade Separated Intersection $10M
- Amtrak Regional Service - Lynchburg to D.C. (Fund 25% of Additional Trainset)

Total Concept Package = $203M

5/07/14
These Projects Have Been Vetted
Through the Planning Process
## Route 29 Solutions:
**Recommended Concept Solution Package**

<table>
<thead>
<tr>
<th>Status / Recommendation</th>
<th>Concept Elements</th>
<th>Remaining Cost to Complete ($Millions)</th>
<th>SYIP</th>
<th>MPO TIP</th>
<th>Places 29</th>
<th>MPO CLRP</th>
<th>MPO Vision Plan</th>
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<td>Proposed Construction Program</td>
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<td>Berkmar Drive Extension (Construct New Roadway)</td>
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<td>Fund 25% of Additional Trainset</td>
<td>Amtrak Regional Service – Lynchburg to D.C. (Fund 25% of Additional Trainset)</td>
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1Language from the MPO TIP on “Illustrative Projects”:
The Transportation Improvement Program may include, for illustrative purposes, additional projects that would be included in the approved Transportation Improvement Program if reasonable additional resources beyond those identified in the financial plan were available.
A Closer Look at the
Rio Road Grade Separated Intersection
Existing approach to Rio Road Intersection

Conceptual transition to Rio Road Intersection
Existing approach to Rio Road Intersection

Conceptual transition to Rio Road Intersection
Route 29 Solutions:
Example Rendering of Grade Separated Intersection
Rio Road - Figure 3 of 3

Existing Rio Road Intersection

Conceptual Rio Road Intersection
Rio Road Grade Separated Intersection
The Rio Road Grade Separation

1. Maintains the same number of local access turn lanes that are available at the existing Rio Road intersection.

2. Maintains three full access points to Fashion Square Mall
   One from 29, two from Rio Road
   One current 29 access point becomes right in - right out

3. Maintains one full access point to Albemarle Square
   One from Rio Road
   One current 29 access point becomes right in - right out
The Eight Success Factors

1. Improve local mobility
   All projects

2. Improve through mobility
   Best Buy Ramp, Rio Road Grade Separation, Start Hydraulic Preliminary Engineering, 29N widening, 2nd trainset, Adaptive signals

3. Address worst congestion areas
   Best Buy Ramp, Rio Road Grade Separation, Start Hydraulic Preliminary Engineering, Adaptive signals
The Eight Success Factors

4. Address highest crash locations
   - Best Buy Ramp, Rio Road Grade Separation, Start Hydraulic Preliminary Engineering, Adaptive signals

5. Minimize social, economic and environmental impacts
   - Projects previously vetted, Minimum footprint

6. Address multiple modes and incorporate technology
   - Additional Amtrak Train, Adaptive Signal Timing
The Eight Success Factors

7. Implement within 4 years, stay within $200 million budget
   Construction, and Hydraulic PE, starts in first 4 years of SYIP
   Over by $3 million, but within discretion allowed by Secretary

8. Produce reasonable return on taxpayer dollars
   Yes, in my professional opinion.
   But not everyone agrees.
Representatives from the Cities of Danville and Lynchburg, and the Lynchburg Regional Chamber, do not support the Solution Package. They support a package that includes a Hydraulic Road Grade Separated Intersection, and would shift funds from the northern extension of Berkmar Drive and the new Rivanna River bridge as a contribution to the Hydraulic Road project.

The representative from the Charlottesville Regional Chamber does not support the construction of grade separated intersections at either Rio Road or Hydraulic Road, and encourages funding for consideration of a future alternative highway beyond the current bypass limits.
Why Rio Matters Now and Why the Grade Separation Must Be Included and Adopted As An Integral Piece of the Total Solution Package
## LOS with & without Rio Rd Grade Separation

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<th>LOS</th>
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<td>Through Traffic - Build</td>
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<td>F</td>
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</table>
Why It’s Important to Proceed Carefully at Hydraulic Before Funding Construction
Rio is a straight-forward project. Hydraulic is not.

Delivering Rio flawlessly is a must-do before embarking on a more complex intersection project.

Hydraulic is a complex project. Developing Hydraulic as a project may involve - I believe it will involve - a close look at the 250/29 interchange as well.

Robust business and public involvement, and effective communications, are vital to further assessing Hydraulic as part of the statewide project prioritization process.
A Few Additional Suggestions for Consideration
Additional Suggestions for Consideration

1. The CTB and the MPO should consider the Solution Package in its entirety. The package is not a pick-and-choose menu.

2. The Cities, MPOs, CTB, DRPT and VDOT must continue to engage effectively in the long-range transportation planning process.

3. Charlottesville, DRPT and VDOT should continue to find opportunities to expand and improve transit services. Effective transit solutions should continue to be funded.

4. In keeping with CTB policy, opportunities to safely improve bike and pedestrian mobility should continue to be considered as part of every project.
Additional Suggestions for Consideration

5. Access Management Policies should be used to protect the integrity and value of Berkmar Drive and Route 29.

6. A Panel of involved business owners and community leaders must be formed to effectively participate in the delivery of the Rio Road Grade Separation project. Not to debate it, but to deliver it.


8. Using Panels to solve problems is good. Using them to avoid problems is better.

9. Sell the Western Bypass Right of Way.
Commonwealth Transportation Board

May 13, 2014

Route 29 Advisory Panel Meetings

Route 29 Corridor Solution Recommendation