

**Route 460 Corridor Improvement Project PPTA
Independent Review Panel (IRP)
Recommendations to the Commonwealth Transportation Board (CTB) and
Virginia Department of Transportation (VDOT)
May 23, 2007**

The following recommendations were developed and approved by the IRP at its meeting on May 23, 2007. Approvals were by unanimous vote of the panel.

Recommendations:

1. All three conceptual proposals teams (Cintra, Itinere, and VCP) shall advance to the next phase of the procurement process. Each proposal satisfies the minimum intent of the law, the Implementation Guidelines, and the Solicitation for Proposals (SFP).
2. Study the innovative option for improvements to the I-64 Corridor from Richmond to Hampton Roads independently from the solicitation for Route 460. Once the study is completed, develop the project as a PPTA proposal or other procurement method as feasible.
3. VDOT should use the following recommendations to establish the scope of the project and issue the contract terms and conditions in the Request for Detailed Proposals (RFDP). VDOT should identify innovative or acceptable scope changes related to the design, construction, operations, and maintenance of the project that could result in improved facilities and/or reduced project costs. VDOT's RFDP should include any project priorities and the criteria for selecting the winning proposal.
4. Corridor Interchanges:
 - i. Conduct an operational analysis of the interchanges at the eastern and western termini of the project. The operational analysis may include performing a multi-disciplinary review to define a more effective interchange location and configuration for the safe and efficient movement of freight, emergency evacuation and access to secondary roadways. The analysis should consider engineering, operations, environmental and risk factors.
 - ii. Determine the minimum number and location of interchanges along the corridor that would facilitate the movement of commercial and freight traffic and assure the efficiency of emergency evacuation.
 - iii. Develop a quantitative method of determining phased development of additional interchanges.

Identified actions and improvements should be included in the RFDP.

5. Existing Route 460:
 - i. Determine the project requirements in accordance with the VDOT Policy for Integrating Bicycle and Pedestrian Accommodations. Enhancements on existing Route 460 should be considered in this evaluation. Identified actions and improvements should be included in the RFDP.
 - ii. The RFDP should request that proposers fully detail any improvements to the existing US 460 that will be included in their project, especially those that serve to enhance safety, traffic calming or streetscape improvements. Costs for these proposed improvements should be provided with detailed breakdowns.
6. Consider impacts of the proposed project upon:
 - i. adjacent secondary roads, including access for evacuation and emergency services, current pavement condition and traffic capacity, and dead ending issues;
 - ii. access to impacted properties; and
 - iii. wetlands, agricultural properties, historical and residential properties.

Identified actions and improvements should be included in the RFDP.

7. The RFDP should request each proposer to identify any preliminary engineering and project development activities it is willing and able to perform as a means of keeping the project on schedule and deferring responsibilities and project costs from the Commonwealth. VDOT should identify any activities it is willing and able to perform as part of the project development process.
8. Determine critical technical requirements, such as hydrologic and hydraulic analysis and flood plain design parameters, to provide a consistent baseline for design. Clarify any project requirements in the RFDP.
9. The RFDP should require a strong public outreach program to be implemented with the execution of an agreement to educate and inform the public about the project.
10. The RFDP should request each proposer to identify the specific proposed toll rates for all types of vehicles over the length of the concession period. The responses should include a financial solution that clearly outlines toll rates and the timing and basis/method for toll rate escalations.
11. The RFDP should request each proposer to provide the planned start and finish dates for project construction and identify actions by VDOT and/or the proposer that could accelerate project development and construction activities. Each proposer should identify how these actions could be implemented, and the affect of these actions upon the cost and schedule of the project.

12. The RFDP should request the proposers to develop incentive options to encourage freight and through traffic to utilize the new Route 460.
13. VDOT should not issue a RFDP until the project is included within the Tri-Cities and Hampton Roads Metropolitan Planning Organization's Constrained Long Range Plans (CLRP).
14. VDOT should establish a relationship with the Hampton Roads Transportation Authority to facilitate completion of the project.
15. VDOT should utilize its financial modeling capability to conduct a comparative analysis of the various methods available to finance this project to determine a feasible mix of funding sources that would support project development. This analysis should include available public and private funding options and be coordinated with the Hampton Roads Transportation Authority.