



**Route 29 Project Delivery Advisory Panel
September 11, 2014
Meeting Minutes**

Meeting 5 of the Route 29 Project Delivery Advisory Panel (PDAP) was held at the Virginia Center for Transportation Innovation and Research in Charlottesville, Virginia on September 11, 2014. Meeting information included:

- Meeting Agenda
- Presentation addressing agenda items

All material distributed at the meeting is available at route29solutions.org

In attendance: Pete Borches, Chip Boyles, Morgan Butler, Eddie Giles, Mark Graham, Satyendra Huja, Chuck Lebo, John Nunley, Brad Sheffield, Jim Tolbert, Karen Weiner, Henry Weinschenk. Facilitator: Philip Shucet.

VDOT Technical Team support members were also in attendance.

The PDAP reviewed summaries of issues included in 38 individual comments submitted on the project website, one Share Your View comment on the website, and one letter to Governor McAuliffe. The comment summaries are included in the meeting presentation. Responses to the issues were discussed during the meeting and are recorded on the meeting video posted on route29solutions.org.

The RFQ and RFP schedules were reviewed and are also included in the meeting presentation.

Recommendations from the panel from previous meetings were addressed:

- A multi-use path on Route 29 Widening is under consideration.
- A public discussion feature was added to the route29solutions.org website.
- Albemarle County design guidelines will be referenced in the RFP.

The Southern Environmental Law Center hired a landscape architect to develop concepts for the Rio interchange to create “a visual gateway.” Panel member

Morgan Butler of the SELC shared those concepts with the panel as well as key recommendations:

- Allow specific monetary allowances for design elements.
- Include a landscape architect on the contractor's team.
- Include architectural elements.
- Provide safe pedestrian crossing.
- Use "green" or sustainable elements.

The SELC concepts are posted on the project website as part of these meeting minutes. The technical team noted that contractor teams have already formed in response to the Request for Qualifications, therefore it would not be appropriate to force a change in team structure.

Summer traffic counts were conducted and fall counts are underway. A project-specific traffic model will be ready in October. In addition to the fall weekend counts taken on September 6 and planned for September 13, it was recommended that additional weekend fall counts be taken on weekends when there is not a UVA football game. (This recommendation has been accepted and additional fall weekend counts will be taken on a non-football weekend.)

FHWA-approved Categorical Exclusions for Route 29 Widening and the Rio Grade Separated Intersection have been posted on the project website for public review. The review period expires on September 24, 2014.

Letters distributed to property owners in early September mistakenly referenced the intent to purchase right-of-way for a utility corridor and stormwater management areas. While the use of a utility corridor at the Rio intersection has been under consideration, there is no design for such a corridor and no decision whether to move forward with a utility corridor.

Another option for utility relocations is to use the existing right of way. There will not be a utility corridor outside the right-of-way unless property owners agree it's mutually beneficial. An update will be provided at the Sept. 25 PDAP meeting.

Several options are being explored to comply with new stormwater management regulations, including underground storage and water quality credits. Off right-of-way impacts will be minimized. An update will be provided at the Sept. 25 PDAP meeting.

Joel DeNunzio reviewed the updated design for Rio, the maintenance of traffic plan for Rio and typical sections for 29 Widening – all of which are posted on the project website.

Rio construction features:

- Bridge length was reduced from 500 feet to 350 feet.
- Before excavation begins, retaining walls could be constructed at night, with lanes reopening for morning rush hour.
- A signalized intersection will be added at Berkmar during construction to facilitate traffic detours and for emergency response access.

Rio maintenance of traffic:

- Two southbound lanes and three northbound lanes on 29 will remain open during construction.
- Rio Road will close to through traffic and left turns May 23–Sept. 2, 2016.
- Rio closure could be avoided or minimized by building an overpass instead of an underpass. The panel did not support the development of an overpass option.

The following material will be provided for the next PDAP meeting:

- Rio intersection traffic volumes and level of service ratings.
- Review of Route 29/250 Bypass ramp at Best Buy construction and maintenance of traffic plans.
- Detour plan for Rio intersection.
- Schematics of general construction techniques.
- Hillsdale Extension update.
- General points that will be included in the RFP.

The next panel meeting is Sept. 25.

The meeting was open to the public, streamed live, and is available on video at route29solutions.org

Route 29/Rio Intersection Design

Southern Environmental Law Center
Kennon Williams Landscape Studio

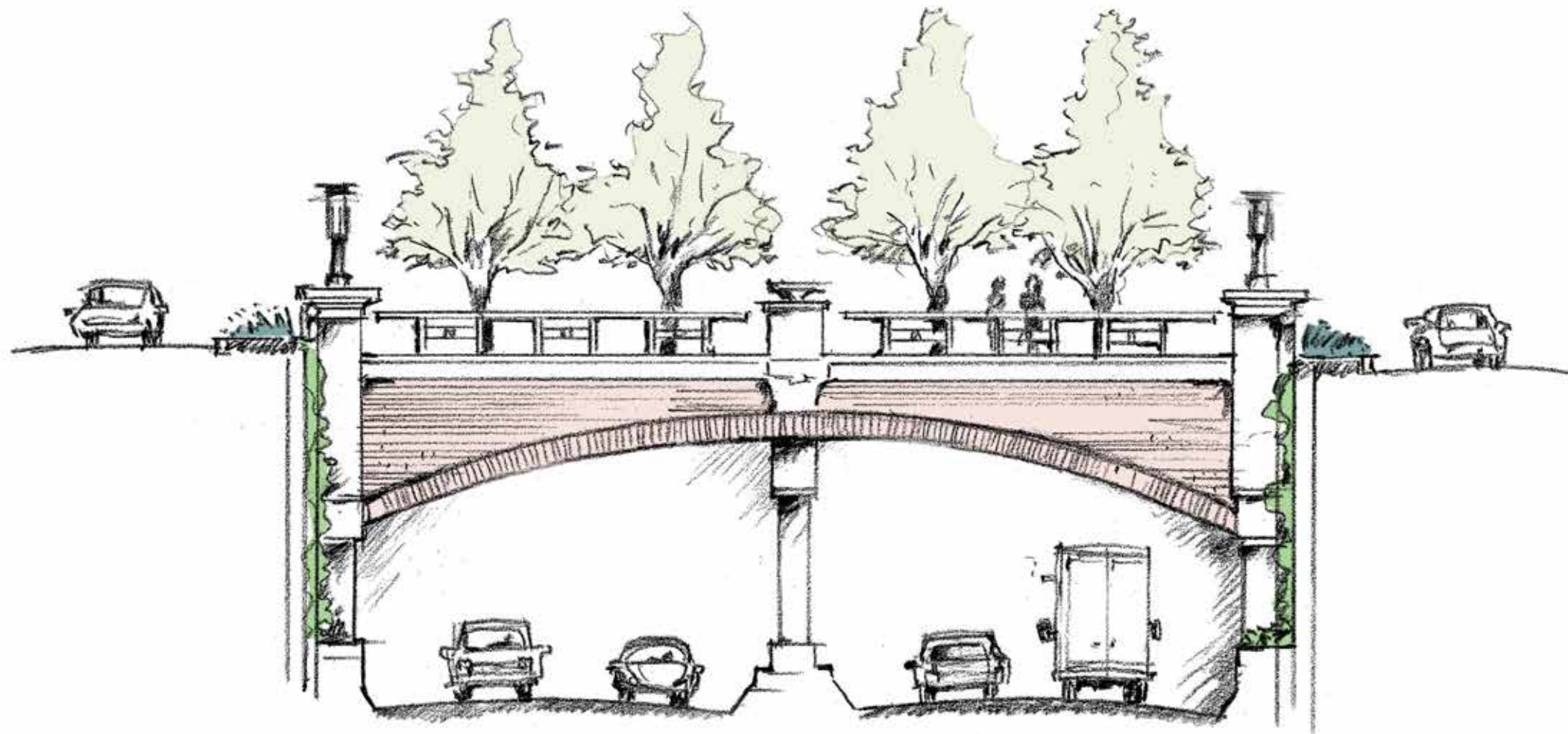
Goal: Ensure that an efficiently functioning and compact interchange can significantly improve traffic flow while: (a) reflecting the community's identity and visual aesthetic; (b) enhancing bicycle and pedestrian access as well as vehicular traffic; and (c) minimizing environmental impacts.

- a. The intersection will function as a highly visible gateway in an important commercial section of the Route 29 corridor. It should convey a positive sense of the community and reference Charlottesville's unique sense of place.
- b. Although cars are a primary focus of the interchange, it should also provide safe and pleasant pedestrian and bicycle access across the intersection.
- c. Reflecting the community's identity, the design should incorporate "green/sustainable" features as much as possible.

Key recommendations:

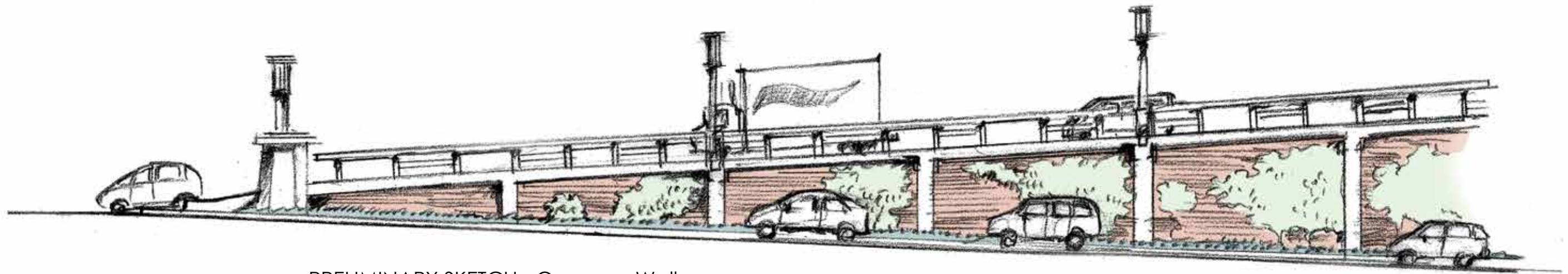
- 1. Establish specific monetary allowances in the RFP for design elements** (architectural treatment of bridge and wall facings, lighting, decorative railings, custom landscaping, custom streetscapes). Proposals should explain how the bidders will most effectively spend that specific allowance to achieve the design goals.
- 2. Ensure a prominent role on the design team for an Architect/Landscape Architect.** The design should be considered an architectural effort as well as an engineering one. Require the design team to be composed of engineers (traffic, structural, civil) and a Design Architect and/or Landscape Architect who has a clear record of urban work or knowledge; ensure the architect has a primary role in the design effort.
- 3. Architectural elements:**
 - a. Articulated overpass façade that looks like a bridge. (*See sketch and photo examples.*)
 - b. Break up the mass of the retaining wall facings with some articulation (e.g., column-like relief in front of façade of textured concrete or brick or stone). Consider growing clinging tough vines such as Boston Ivy on walls between columns. (*See sketch and photo examples.*)
 - c. Use lighting with fixtures that hang low to the ground; adhere to County's lighting ordinance; night-time lighting of bridge façade from below.
- 4. Safe pedestrian/bicycle crossing:** Make road crossings safe by providing:
 - a. A simplified street design: It will be safer for pedestrians and bicyclists if the layout of the deck is as simple and direct as possible—especially the sidewalks and crosswalks (avoid diagonals). (*See sketch.*)
 - b. Textured crosswalks that are wide enough for bike and pedestrians and painted a contrasting color to the street; generous medians and resting zones.
 - c. Sidewalks differentiated from the road edge by curb and planting strip.
- 5. "Green"/sustainable bridge:**
 - a. Maximize use of plantings.
 - b. Incorporate low-impact stormwater BMPs into design, including consideration of the green spaces on the deck.
 - c. Use energy-efficient lighting.
 - d. Use local materials wherever possible (brick, stone).

Note: Many of these same concepts and treatments are also needed for the Berkmar Bridge.



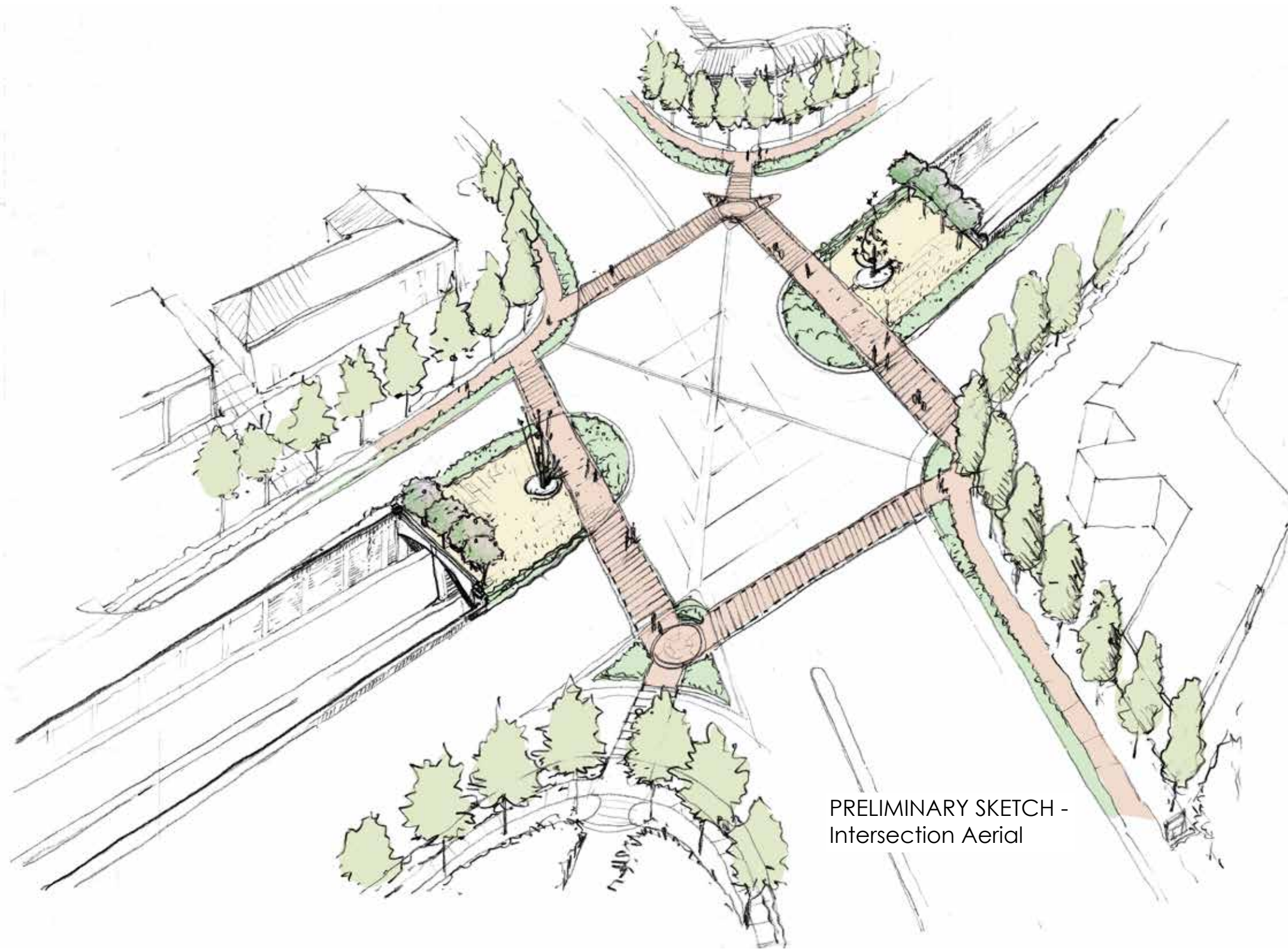
PRELIMINARY SKETCH - Overpass Facade





PRELIMINARY SKETCH - Overpass Walls





PRELIMINARY SKETCH -
Intersection Aerial

