



**Route 29 Project Delivery Advisory Panel
March 19, 2015
Summary Meeting Minutes**

(NOTE: The meeting video is posted at route29solutions.org.)

Meeting 17 of the Route 29 Project Delivery Advisory Panel (PDAP) was held at the Virginia Center for Transportation Innovation and Research in Charlottesville, Virginia on March 19, 2015. 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, Mark Graham, Satyendra Huja, Brad Sheffield, Chris Engel, Henry Weinschenk. Facilitator: Philip Shucet.

Not in attendance: Karen Weiner.

VDOT Technical Team support members were also in attendance.

Lane Corman Joint Venture team members in attendance were introduced. They are: Wallace Alphin (Lane), Ken Prince (Lane), Ryan Gorman (Corman), Owen Peery (RK&K), Chris Reed (RDA).

Eleven new comments were submitted via email through route29solutions.org and 60 new posts were submitted on the Provide Input section of route29solutions.org. Philip Shucet noted most new comments and posts relate to project selection, not project delivery. Two comments related to project delivery were: suggesting using the term “quarters” for the quadrants and incorporating *green* elements into the Rio intersection.

Report on PDAP Feedback:

- The temporary crossover near Myers Drive will be pulled to the south to permit u-turns, but not left turns from Rt. 29 northbound to Myers Drive. Right-in, right-out at Myers Dr. will be retained.

- There is no additional funding available to build a four-lane bridge as part of the Berkmar Extension project.
- PDAP members (Morgan Butler, Pete Borches, and Karen Weiner and Simon Properties) offered 17 written comments on the 30 percent design submission for the Rio GSI. The comments and responses are included in the meeting presentation posted on route29solutions.org.
 - Morgan Butler asked whether the panel will see 30 percent plans for Berkmar and Rt. 29 Widening. Philip Shucet responded affirmatively.
 - Dave Covington said the key to keeping the schedule is adhering to the 9-day maximum for turnaround on reviews. A document management system and VDOT co-locating with the design build team will make the review process efficient.
- Henry Weinschenk offered his comments on the Rio 30 percent design at the meeting.
 - He asked if utility easements could be moved to the outer edge of the right of way to accommodate possible future lanes. Dave Covington responded that utility companies prefer to locate utilities in the center of easement so they do not need to acquire additional easement if they ever need to access a utility line.
 - Henry expressed concern that the current design of the underpass creates a trough that could be susceptible to flooding. Dave Covington said the design shortens the retaining wall length and the bridge width and is designed to a higher storm event threshold.
 - Pete Borches said the design represents a significant change and asked if it will be publicly disseminated in terms the public can digest. Philip indicated that the design drawings would remain as currently available and will not be converted to conceptual drawings.
 - Henry said the trade-off is a “roller coaster situation” and a potential for flooding, which was not shared with the panel.
 - Philip Shucet said this option was allowable in the RFP that’s posted on the website and is included in the 30 percent plans shared with the PDAP and the public. The submitted design was reviewed by VDOT project engineers and meets the requirements of the RFP and meets design requirements for drainage.
 - Mark Graham reviewed the plans and said they meet the geometric design standards.
 - Pete Borches asked again if there’s a way to communicate the changes so the public is not surprised. He wants to see how the submittal compares with the architectural “sales pitch.”
 - Philip Shucet said the Route 29 Solutions design review process has not been undertaken before. Involvement of a panel at this detailed review stage is new. With quick turnarounds, the engineering plans will not be turned into pictures as was done in the conceptual stage. The project team will catalogue each variation from the conceptual stage for the panel and the public.

- Dave Covington explained the evolution. He said as a result of one of the proprietary meetings with the proposers, an addendum was made to the RFP that allows a sag, as long as it's designed to meet a 100-year-storm event. The submittal is an allowable design and meets all standards and specifications, safety requirements and FHWA requirements. He added that the key to avoid flooding is good maintenance.
- Joel DeNunzio said the underpass condition is not much different from other existing sump conditions on Rt. 29. The difference is there will be walls on either side of the GSI. He said he's not concerned because it's designed for the appropriate velocity and volume and because there's no issues with the other Rt. 29 sump conditions.
- Mark Graham said the county is comfortable with the concept.

Open Discussion

- Pete Borches asked if Phase 1 right of way is shown completely, when does Phase 2 right of way begin, and is there a Phase 3. Dave Covington explained that acquisition of permanent utility easements is Phase 1, which work will occur summer through fall 2015. Phase 2 is fee-simple right of way for roadway, bridge and stormwater. The design-builder's 60 percent plans, which should be ready in June, should show Phase 2 right of way with acquisition starting in the fall.
- Pete Borches asked if grades along Rt. 29 will change with easements. Dave Covington said temporary easements will be restored to their original condition. Joel DeNunzio said Rio Road grades will not change much. Changes include a small retaining wall at Fashion Square Mall.
- Pete Borches asked the team to post cross sections on the route29solutions.org website. Philip Shucet indicated that the cross sections will be posted. (The cross sections are available on route29solutions.org.)

Contracts status: Philip Shucet said the procurement process is finished, having hit or beat every date.

Route 29 Solutions Updates from Dave Covington:

- Rt. 29/US 250 Interchange - Construction began the beginning of March after a couple weeks of bad weather. The southwest quadrant was cleared for stormwater management system. Lane striping will close 2 right lanes on 29 overnight. There will be lane closures Monday and Tuesday to build a barrier wall for crews to work behind. Median widening on Rt. 29 begins in the next couple weeks.

- Adaptive Signals - The majority of the infrastructure is installed. Installation of junction boxes and conduits continue. Work will begin soon reconstructing the signal at 29/Woodbrook Road.
- Hillsdale - VDOT submitted the initial package on USPS right of way.
- Design-Build projects - Notice to proceed was March 4. Lane Corman has begun field exploration at night, including surveying, geotech, utility test holes, environmental and traffic data. Lane Corman submitted 30 percent plans for the RIO GSI; comment resolution meeting was held. Rt. 29 widening 30 percent plans are expected in mid-to late-April. Berkmar plans are coming in early May.
- Utilities - 20 of 30 parcels will be certified by March 20; 8 parcels will be filed next week; 6 so far accepted offers. Two remaining parcels had ownership changes, re-setting the clock. Parcels will be in hand before relocations start.

Philip Shucet indicated he will poll the PDAP to determine how they want to review the 60 percent plans, whether electronically or with hard copies.

Lane Corman Introduction and Status: Wallace Alphin, design-build project manager who is a native of Albemarle County, addressed the panel providing his background and experience. He provided an organizational chart, listed key team members, design status, current work, quality review, safety overview and milestone dates, which are included in the meeting presentation posted on route29solutions.org. Estimated start of construction is Sept. 12, 2015. The targeted date for completing Rio GSI is Aug. 4, 2016.

Chris Engel asked if there will be local hiring. Wallace Alphin responded locals will be hired for trades, operators, and laborers and that a job fair will be held. Local subcontractors are being sought as well. DBE goal is 13 percent.

Community Assistance

- Chip Boyles distributed a table of communications activities from February and March. He said it will be updated prior to the last PDAP meeting of each month.
- Mark Graham said the business assistance plan options were presented to the Board of Supervisors March 4. Among the initiatives the county is considering are loosened sign regulations, enhanced permitted process and business marketing efforts. The initiative will come before the board again in early May, when he anticipates a new sign ordinance will be adopted before utility relocations begin.

Design-Build cost vs. budget: Dave Covington said VDOT did much homework developing the budget and Lane Corman's bid was "right on the money" and "a good value." The budget of \$185.5 million was established in July and hasn't moved. The breakdown of costs are included in the meeting presentation posted on route29solutions.org. Lane Corman's bid was \$116.7 - Rio GSI, \$40.35 million; Rt. 29 widening, \$43.16 million; Berkmar extended, \$33.23 million.

Henry Weinschenk asked what would have happened if the low bid was higher than the budget. Philip Shucet said he would have gone back to the CTB to request supplemental funds, provided the bid was responsible and responsive to the RFP.

Place Naming Background Research: VDOT is using Southeastern Institute of Research Inc. (SIR) to conduct research tracking awareness, understanding and behavioral change through the delivery of the Route 29 Solutions projects. The research also included accessing the Rt. 29/Rio intersection place naming. SIR will present its findings at the April 2 PDAP.

New Business and Wrap Up:

- A full size printed set of Rio 30 percent plans will be printed and provided to Henry Weinschenk.
- Henry Weinschenk expressed concern about a lack of communications about changes. He worried they would not be shared if he didn't bring them to light.
- Mark Graham asked that design phase status replace the RFP status on the standing agenda. He also asked if there's interest in a work session to look at 60 percent plans together.
- Morgan Butler asked about public sign-ups for project e-mails. Lou Hatter responded that there's a sign-up on route29solutions.org for project news, traffic impacts and project newsletters.
- Pete Borches asked where the VDOT/Lane Corman co-located office will be. Dave Covington responded it will be off Woodburn Road and that it will double as a staging and storage area.

The next panel meeting is April 2, 2015.

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