

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

Kristina Hofmann

Satyendra Huja

Kristin Szakos

Chip Coleman

Ed Craighill

Fred Shanks

Trip Pollard

Turner Perrow

Powell Duggan

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

I. 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

Cost: \$250 - \$350 million. Some new RW possible.

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

Cost: \$250 - \$350 million. Some new Right of Way possible.

The Charge

Secretary's Layne Charge, March 27

"...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.

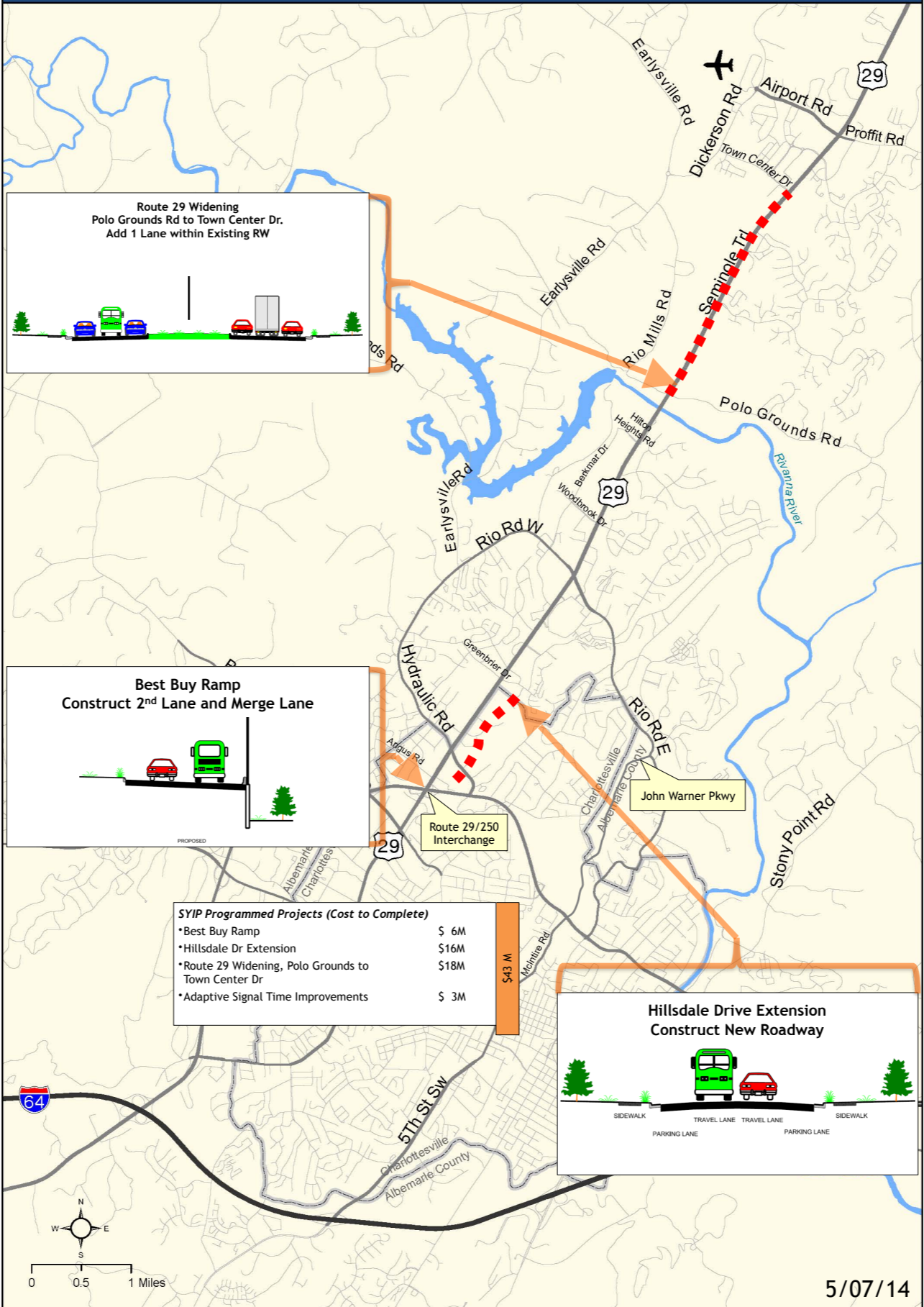
A modified parallel roads option is recommended.

The Recommended Route 29 Corridor Solution Package

Route 29 Solutions:

Recommended Concept Solution Package

Sheet 1 of 6



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)

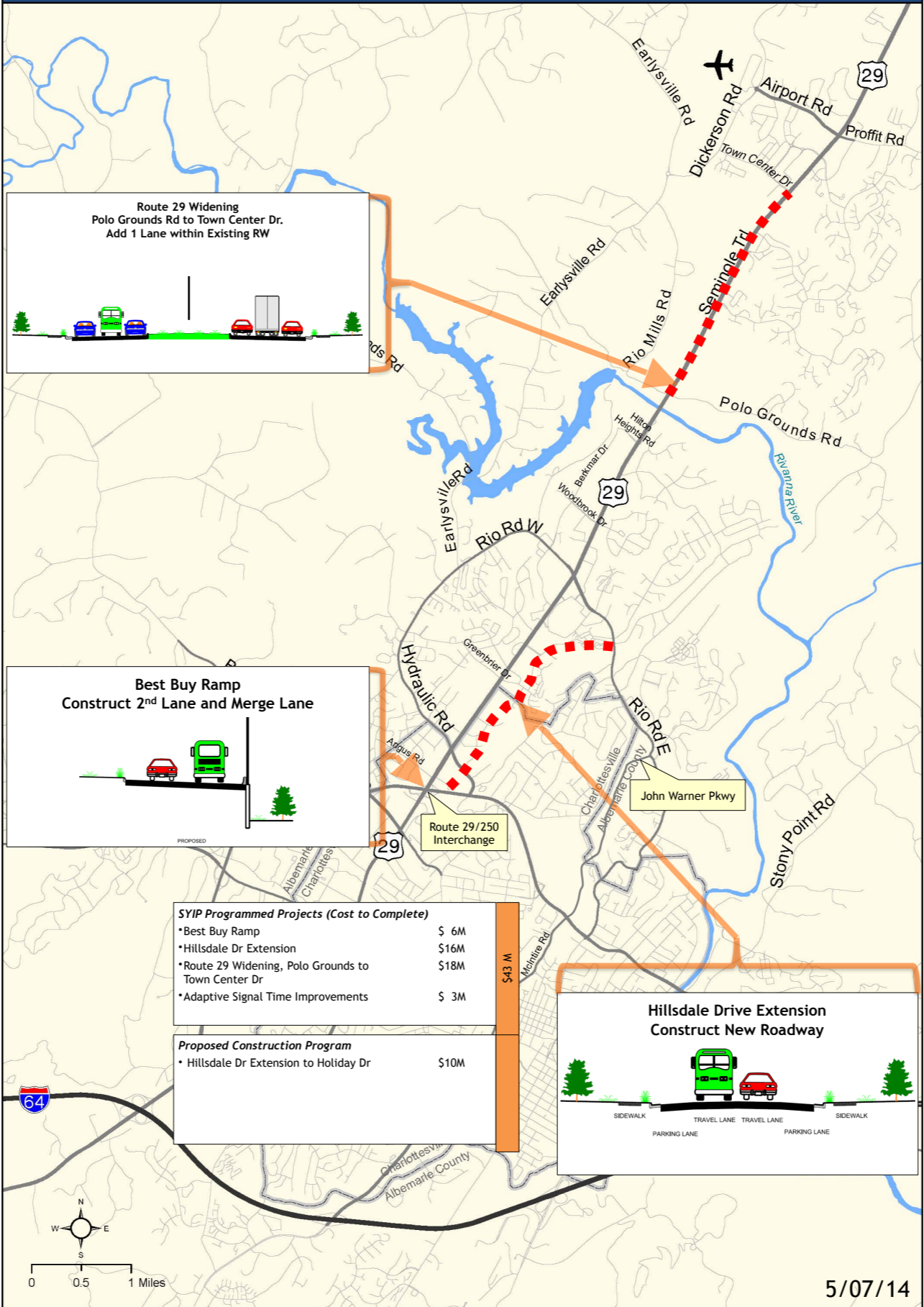
• Best Buy Ramp	\$ 6M
• Hillsdale Dr Extension	\$16M
• Route 29 Widening, Polo Grounds to Town Center Dr	\$18M
• Adaptive Signal Time Improvements	\$ 3M
Total	\$43 M

Hillsdale Drive Extension
Construct New Roadway

Route 29 Solutions:

Recommended Concept Solution Package

Sheet 2 of 6



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

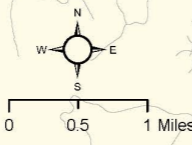
SYIP Programmed Projects (Cost to Complete)

• Best Buy Ramp	\$ 6M
• Hillsdale Dr Extension	\$16M
• Route 29 Widening, Polo Grounds to Town Center Dr	\$18M
• Adaptive Signal Time Improvements	\$ 3M
Total	\$43 M

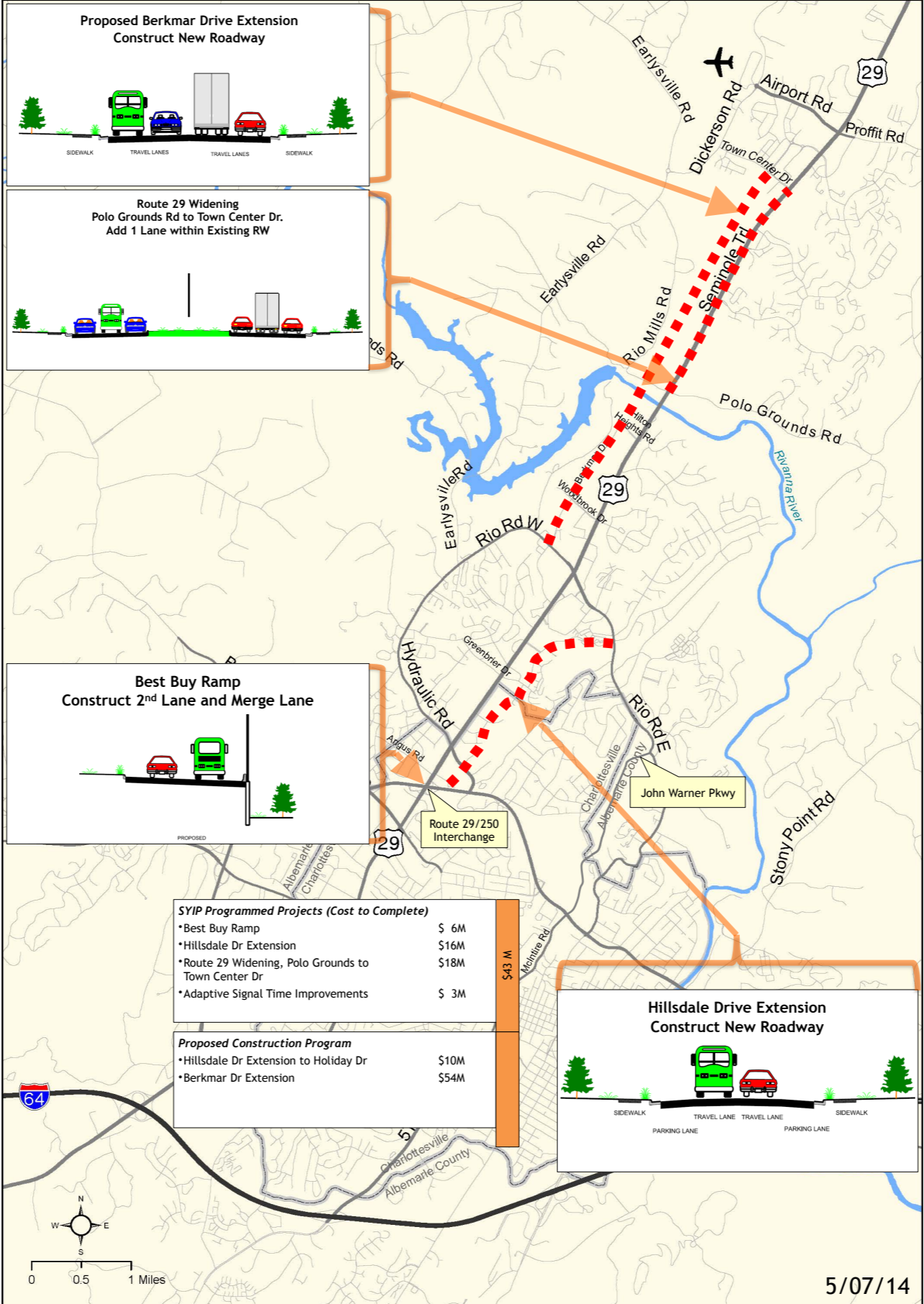
Proposed Construction Program

• Hillsdale Dr Extension to Holiday Dr	\$10M
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Hillsdale Drive Extension
Construct New Roadway



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



**Proposed Berkmar Drive Extension
Construct New Roadway**

Diagram showing a cross-section of a new roadway with sidewalks on both sides and travel lanes in the center.

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

Diagram showing a cross-section of a widened roadway with an additional lane added within the existing right-of-way.

**Best Buy Ramp
Construct 2nd Lane and Merge Lane**

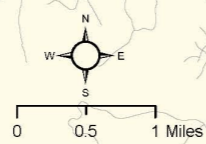
Diagram showing a cross-section of a ramp with a second lane and a merge lane.

**Hillsdale Drive Extension
Construct New Roadway**

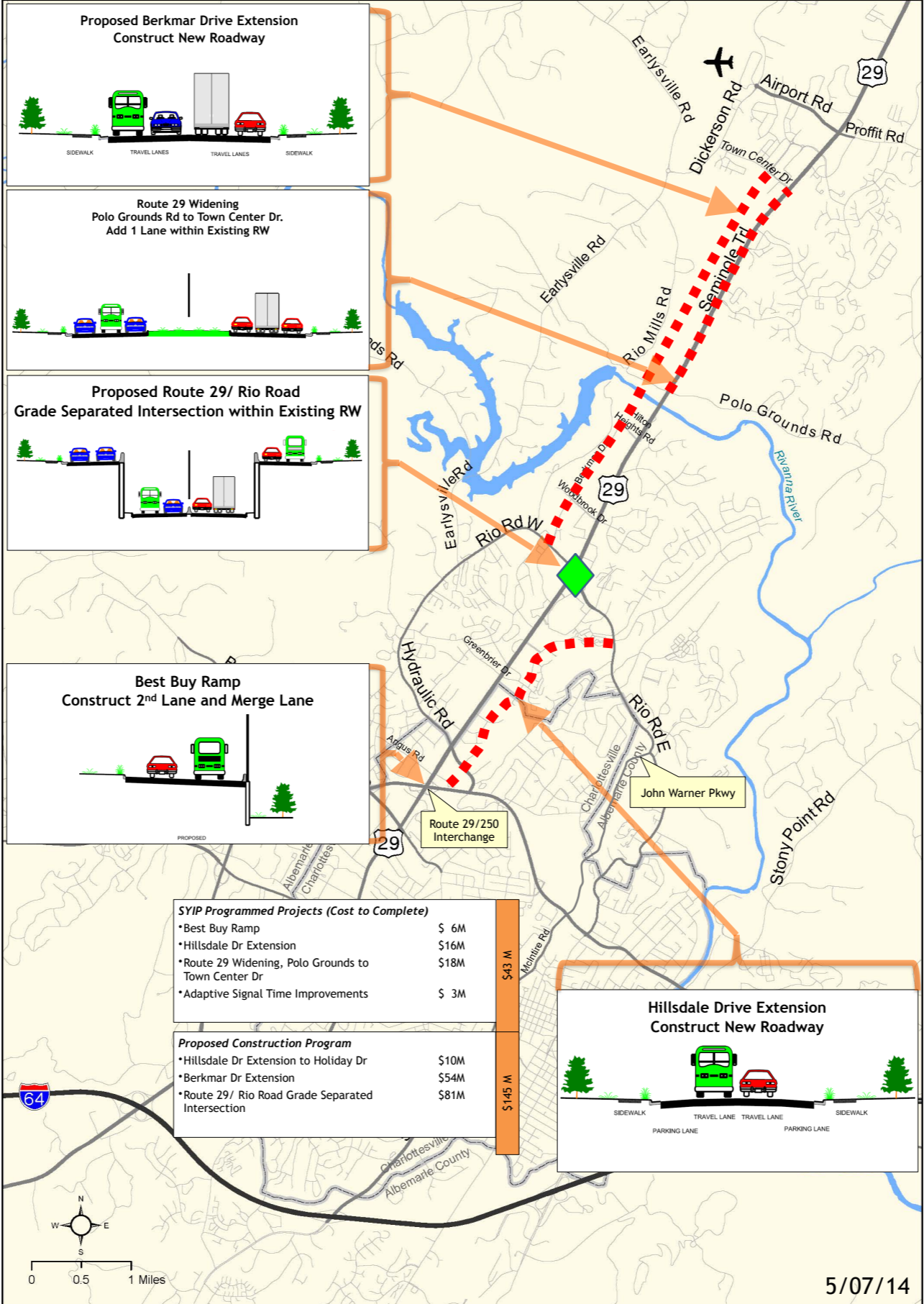
Diagram showing a cross-section of a new roadway with parking lanes on both sides and travel lanes in the center.

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

\$43 M



Route 29 Solutions: Recommended Concept Solution Package Sheet 4 of 6



**Proposed Berkmar Drive Extension
Construct New Roadway**

SIDEWALK TRAVEL LANES TRAVEL LANES SIDEWALK

**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**

**Best Buy Ramp
Construct 2nd Lane and Merge Lane**

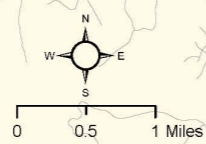
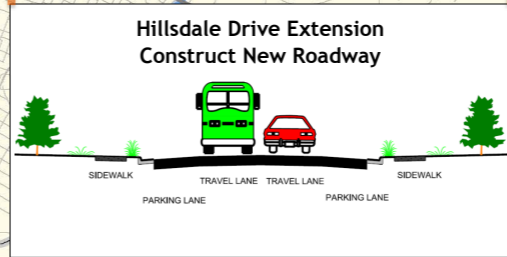
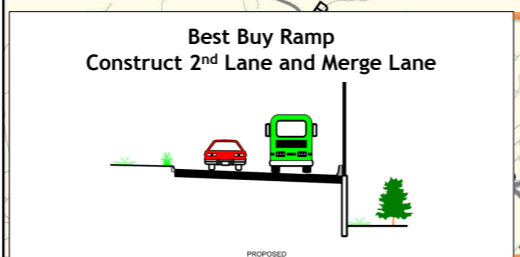
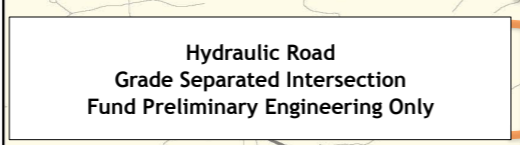
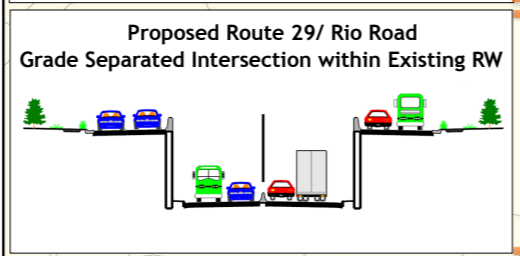
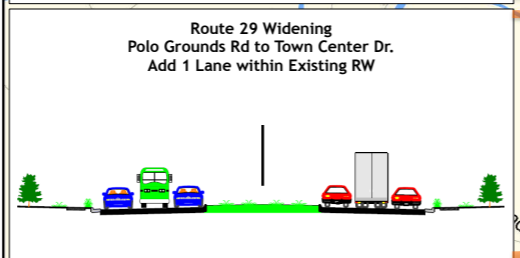
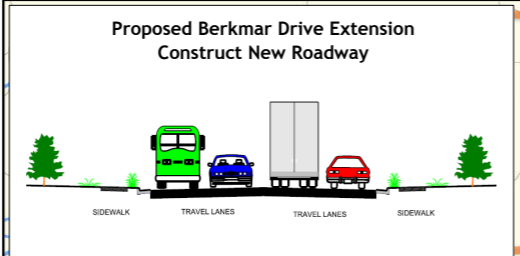
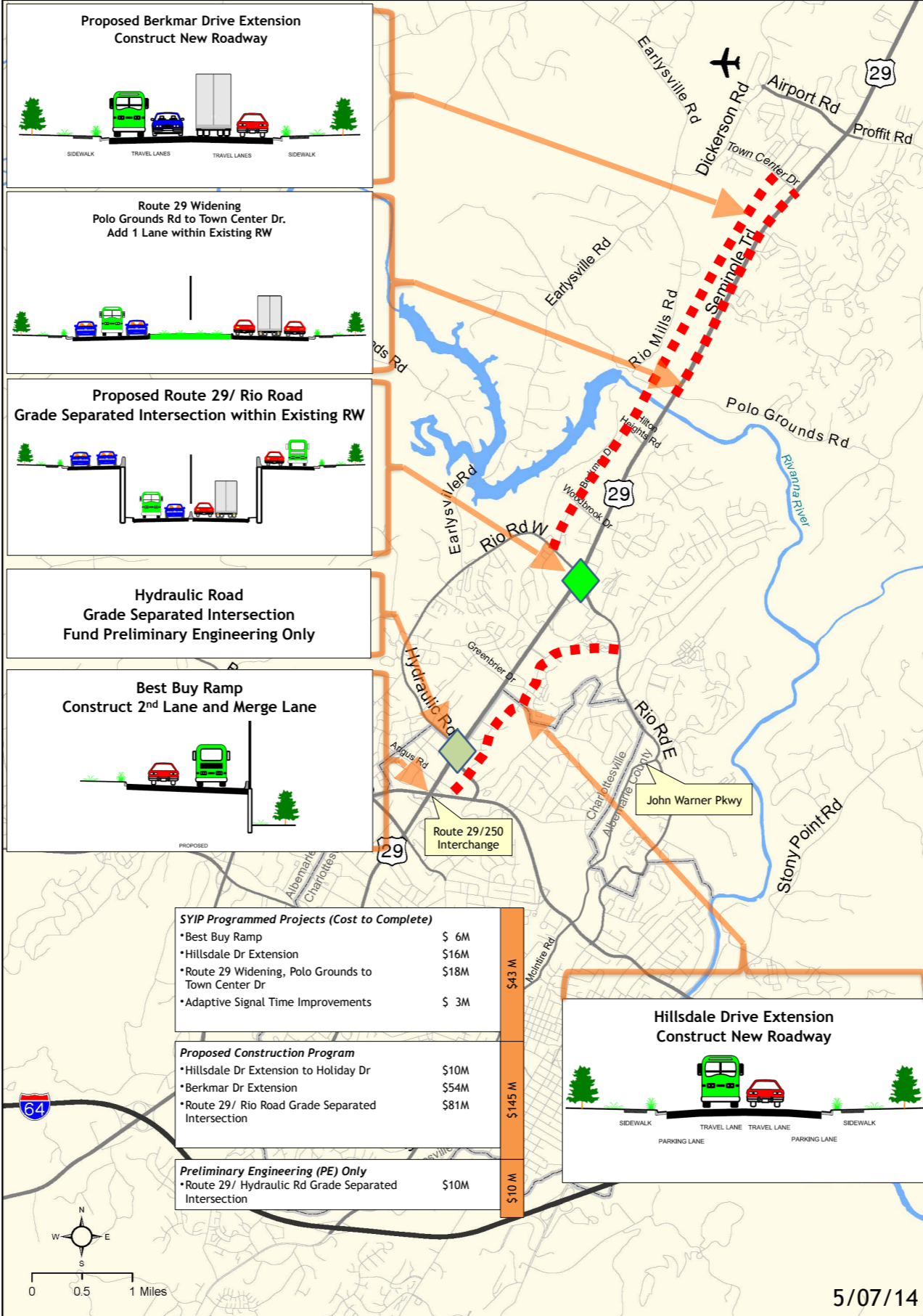
PROPOSED

**Hillsdale Drive Extension
Construct New Roadway**

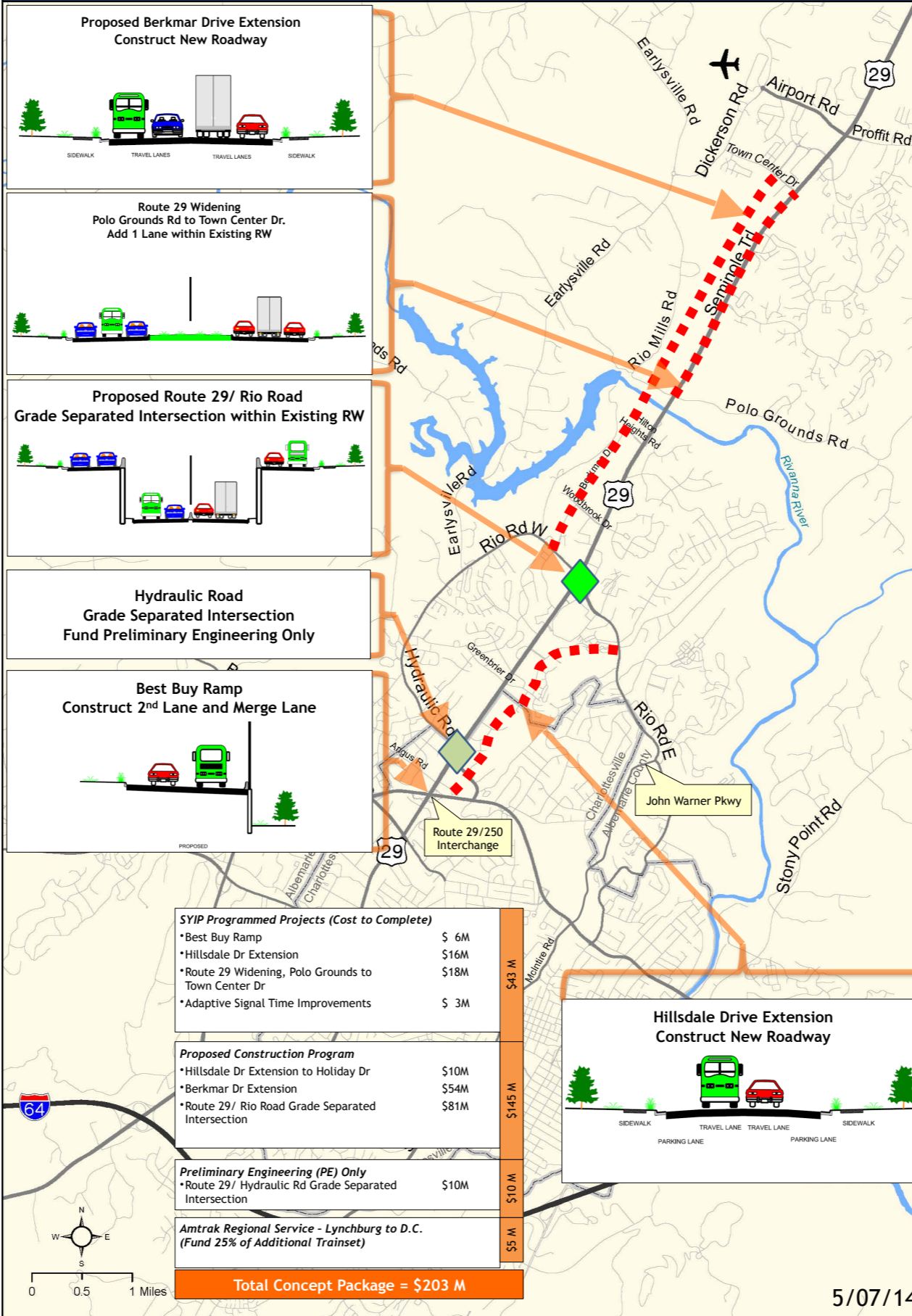
SIDEWALK TRAVEL LANE TRAVEL LANE SIDEWALK
PARKING LANE PARKING LANE

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
\$43 M	
Proposed Construction Program	
• Hillsdale Dr Extension to Holiday Dr	\$10M
• Berkmar Dr Extension	\$54M
• Route 29/ Rio Road Grade Separated Intersection	\$81M
\$145 M	

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



Route 29 Solutions: Recommended Concept Solution Package



**Proposed Berkmar Drive Extension
Construct New Roadway**

SIDEWALK TRAVEL LANES TRAVEL LANES SIDEWALK

**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**

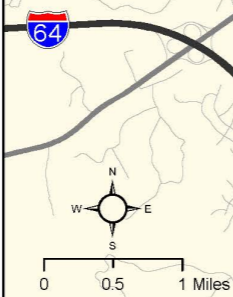
**Best Buy Ramp
Construct 2nd Lane and Merge Lane**

PROPOSED

**Hillsdale Drive Extension
Construct New Roadway**

SIDEWALK TRAVEL LANE TRAVEL LANE SIDEWALK
PARKING LANE PARKING LANE

SYIP Programmed Projects (Cost to Complete)		\$43 M
• 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		\$145 M
• Hillsdale Dr Extension to Holiday Dr	\$10M	
• Berkmar Dr Extension	\$54M	
• Route 29/ Rio Road Grade Separated Intersection	\$81M	
Preliminary Engineering (PE) Only		\$10 M
• Route 29/ Hydraulic Rd Grade Separated Intersection	\$10M	
Amtrak Regional Service - Lynchburg to D.C. (Fund 25% of Additional Trainset)		\$5 M
Total Concept Package = \$203 M		



**These Projects Have Been Vetted
Through the Planning Process**

Route 29 Solutions:

Recommended Concept Solution Package



Status / Recommendation	Concept Elements	Remaining Cost to Complete (\$Millions)	SYP	MPO TIP	Places 29	MPOCLRP	MPO Vision Plan
<i>SYIP Programmed Projects</i>	Best Buy Ramp (Construct 2nd Lane and Merge Lane)	\$6	●	●	●	●	
	Hillsdale Drive Extension (Construct New Roadway)	\$16	●	●	●	●	
	Route 29 N. Widening, Polo Grounds Road to Town Center Drive	\$18	●	●	●	●	
	Adaptive Signal Time Improvements	\$3	●	●	●		
<i>Proposed Construction Program</i>	Hillsdale Drive Extension to Holiday Drive (Construct New Roadway)	\$10			●		
	Berkmar Drive Extension (Construct New Roadway)	\$54		● ¹	●	●	
	Route 29 / Rio Road Grade Separated Intersection	\$81			●	●	
<i>Fund PE Only</i>	Route 29 / Hydraulic Road Grade Separated Intersection	\$10		● ¹	●		●
<i>Fund 25% of Additional Trainset</i>	Amtrak Regional Service – Lynchburg to D.C. (Fund 25% of Additional Trainset)	\$5	●			●	
	Total Cost to Fund	\$203					

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





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.

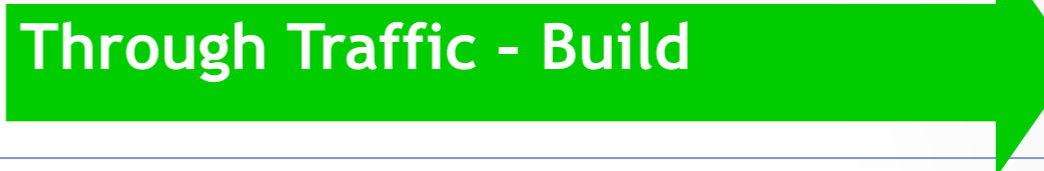
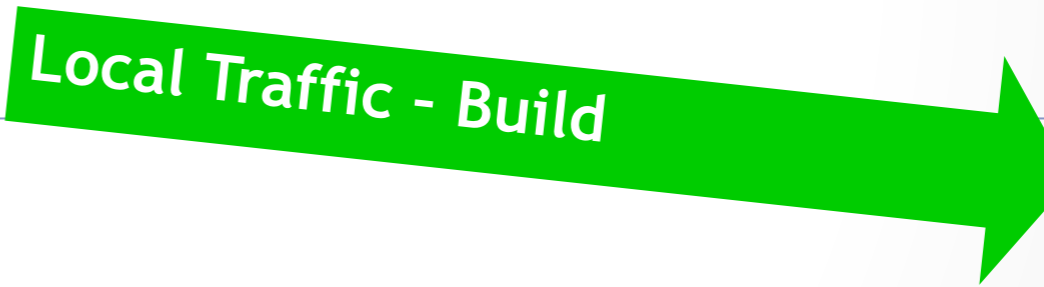

But not everyone agrees.

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

LOS	2014	2025	2035
A		Through Traffic - Build 	
B			
C		Local Traffic - Build 	
D	No-Build Through and Local Traffic 		
E			
F			

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.
7. Deliver Rio flawlessly.
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