



**Route 29 Project Delivery Advisory Panel  
December 4, 2014  
Meeting Minutes**

Meeting 11 of the Route 29 Project Delivery Advisory Panel (PDAP) was held at the Virginia Center for Transportation Innovation and Research in Charlottesville, Virginia on December 4, 2014. Meeting information included:

- Meeting Agenda
- Presentation addressing agenda items

All material distributed at the meeting is available at [route29solutions.org](http://route29solutions.org)

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

Not in attendance: Jim Tolbert, Karen Weiner.

VDOT Technical Team support members were also in attendance.

Nine comments were submitted via email through [route29solutions.org](http://route29solutions.org). 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](http://route29solutions.org).

Report on PDAP Feedback, Recommendations and Requests:

- VDOT does not plan to eliminate u-turns at Gander Mountain.
- VDOT will not designate Greenbrier as a detour.
- The Rio GSI video reflects expected signal time for 2040 PM peak hour considering 2040 traffic volumes.
- The contractor can change key staff only with written approval from VDOT.

- The tagline on YouTube has been revised to direct comments to the [route29solutions.org](http://route29solutions.org) website.
- Cost and time requirements for a drive-through video perspective are being evaluated by VDOT.
- A discussion was held about the Places 29 Master Plan and whether it is a guiding principle of the County. Many PDAP members said the County and the MPO may want to consider a plan update. County and MPO leaders noted that master plan revisions take about 4 years. The discussion is reflected within the meeting video and podcast posted at [route29solutions.org](http://route29solutions.org).

#### Panel feedback and suggestions:

- Mark Graham requested a review of the PDAP's charge.
- Henry Weinschenk supports developing a physical model of the Rio GSI. VDOT will continue to develop the digital rendering, but does not intend to develop a physical model. Brad Sheffield indicated that he may touch base with the UVA Architecture school to see if they may be interested in the model as a student project.

The above feedback and suggestions will be incorporated into the Dec. 18 PDAP agenda.

#### RFQ and RFP Update:

- Dave Covington said a second RFP addendum is scheduled to be released on Dec. 5. The first addendum covered procedural conditions and the second focuses on technical requirements. The Dec 5 addendum is focused on additional items such as: fire protection, bridge design, traffic engineering, architectural and aesthetic revisions, environmental requirements, maintenance of traffic updates, geometric requirements and additional geotechnical work.
- Dave noted that advance geotechnical drilling is scheduled to begin on Sunday, Dec 7 and continue at night for 10 nights.
- Dave also said the utility preliminary field inspection was held Dec 4. Proposing contractors were invited to observe. VDOT is advancing the utility design to a 50% stage of completion before contract award. VDOT also plans to acquire the easements necessary for utility relocations. Appraisals will begin shortly; acquisition will begin next month and will finish for the March

2015 notice to proceed. Dave said utilities will be relocated mainly under the sidewalks and under the county setback, providing a better condition than what currently exists with utilities primarily under the road.

Historical traffic trend data sheets were shared with the PDAP and are included in the meeting presentation posted on [route29solutions.org](http://route29solutions.org). Highlights of the discussion:

- Philip Shucet noted that traffic projections for new projects are generated from the MPO regional transportation model that factors in future land use, and does not rely on past traffic trends. This is the same modeling process used in DOTs across the country. The model shows more than 70,000 cars daily at the intersection in 2040.
- Henry distributed three sets of historic traffic data from three different sources (his graph, SELC and Smart 29), noting that all three clearly agree that traffic flow has been stable at the current level for the last 15 years. Henry then stated, “I think we have a serious disagreement whether volume is growing or is flattening out.” Philip noted that we have a “serious agreement” regarding the historical trends. But noted that the planning and design for the Rio GSI is not based on historical trends. The planning and design is based on the accepted transportation forecasting methodology.

A temporary crossover at Myers Drive will be added to the maintenance of traffic plan for the Rio GSI. Dave said the Myers Drive u-turn will provide a relief valve for the NB traffic desiring to move to 29 SB. Traffic would only be stopped in the southbound Route 29 lanes to allow the u-turn and left turns into Myers Dr. Details are included in the meeting presentation posted on [route29solutions.org](http://route29solutions.org).

Panel members indicated that delivery trucks may try to use Myers Drive to access Rio Hills Shopping Center. The team will look into providing signs on Myers Dr. directing delivery trucks to the delivery access behind Rio Hills.

For traffic weaving, a sensitivity analysis indicates the threshold of concern is 30 percent of vehicles weaving. Based on the traffic model results for 2040, fewer than 10 percent of the vehicles are expected to weave at Woodbrook and Fashion Square.

A pedestrian crossing is already planned at the Rio entrance to Albemarle Square and Fashion Square. A funding request is progressing. The crosswalk will not impede the operation of the Rio/29 intersection.

Mark Graham provided a Business Assistance Program update. A list of ideas was presented to the County Supervisors which includes technical support, signage, marketing, communications, financial and regulatory measures. Find the executive summary of the report at:

[http://albemarle.org/upload/images/Forms\\_Center/Departments/Board\\_of\\_Supervisors/Forms/Agenda/2014Files/1203/12.0\\_Route29SolutionsES.pdf](http://albemarle.org/upload/images/Forms_Center/Departments/Board_of_Supervisors/Forms/Agenda/2014Files/1203/12.0_Route29SolutionsES.pdf)

Chip Boyles provided a Community Assistance and Engagement Plan update. He said three subcommittees and working groups are meeting. Project FAQs are being developed.

Panel member discussion focused on how businesses will be affected differently post-construction, as drivers adjust to new traffic patterns.

Philip said he's meeting with VDOT to discuss the potential for developing a navigational app providing directions to businesses during construction. Depending on the discussions with VDOT, Philip may work with local "hackers" to develop the app.

New business:

- Lou Hatter said the [route29solutions.org](http://route29solutions.org) website will be down Friday afternoon for up to 48 hours for back shop housekeeping.
- Philip met with the Cabinet of Past Chairs and Presidents of the Charlottesville Regional Chamber of Commerce and with Smart29.
- Philip agreed to meet again with Smart29 on Dec 18 from 11am-1pm. (Subsequent to the Dec 4 PDAP meeting, Laura Knox agreed that the Dec 18 Smart 29 meeting will be open to the public. The meeting held by Smart 29 on Dec 4 was closed to the public.

The next panel meeting is Dec 18.

The meeting was open to the public, streamed live, and will be available on video at [route29solutions.org](http://route29solutions.org)