



U.S. Route 29 Bypass

Presentation to the Albemarle County Board of Supervisors

September 7, 2011

Mr. Harold L. Jones, Jr., PE - Project Manager

U.S. Route 29 Bypass

PROJECT: 6029-002-F22,P101, R202, C501

Presentation Objectives

- Provide brief background of Rte. 29 Bypass project
- Review & discuss project milestones – the way forward
- Solicit input from BOS on public input opportunities

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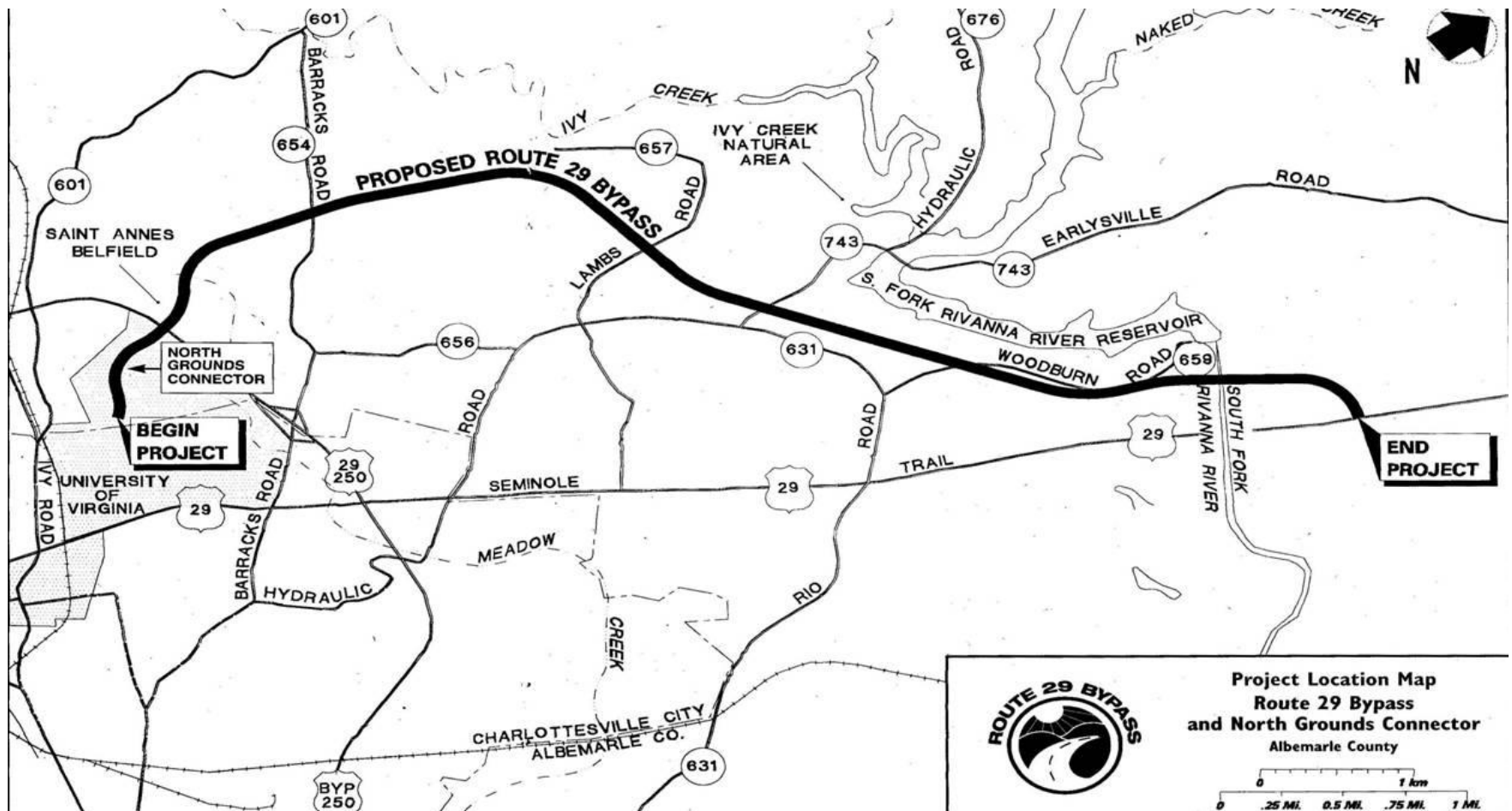
Project Background / Overview

- Project location originally developed in the late 1980s and adopted by CTB in 1990
- 6.2 mile, 4-lane limited access roadway from Route 29 north of the South Fork of the Rivanna River to the Route 29/250 Bypass
- In 1997, traffic forecast was 24,400 vehicles per day on Bypass (2022)
- Bypasses 13 existing traffic signals (14 with Shops at Stonefield)
- Provides alternate northern route to UVA campus via Leonard Sandridge Drive

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Project Location Map



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Background - Environmental

- Lawsuit filed in 1998 claiming violations of National Environmental Policy Act (NEPA)
- Courts ruled in VDOT's favor but required completion of a Supplemental Environmental Impact Statement (EIS) to address impacts at the northern terminus of the project
- Final EIS approved by FHWA in May 2003
- Record of Decision issued by FHWA September 22, 2003
- Required environmental assessment under NEPA complete for current location & design

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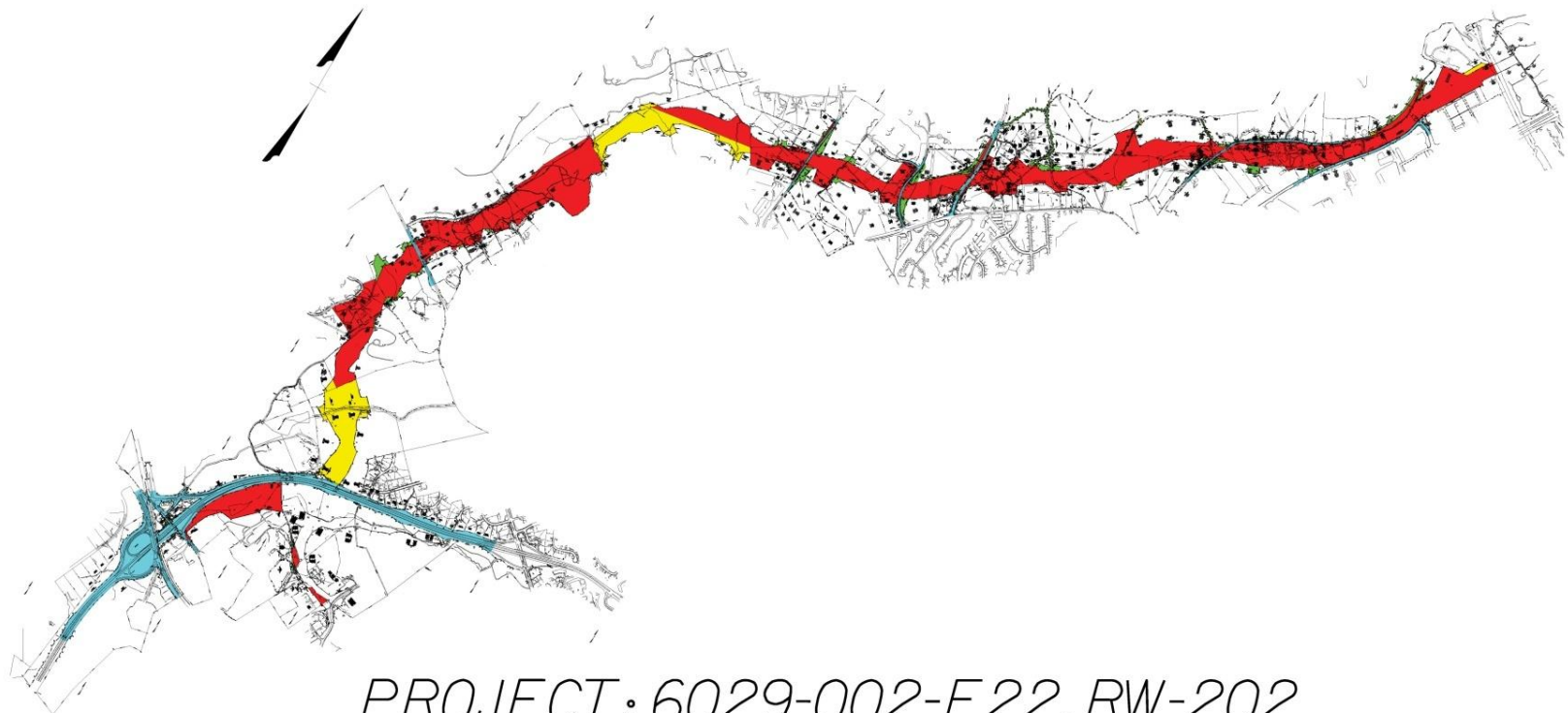
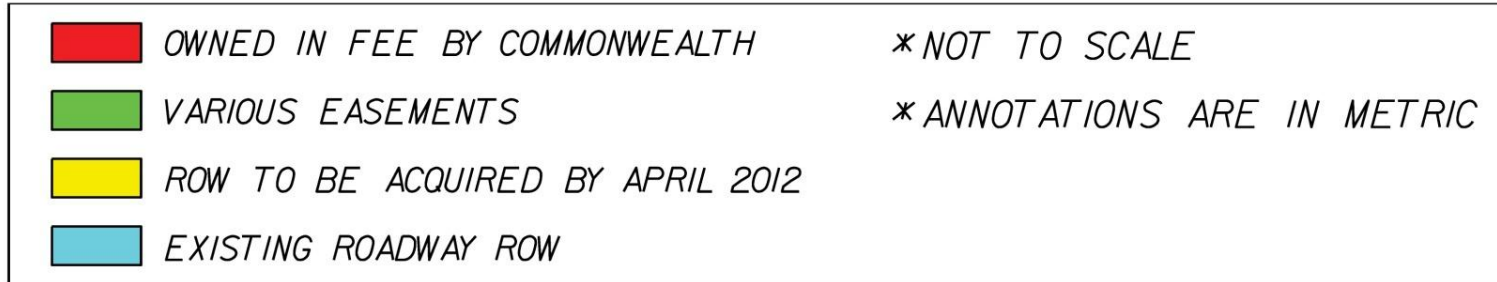
Background - Right of Way

- 83 of 122 parcels (68%) have been purchased
 - one parcel north of South Fork Rivanna River, all others are south of river)
- 36 properties are being leased and many are in need of repair
- Utilities need relocation (gas, electric, water, sewer, telecom., etc.)
- Easements identified, need to be updated
- 3 cemeteries to be relocated

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Background - Right of Way



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Background - Design

- Original Design Year (2022) Traffic forecast
 - 24,400 ADT
 - Percentage of truck traffic (7%)
- Design work stopped in 1998
 - Interchange design at northern terminus incomplete
- Survey and design were in metric units
- Leonard Sandridge Road (formerly North Grounds Connector) construction completed in 2006

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Background - Project Estimate / Funding

Funding comes from a combination of federal and state funding. The current estimate is as follows:

Preliminary Engineering:	\$20,837,745
Right of Way:	\$105,481,038
Construction:	\$118,275,045
TOTAL:	\$244,593,828

Project is fully funded for PE, RW and CN with current Six Year Plan.

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Project Delivery Approach

- Design Build Procurement
 - Low Bid, Single Phase
- Environmental Re-evaluation
 - VDOT is performing through contract
- Right of Way Acquisition
 - VDOT and Design Build Team to acquire

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Environmental – Moving Forward

- VDOT to update environmental document
 - In the form of an Environmental Assessment
 - Updated traffic
 - Additional Environmental studies required
- Public Involvement required
 - Anticipated Spring 2012

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Right of Way – Moving Forward

- VDOT to begin appraisal process September 8, 2011
- Demolish 2 vacant structures
- VDOT to acquire 13 remaining parcels south of South Fork Rivanna River
- Design-builder to acquire RW north of South Fork Rivanna River
- Design-builder responsible for railroad coordination/agreements, etc.
- VDOT to facilitate disinterment / internment for 3 cemeteries

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Design – Moving Forward

- Design Build Procurement Advantages
 - Faster project delivery
 - Allows for creative solutions (contractors involved early in planning)
 - High Quality - design for long term operational performance
 - Cost savings opportunities
 - Shared / reduced risk
 - VDOT and Design-Build team will both acquire remaining RW

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Design – Moving Forward

- Design Year: 2036
 - 35,000 ADT estimated at 1.7% annual rate of growth
 - Updated Counts underway as part of Environmental Reevaluation
- Addendum for Geotechnical Data and Public Input
- Design Build Proposals will not compromise the EIS
- 60 mph design speed
- 12 foot lanes with 10 to 13 foot wide shoulders, incl. 8 foot paved shoulders
- Level of Service = C (at Design Year 2036)
- Select areas for enhanced landscaping
- Context sensitive design (architectural treatment, smaller footprint, etc.)

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Public Involvement Strategy

- Previous Design Advisory Committee
- Public Involvement anticipated in Spring 2012 with Environmental Re-evaluation Process
- Opportunities for Public Input next 2 months
- Input considered for design, addendum to RFP issued in November

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Milestone Schedule

Right of Way – Property appraisals begin September 8, 2011

- Demolition of 2 uninhabited structures to begin in September

Issue Request for Proposal – September 30, 2011

Initial Public Involvement – September - October 2011

Issue Addendum to Request for Proposal – November 2011

Proposal Due – 4th Quarter 2011

Contract Award – 1st Quarter 2012

Public Involvement – 2nd Quarter 2012 with Environmental Re-evaluation

Begin Construction – Estimated 4th Quarter 2012

Public Involvement – public relations commitment by Design-Build Team throughout project duration

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Questions / Comments