

Via Email and First Class Mail
Job No. 2295
Letter H-0008

March 19, 2013

Virginia Department of Transportation
Culpeper District
1601 Orange Road
Culpeper, Virginia 22701

Attention: Mr. Laurence Farrell

Reference: Route 29 Charlottesville Bypass
Project No. 0029-002-844
FHWA No. 5104 (195)
Contract No. C00102419DB44
Charlottesville, VA

Subject: 90004 - North Terminus Traffic Scope

Dear Mr. Farrell:

As required by Part 3 / Article 10.1 of the contract, this correspondence is to communicate some concerns regarding recent issues on the scope of the traffic study for the Northern Terminus and changes to the project limits that have been the topic of our monthly meetings. These issues have or are anticipated to impact our efforts and as such, our team felt it was important to inform the Department of our concerns. In summary, the design cost effort for these items are:

1. Northern Terminus Traffic Study - \$13,000
2. Northern Terminus Lane Configurations / Weave Analysis - \$45,000
3. Ashwood Blvd / US29 Design Limits and Scope Modifications – \$500,000

The details of these items are as follows:

It is apparent from reviewer comments and discussion with your office on the northern terminus traffic study that future plans for the widening of existing US29 are more available now than during the bidding process or detailed in the RFP. We have identified the following items that bring better clarity to future efforts:

1. Dewberry preliminary plans illustrate the widening of existing US29 southbound to take place on the outside (or west) of the existing road. The SBJV technical proposal matches this layout.



2. Dewberry preliminary plans illustrate the widening of existing US29 northbound to take place on the inside (or west) of the existing road. The SBJV technical proposal does not match this layout.
3. VDOT's apparent plan is to add to the inside of existing US29 northbound and create a dangerous merge condition prior to the signalized intersection in the interim intersection configuration based on comments received. SBJV's plan did not widen the existing road, but instead restriped the existing lanes to minimize safety hazards with forward queuing from the signal and backward merging for the northbound bypass traffic.
4. VDOT commented that the existing right turn lane into Ashwood Blvd must be maintained; however, SBJV is unable to locate language in the RFP that requires this; our technical proposal shows three (3) thru lanes as required by the RFP.
5. VDOT commented that the weave condition from the US29 bypass to Ashwood Blvd must be modeled and analyzed; we are unable to locate RFP language that requires this. We believe that this model would fail if performed. It is our opinion that the entire intersection would have to be reconfigured in some fashion for this weave to be successful, possibly including an elevated section through the intersection. One could also widen the existing US29 northbound roadway on the outside (right side); however, the RFP prohibited any design and construction efforts to the east of the road.

The SBJV team expressed in recent progress meetings that the most cost efficient and safest design and construction effort would be to extend the project limits beyond Ashwood Blvd, widen existing US29 northbound to the inside from our current bypass lane thru the intersection and ending at some point north. This configuration would be similar to the current configuration that existing in the Polo Grounds Road intersection just south on existing US29. This would also minimize Maintenance of Traffic (MOT) efforts and reduce hazard exposure to the traveling public and construction workers. While our executed contract with the Department included the alignment outlined in our technical proposal, we will gladly partner with your office, Dewberry and any other stakeholders to ensure a seamless transition from our project to the future widening of existing US29; we just need clear direction regarding your intentions moving forward.

As you can see, there are a number of outstanding issues and direction that we need from your office to move forward on matters if VDOT so desires. We are available to review this information at your earliest convenience. We believe that the order of magnitude to move forward with many of these design initiatives totals in the vicinity of Five Hundred Sixty Thousand Dollars and 00/100 (\$560,000). Attached is correspondence from JMT that outlines this effort. Note that this is the direct design cost only and does not include any markups or associated construction cost as a result of these changes.

The Skanska Branch team is committed to keeping the Department advised of our progress and we stand at the ready to assist the Department in whatever capacity is needed to move forward.

SKANSKA



Skanska-Branch a Joint Venture
295 Bendix Road, Suite 400
Virginia Beach, Virginia 23452
Phone: (757) 420-4140

Please let me know if you have any questions or comments.

Sincerely,
Skanska-Branch a Joint Venture


JJ Moegling
Project Manager

Attachments: JMT correspondence dated March 15, 2013

Cc: Mr. Brook Brookshire, Skanska USA Civil Southeast
Mr. Mike Higgins, Branch Highways



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March 15, 2013

Skanska Branch Joint Venture
295 Bendix Road
Suite 400
Virginia Beach, VA 23452

Attn: Mr. JJ Moegling

RE: Route 29/Charlottesville Bypass
State Project No. 0029-002-844
Contract ID No. C00102419DB44
JMT No. 111408

Subject: Additional Work - Rough Order of Magnitude Costs for Northern Terminus

Mr. Moegling:

Per your request, JMT has evaluated the additional costs associated with the on-going traffic services for the Northern Terminus. We have also evaluated the costs for modifications to the Northern Terminus lane configurations and potential reconstruction of US 29 within the project limits and extension of the limits of work north of the Ashwood Intersection.

As a result of this evaluation we offer the following rough order of magnitude cost:

Item 1: Additional efforts associated with obtaining and gaining approval of traffic volumes for use in the Traffic Analysis and modeling. ROM = \$13,000

Item 2: Evaluation of North Terminus to Address Lane Configuration Change and Weave Analysis. The work associated with this effort includes the analysis of the revised lane configuration using SYNCHRO and VISSIM and the requisite updates to the traffic analysis report along with geometric analysis associated with the weave. ROM = \$45,000

Item 3: Modifications to Ashwood Boulevard Intersection with US 29 and the requisite extension of the limit of work and reconstruction of US 29 to eliminate sight distance issue. The work associated with this effort includes the roadway, drainage/SWM/H&HA, signal, signing&marking and other engineering services to develop the plans to address this issue. It should be noted that the ROW, field surveys, utility investigations and relocation design, environmental and geotechnical services, if any, are not included in this pricing. ROM = \$500,000.

Very truly yours,

Johnson, Mirmiran & Thompson

William E. Schaub, PE
Vice President