



COMMONWEALTH OF VIRGINIA

DEPARTMENT OF TRANSPORTATION

1601 ORANGE ROAD
CULPEPER, VIRGINIA 22701
VirginiaDOT.org

DAVID S. EKERN, P.E.
COMMISSIONER

September 10, 2007

To: Attendees (see attached sign-in sheet)

Re: 08-15-07 Re-scoping Meeting minutes
Jefferson Park Avenue (JPA) R.R. Bridge Replacement Project
Project: U000-104-V09

The meeting began with a review of the project history and where it was in the development process. Greg Krystyniak briefed the group on the recent history of the project and what led to the need to hold a re-scope. Greg then confirmed with the City that the only design element to be changed is the bridge (width). The following are detailed bullets of items discussed and reviewed.

History:

- In April, the City formally requested that the proposed bridge width be reduced from 80 feet to no greater than 60 feet. On paper sixty feet allows for two thru lanes, a left turn lane, two five foot bike lanes, and two five foot sidewalks. This width reduction was based on citizen requests without any input from City technical staff. It was confirmed with City staff that this is the only design element to change. Other elements/features will be modified as necessary to accommodate this change.
- Greg stated that the project is in the Right of Way (R/W) phase and had already had a Design Public Hearing in 2002. The R/W phase had begun in 2003 and then temporarily halted due to the bridge design having to be modified to accommodate a potential additional line of track.
- The Department and City had previously determined that the road would be closed to vehicles (autos/buses) but that pedestrian and bicycle traffic must be maintained during construction. Due to the change in width, bridge construction can no longer be phased which would have allowed for bicyclists and pedestrians to use a portion of newly constructed bridge while the old bridge was removed and the new bridge completed. Therefore a temporary bridge will now be necessary to maintain bicyclists and pedestrians.

- Although not specifically stated in April letter, the City inquired about re-using the bridge, if possible in a permanent location (IBD) in the City.
- An opportunity presented itself in April to relocate and underground electric utilities in order to get them out of conflict with the proposed new bridge. This was done in July. The electric utilities were relocated on the southwest quadrant of the existing bridge.
- Karen Kilby questioned if the current design of bridge accounted for a possible additional line of railroad tracks. It was confirmed by Greg & Larry Parker (CO S&B) that the design accounted for any future rail road expansion.

Temporary Bridge:

- Due to the relocated utilities, the close proximity of the Wayside “chicken” restaurant in the northwest quadrant, and available City R/W on the southeast quadrant a determination was made that the temporary bridge would remain located on the east side of proposed bridge.
- The approaches to a temporary bridge will require additional grading in order to maintain railroad clearance. It was noted that another cycle of railroad review would be required. The railroad liaison group will need to be consulted to determine review timeframes.
- Greg questioned whether current boring data was enough for design of temporary bridge abutments and bridge. VDOT Structure & Bridge (S&B) confirmed that the test borings for the temporary bridge are satisfactory.
- A discussion occurred about the challenges of implementing the elements of constructing/removing and relocating the temporary bridge to a permanent site into a contract. A normal temporary bridge line item would be a lump sum payment to provide a temporary bridge that met code and supported utilities without any regard for aesthetics. City staff stated that City would prefer to have all work related to a temporary bridge included in contract and that aesthetics will be a concern.
- No formal pedestrian count had been provided, but there was discernable use based on site visits, football season foot traffic in the area, and bus stops that result in substantial pedestrian use. L&D stipulated that a shared use temporary bicycle and pedestrian structure would need to allow for the travelway of the temporary bridge be ten feet wide.
- The City stated that no suitable site had been found for relocation after construction. A discussion occurred as to how much additional time the City would require to make a decision on whether there is a suitable site for re-use of the bridge. This was not determined, but should be resolved within next 6 weeks before including in the design. Due to additional cost and relocation concerns, if there is no suitable future location available, it may be prudent to use a structure that suits this JPA project only and is the final responsibility of the contractor.

Other Items:

- Utilities: There are two utilities on the bridge – 6” gas and 8” water. Options were discussed on how to maintain them. One option would be to re-route at least one of the utilities, while option two would be to temporarily relocate both to the temporary bridge, and then back to the new bridge. It was suggested that back feeding might work. Tony Edwards will get with City gas and water to investigate. A third option was discussed which involved boring, but that was quickly struck down due to expense and time constraints.
- Environmental: Underground gas tank issue on Parcel 001 (“Durdy Nelly’s”) was discussed. The current tanks are fairly new plastic that are very close to existing R/W. Current design will place at least one tank in conflict. Policy is if in conflict, then they must be moved out of R/W. It is the responsibility of the project to enforce/ensure the removal. If the tank owner does not remove the tanks, then VDOT must remove the tank(s) at project expense. The question was raised that if project caused closing of gas operations, was project obligated to remove tanks. Rick Crofford will get answer. Shifting the alignment was proposed to reduce the impact to this business. However, it is not feasible due to alignment of intersection. Any changes in alignment would require adjustment of other legs of intersection resulting in impact to additional neighboring parcels, including one deemed historic. Owner is aware that alignment will cause loss of pump operations
- Landscaping: Greg inquired if City wanted plan done as part of project specifically for the corner wedge adjacent to Todd Avenue. City requested that VDOT develop plan with review by City Parks staff. Plantings would be included in the contract. City staff stated City’s tree canopy requirements being raised to 40%, thus an emphasis on tree protection should be acknowledged in the project’s plans. .
- Constructability: Issue was raised specifically about the condition and location of current bridge abutments/foundations. Brent Sprinkle explained that the current foundation is significantly shallower than expected, creating stability concerns if new abutment is constructed without complete removal of old structure. In the 80 ft bridge plan, there is 16.5ft of space between the existing bridge and proposed first phase of construction. The narrower bridge will not allow for this amount of separation. VDOT Structure & Bridge estimates that without phased bridge construction and the use of a temporary bridge, the project would save between 3 and 6 months.

Public Involvement:

- Neighborhood comments (dated 5-25-06) were reviewed. The City recognizes that the request for the bridge width reduction did not take into consideration needed capacity for a future, residential development. Reducing the bridge width significantly reduces flexibility to improve future intersection operations.
- All acknowledged the desire to maximize tree preservation. Defining staging locations for contractor is not possible. It is up to contractor to work with property owners to negotiate and determine as needed.

- The City, citing the neighborhood comments, requested that fencing along railroad R/W be added to the project's southeast quadrant. VDOT will investigate how to add to project (type and quantity). Although not directly related to project, Greg thought that there was justification to add.

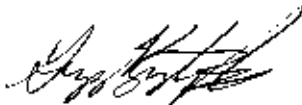
Schedule:

- The new advertisement date in November, 2009 will be maintained. This date allows for optimum construction season before 2010 football season begins in the Fall. An early finish incentive was discussed, but is to be determined during contract development.
- The design team will make every effort to expedite project and possibly advance the Ad date.
- Tony Edwards will provide results of current scheduled inspection for review by VDOT.

Miscellaneous:

- All PE disciplines need to review their hours for the Preliminary engineering budget through advertisement and provide those hours/costs to project manager. Money had been previously added to PE budget but still needed to be re-checked. Please be aware of your hours.
- Spencer Dejamette noted that R/W acquisition will continue on all parcels except 001, 002, and 004. Upon resolution of gasoline tank issue and any possible design modification to mitigate for it, parcel 001 would be completed first followed by parcels 004 & 002 once final bridge design is completed.

Thank you all for attending.



Gregory Krystyniak, PE
VDOT Project Manager