U.S. 29 New Baltimore Advisory Panel
Agenda, Meeting #7
February 28, 2019
1 p.m. – 3 p.m.
1st Floor Conference Room of the Warren Green Building, 10 Hotel Street, Warrenton

1. Introductions/Panel Comments 5 minutes
2. Meeting #6 Summary - Review of Minutes 5 minutes
   a. Interests Defined
      i. Safety (traveling public, pedestrians)
      ii. Throughput (local, through and commuting traffic)
      iii. Access/convenience (getting to/from business/residence)
      iv. Economic Development/Success
      v. Home & Property Values
      vi. Historical
      vii. Environmental

3. Public Feedback and Follow-ups 10 minutes
   a. None received

4. Program Overview and Funding 20 minutes
   a. Phase I – Cut and Fill the Hills at 215
   b. Phase II – Intersection Improvements
      i. Route 29/215
      ii. Route 29/600

5. Update 29/215 Sight Distance Project (Cut/Fill the Hills) 50 minutes
   a. Environmental 106 & NEPA Process and Progress Update
   b. Historic Process and Update
   c. SWM Update
   d. Project Schedule Update (Construction 2019 and 2020)
   e. MOT Options: Evaluation, Regional and Local Detours
   f. Draft Communication Plan

6. Meeting Calendar – monthly, time, location 10 minutes
   • March 28, 2019
   • April 25, 2019
   • May 23, 2019
   1-3 p.m., Board of Supervisors Meeting Room
   Warren Green Building, 10 Hotel Street, Warrenton

7. New business and wrap-up 5 minutes
   Adjourn
Purpose and Need

1. Improve safety along the northbound approach to the existing signalized intersection

- The US-15/29 and VA-215 intersection consistently ranks as the #1 highest Targeted Safety Need in the Culpeper District with the highest potential for safety improvement based on statewide statistical data.

- High speed approaches and heavy volumes create conditions where substandard geometrics contribute to frequent crashes due to motorists overdriving conditions.

- There have been 113 crashes in the 5-year period from 2013-2017 within the approximate project limits.
Purpose and Need

2. Address substandard vertical alignment

- There is a need to improve the vertical alignment of US Route 15/29 in the northbound lanes.

- The existing vertical curves approaching the US-15/29 and VA-215 intersection provide sight distance for an equivalent 35 mph design speed, well below the 60 mph design speed of the corridor.
Scope of Work - Alternative 4

**Advantages**
- Fully Addresses Purpose & Need and VDOT Commitment (to cut both hills)
- Less Excavation than Alternatives 2 & 3
- Lower CN Cost than Alternative 3 (approx. $3.0 million)
- Stays close to existing horizontal alignment
- Insignificant Grade Change at Median Crossover & Private Entrance (Battlefield Baptist)

**Disadvantages**
- Lower Design Speed achieved
- Slight Grade Change (approx. 3 ft. cut) at Private Entrance (Springer)
- May Require Slope Easement(s) for Cut Slope near Private Entrance (Springer)
Project Funding

❖ Funding Constraints
  ❑ $7.4 million HSIP funds total allocation
  ❑ $4.7 million HSIP funds available for sight distance improvement (based on B/C = 1)
  ❑ Target $3 million CN cost (Cut the Hills)
  ❑ Original schedule for all improvements funded the entire $7.4 million over 6 years

❖ Amended Funding Schedule
  ❑ “Cut the Hills” project fully funded in FY2020: $4,619,789
  ❑ Vint Hill Phase 2: Route 29/215 & Route 29/600 intersection improvements
    ❑ Funding accrued annually through FY2024
    ❑ Total budget: $2,805,838
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<th>Project</th>
<th>Previous Funding</th>
<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
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<tr>
<td>Rt. 29/600 &amp; 29/215 intersections</td>
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<td>$89,265</td>
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Environmental Update

❖ **Section 106**

  - Section 106 coordination:
    - No adverse effects determination (Buckland Mills Battlefield): Notification to DHR & consulting parties
    - 30-day period ended Feb. 14
  - Public hearing willingness: Two questions received & resolved; no request for hearing
  - Threatened and Endangered Species permit clearance being coordinated with U.S. Fish and Wildlife Service
  - No Section 4(f) or 6(f) properties impacted by project
  - No Virginia Outdoors Foundation existing or proposed open-space easements in vicinity

❖ **National Environmental Policy Act**

  - Federal Highway Administration concurred with Categorical Exclusion level of NEPA document

❖ **Stormwater Management**

  - Pursuing DEQ Exception (safety project w/ no net increase in impermeability)
  - Underground Detention (48” – 60” pipes) if no exception granted
Right of Way & Utilities

❖ Maintain Private Entrances
  - William F. Springer (Single Family Residence)
  - Battlefield Baptist Church (Single Family Residence)
  - Temporary construction easement will be needed for entrances

❖ Utilities
  - Overhead power lines
    - Shift horizontal alignment as necessary to avoid
  - Underground fiber optic lines
‘Cut the Hills’ Project Schedule

2019 Construction

- ✓ Request for Proposals release: Feb. 4, 2019
- • Submittal & Price Proposals due: March 15, 2019 (4 p.m.)
- • Price Proposal opening: March 19, 2019 (9 a.m.)
- • Notice of Intent to award contract: March 22, 2019
- • CTB contract award: April 10, 2019
- • Route 29 Northbound full closure: July 8 to Aug. 2, 2019
- • Final project completion: Sept. 30, 2019

2020 Construction

- • Request for Proposals release: Aug. 13, 2019
- • CTB contract award: Feb. 19, 2020
- • Route 29 Northbound full closure: July 7 to July 31, 2020
- • Final project completion: Sept. 30, 2020
Maintenance of Traffic - Alternative 1A

- Construct temporary pavement in median to provide 3 lanes on southbound side
- Use Moveable Barrier to provide 2 lanes in peak direction

Link to video of Quick Change Moveable Barrier System
Quick Change Moveable Barrier System - YouTube
Maintenance of Traffic - Alternative 1A

**Advantages**
- Maintains 2 lanes of traffic in peak direction

**Disadvantages**
- Requires construction of crossovers & temporary retaining wall in median
  - High cost (>3M)
  - Longer construction time
  - More disturbed area
- Restricts access to/from Rte. 215 & adjacent properties
- Frequent traffic pattern changes confusing to drivers
Maintenance of Traffic - Alternative 1B

- Construct temporary pavement in median to provide 3 lanes on southbound side
- Provide one lane each direction with two-way left turn lane

❖ Advantages
  - Maintains access to/from Rte. 215
  - Maintains access to/from adjacent properties

❖ Disadvantages
  - Provides only one lane in each direction
  - Requires construction of crossovers & temporary retaining wall in median
    - High cost (>3M)
    - Longer construction time
    - More disturbed area
Maintenance of Traffic - Alternative 2

➢ Convert southbound lanes to one lane each direction

❖ Advantages
   ○ Lower Cost than Alternatives 1A & 1B ($1-3M)

❖ Disadvantages
   ○ Requires construction of crossovers
     ➢ Added cost
     ➢ Longer construction time
     ➢ More disturbed area
   ○ Provides only one lane in each direction
     ➢ Anticipate lengthy delays in peak direction
   ○ Left turns would be prohibited
Maintenance of Traffic - Alternative 3

- Maintain traffic on northbound lanes thru work zone by reducing to one lane or working at night

- Not feasible due to proposed vertical grade changes (cut / fill)
Maintenance of Traffic - Alternative 4

- **Total Closure of Northbound Lanes**
  - 26 days (July 8 to August 2)
  - NB Thru Traffic Detour via US 17 & I-66
  - Local Traffic Detour via Route 600

- **Advantages**
  - Lowest Construction Cost (<$1M)
  - Shortest Construction Time
  - Minimizes Disturbed Area
  - Maintains access to/from Rte. 215 & adjacent properties

- **Disadvantages**
  - Significant traffic disruption (short term)
Maintenance of Traffic – Regional Detour

Route 15/29 northbound closed. Motorists should use detour marked in blue to reach points north.
Maintenance of Traffic – Local Alternate Routes

Route 15/29 northbound closed. Local traffic should use the alternate routes.
Communications & Public Outreach

❖ Early Engagement
- Route 29 New Baltimore Advisory Panel
- Local & regional news media
- Notification of adjacent local governments & other interested parties
- Targeted messaging: Emergency responders, hospitals, local & regional business, transportation interests, tourism agencies, educational institutions
- Dissemination of closure & detour information: News release Feb. 19

❖ Before & During Construction
- Message boards on Route 29 NB/SB in Fauquier Co.
- VDOT social media: District & Central Office Twitter accounts, Facebook (coordinate w/ Fauquier Co.)
- GPS & Navigation providers: Advance notice of NB closure & regional detour route
- Media messaging in Culpeper, Fredericksburg, Charlottesville, Lynchburg
- Radio advertising beginning prior to closure through initial 2 weeks
  - Emphasis on regional detour using Route 17 to I-66
  - Identify secondary roads as alternate routes for local traffic