



ROUTE 29 / NEW BALTIMORE ADVISORY PANEL MEETING #7

February 28, 2019



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 | |
| <i>1-3 p.m., Board of Supervisors Meeting Room</i> | |
| <i>Warren Green Building, 10 Hotel Street, Warrenton</i> | |
| 7. New business and wrap-up | 5 minutes |
| Adjourn | |

Purpose and Need

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

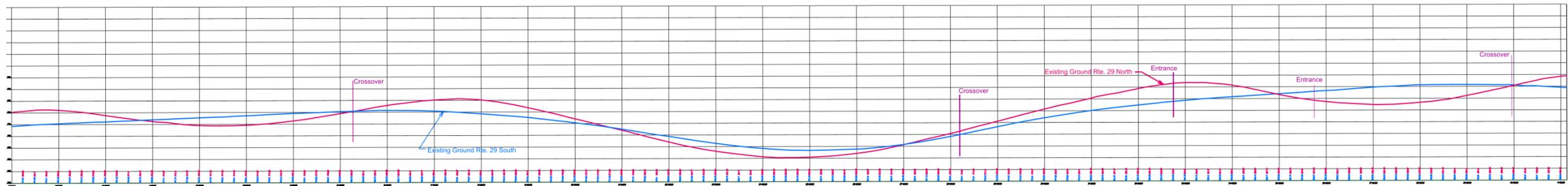
- The US-15/29 and VA-215 intersection consistently ranks as the #1 highest Targeted Safety Need in the Culpeper District with the highest potential for safety improvement based on statewide statistical data.
- High speed approaches and heavy volumes create conditions where substandard geometrics contribute 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.



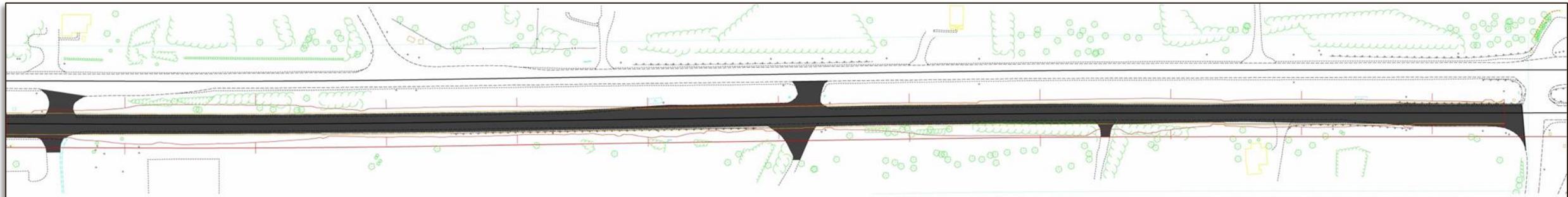
Scope of Work - Alternative 4

❖ 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

Project Funding

Project	Previous Funding	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Total
Rt. 29 improvements (All phases)	\$498,000	\$797,451	\$535,304	\$465,645	\$786,382	\$4,342,845	-0-	\$7,425,627
Rt. 29 NB 'Cut the Hills'	\$3,608,609	\$1,011,180	-0-	-0-	-0-	-0-	-0-	\$4,619,789
Rt. 29/600 & 29/215 intersections	\$498,000	\$431,242	\$535,304	\$465,645	\$786,382	\$89,265	-0-	\$2,805,838

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

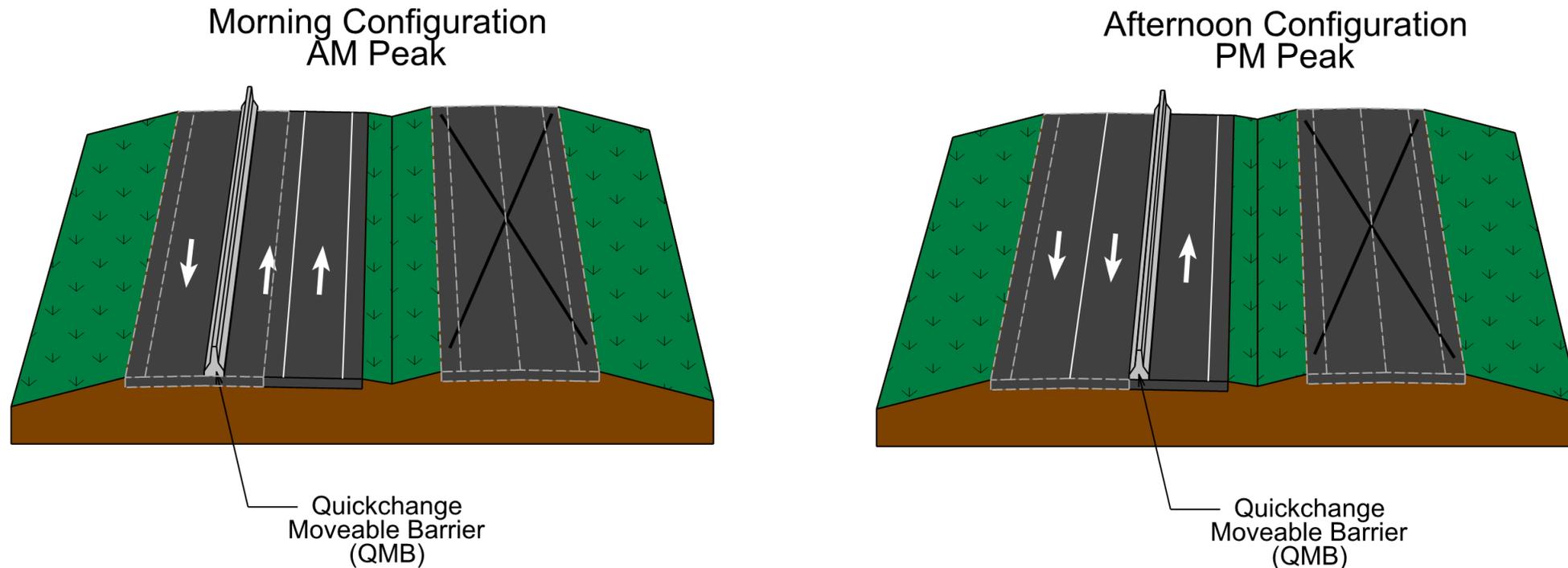
- ✓ Request for Proposals release Feb. 4, 2019
- Submittal & Price Proposals due March 15, 2019 (4 p.m.)
- Price Proposal opening March 19, 2019 (9 a.m.)
- Notice of Intent to award contract March 22, 2019
- CTB contract award April 10, 2019
- Route 29 Northbound full closure July 8 to Aug. 2, 2019
-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



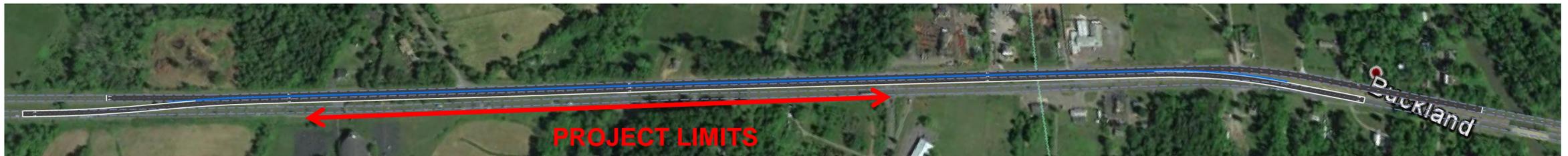
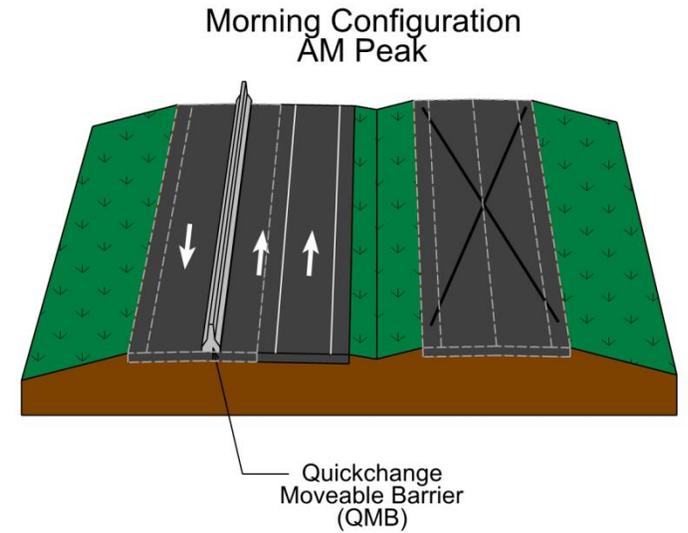
Maintenance of Traffic - Alternative 1A

❖ 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

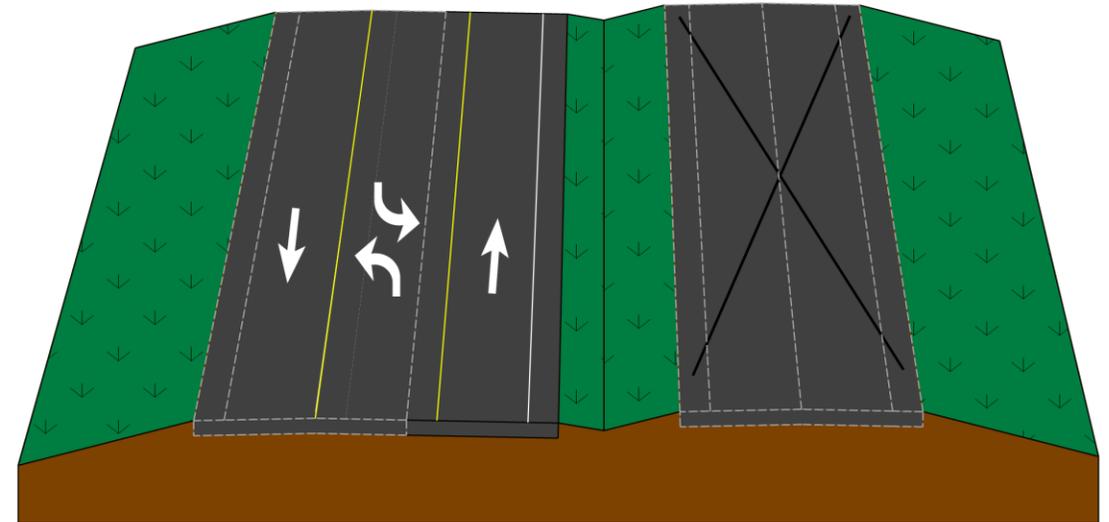
- Construct temporary pavement in median to provide 3 lanes on southbound side
- Provide one lane each direction with two-way left turn lane

❖ 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

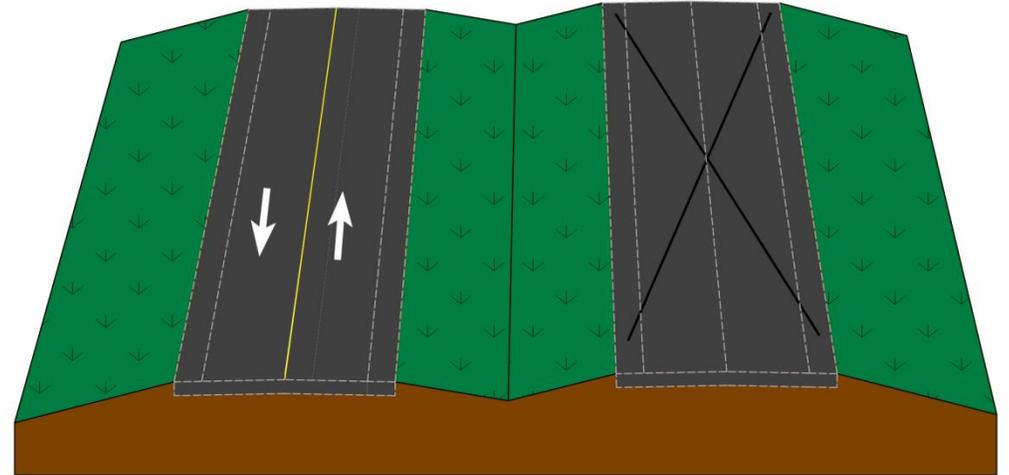
➤ Convert southbound lanes to one lane each direction

❖ Advantages

- ❑ Lower Cost than Alternatives 1A & 1B (\$1-3M)

❖ Disadvantages

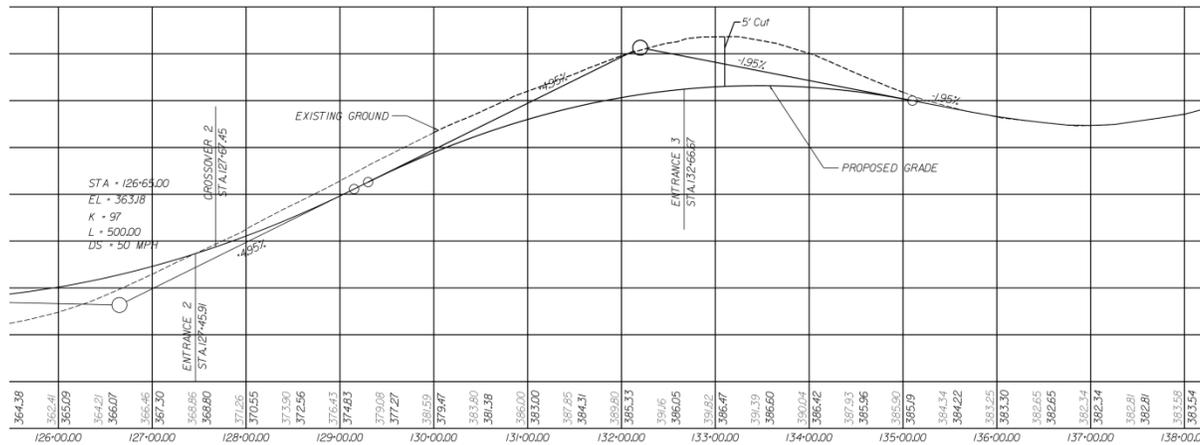
- ❑ Requires construction of crossovers
 - Added cost
 - Longer construction time
 - More disturbed area
- ❑ Provides only one lane in each direction
 - Anticipate lengthy delays in peak direction
- ❑ Left turns would be prohibited



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

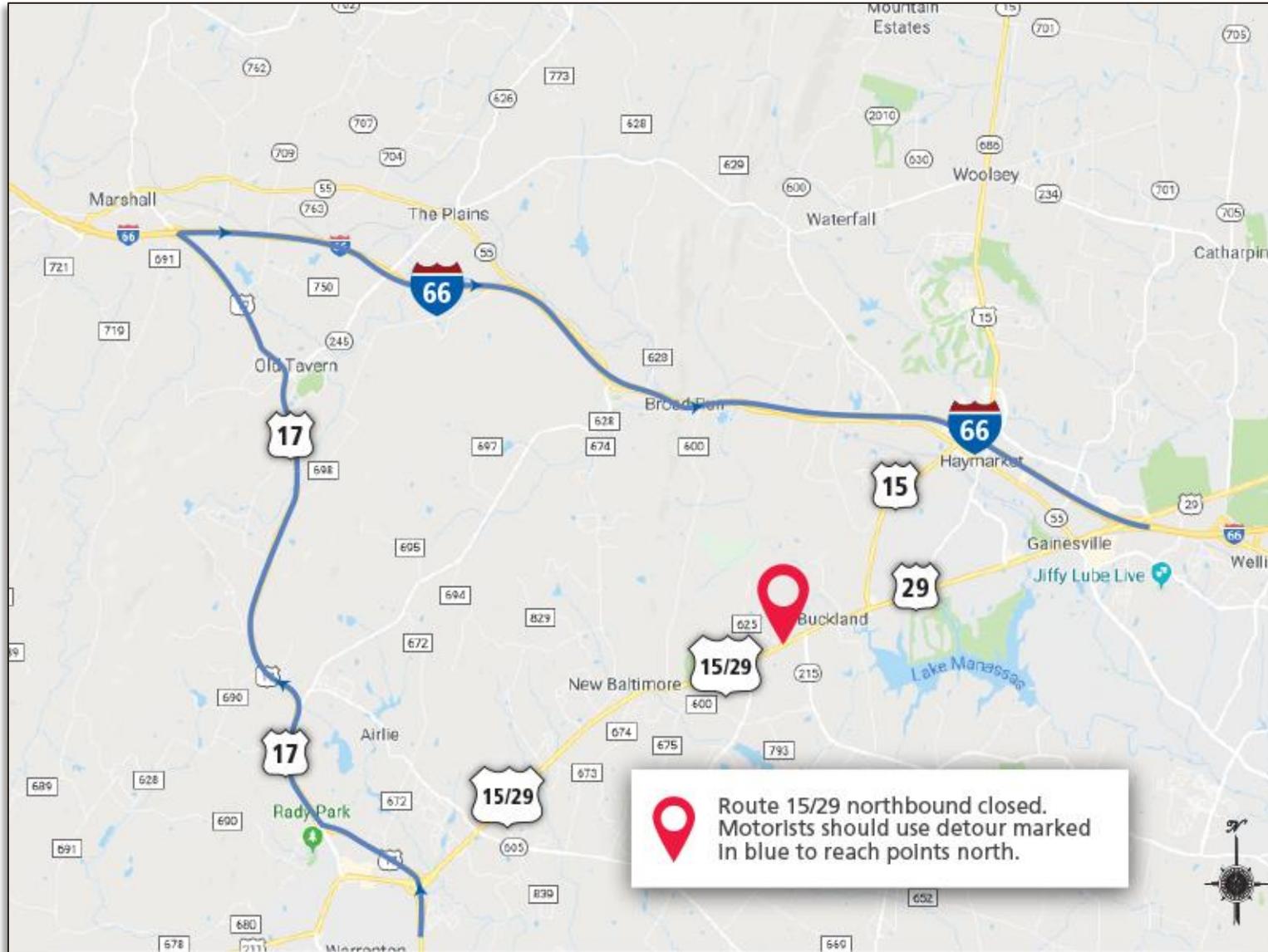
- Lowest Construction Cost (<\$1M)
- Shortest Construction Time
- Minimizes Disturbed Area
- Maintains access to/from Rte. 215 & adjacent properties

❖ Disadvantages

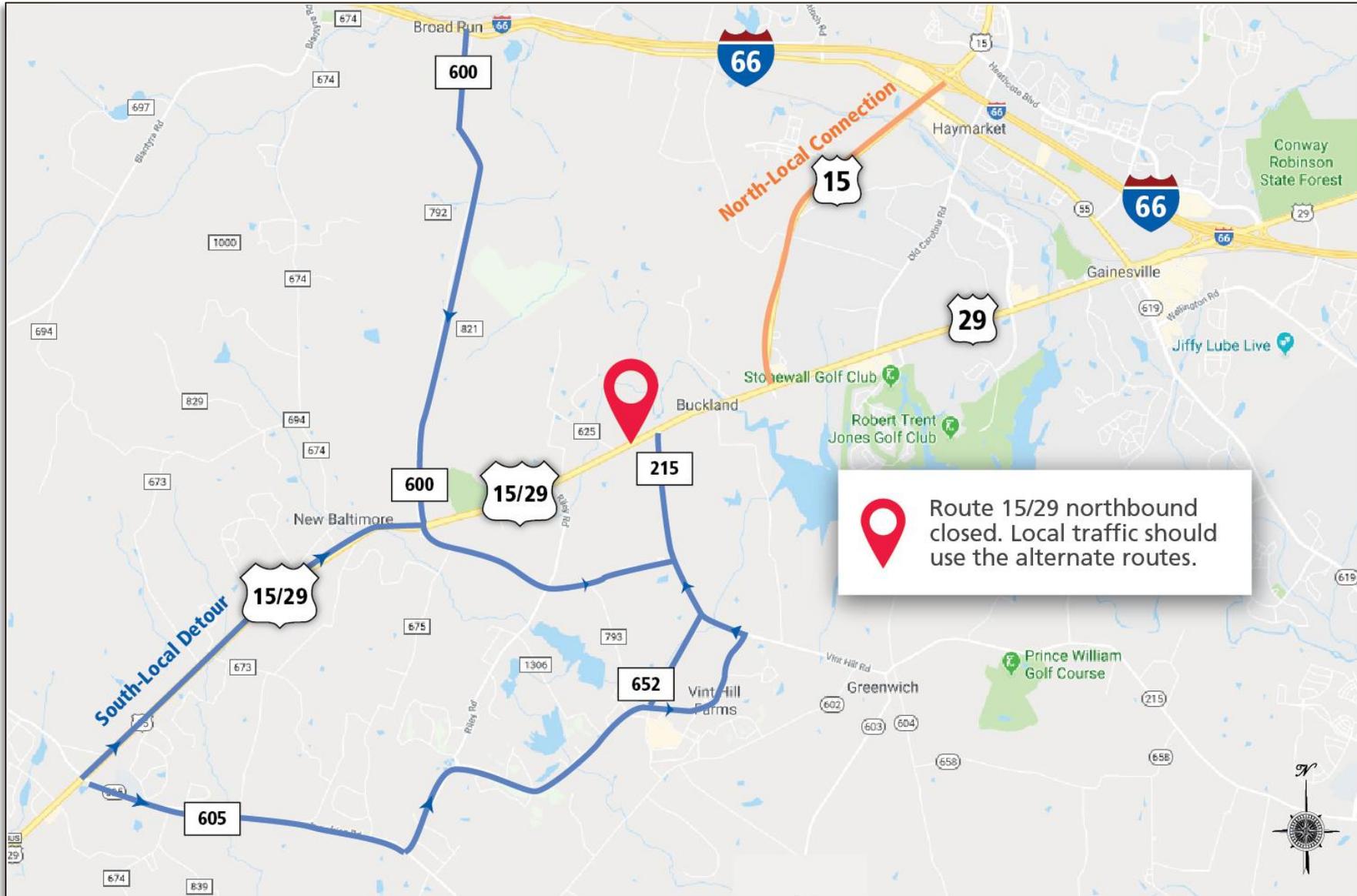
- Significant traffic disruption (short term)



Maintenance of Traffic – Regional Detour



Maintenance of Traffic – Local 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

