

**MINUTES OF
ROUTE 29 NEW BALTIMORE ADVISORY PANEL**

Meeting #4: October 25, 2018

1:00 – 3:00 P.M.

1st Floor Conference Room – Warren Green Building

10 Hotel Street

Warrenton, VA 20186

Members Present: Natalie Erdossy, Brookside HOA; John Lynch, VDOT; Tim Hoffman, Vint Hill HOA; George Phillips, Prince William County; Pete Eltringham, Poms Farm; Garrett Moore, VDOT; Marc Geffroy, Business Community; Bryan Lehman, FAA; Craig Oakley, New Baltimore Fire Department; Cristy Thorpe, C. Hunter Ritchie Elementary School; Ike Broaddus, Vint Hill Business Community

Members Absent: Steve Combs, VA Hospital

Staff Present: Captain Ray Prudham, Fauquier County Sheriff's Office; Mark Nesbit, VDOT; Lou Hatter, VDOT; Ben Davison, VDOT; Holder Trumbo, Fauquier County Scott District Supervisor; Holly Meade, Fauquier County; Kara Krantz, Fauquier County; Marie Pham, Fauquier County

Guests Present: Marc Holma, Virginia Department of Historic Resources; Tony Opperman, VDOT; James Ivancic, Fauquier Times; Julie Bolthouse, Piedmont Environment Council; Don Del Rosso, Fauquier Now; Brian Cohn; Christa Moyle, Snow Hill

1. Introductions/ Panel Comments

Garrett Moore opened the meeting at 1 p.m. with introductions and asked if there were any comments.

2. Meeting #3 Summary – Review of Minutes

Pete Eltringham commented on pages 4-5 of the minutes and the timing of the lights in the scope of the analysis from Dumfries Road (Rt. 605) to the Prince William County line. He thought the advisory panel had secured a commitment from VDOT to review this but it wasn't reflected in the minutes. Garrett said that it could be added.

John Lynch said that VDOT has InSync software that measures the traffic each day and recalibrates the timing of the lights. The timing of lights is not tied together due to the distance between signals. This discussion focuses on alternatives but the group can review this later. Garrett asked Lou Hatter to add VDOT's commitment to bring this to the panel for review to the minutes. Pete moved to accept the minutes with this revision and Ike Broaddus seconded the motion. The motion was unanimously approved by the panel members present.

Action Item: Add to the September 27, 2018, meeting minutes that VDOT will bring the panel information on the signal timing on US 29 from Dumfries Road (Rt. 605) to the Prince William County line.

(The minutes of the Sept. 27 meeting have been amended to include that action item.)

3. Route 29/Route 215 (Vint Hill Rd.) Concept

Garrett said that VDOT took the prioritized movements from the September 27th meeting and looked at what fit. Based on this VDOT prepared alternatives for the panel's consideration. These alternatives are not engineered but can show the panel what can be done for their feedback to make sure VDOT is moving in the right direction. The signalized right turn from Vint Hill Road (Rt. 215) onto US 29 that was suggested at the September meeting led VDOT to consider another option that will be discussed.

Starting at the intersection of US 29 and Vint Hill Road (Rt. 215), if the additional left turn lane from Rt. 215 onto US 29 SB is added, additional right-of-way is required. Instead, VDOT looked at the predominant movement which is the US 29 SB left onto Rt. 215 in the evening peak hour. The purpose of an additional turn lane is to get this to move. Other options to accomplish this include a bypass, 6-laning US 29, or a grade-separated interchange (GSI). The bypass and GSI are unlikely to receive funding and would likely receive opposition. There are also environmental issues with a bypass. The GSI would have some impact so VDOT is trying to avoid this.

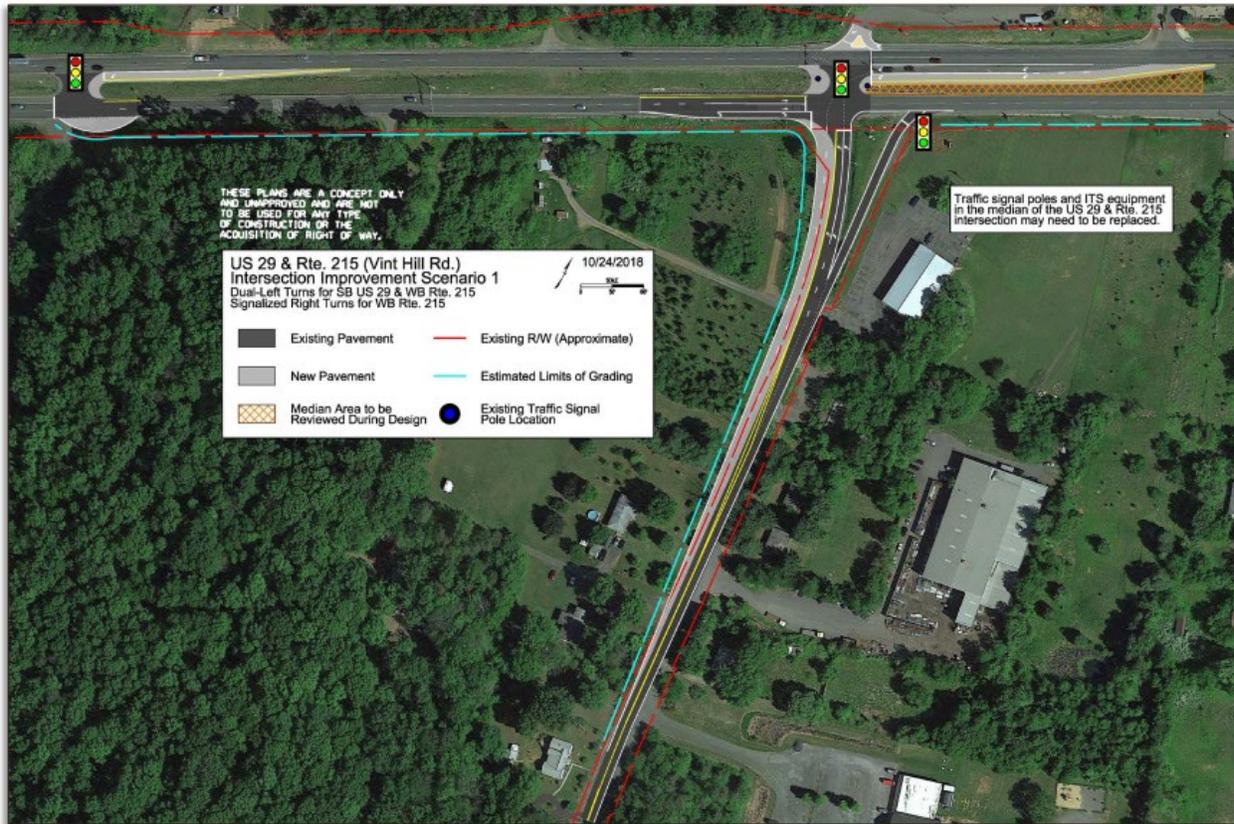
George Phillips asked if the GSI was just intended to help with certain movements or for all movements. Garrett said it would address all movements. He noted that VDOT received an e-mail inquiring about the feasibility of a roundabout at the intersection of US 29 and Rt. 215. This is not ideal on a 4-lane divided highway and will take a lot of space. Right-of-way would be an issue and George noted that with the volume of traffic it would start to break down. Garrett agreed. Garrett received another inquiry for ramps and flyovers. Even with a GSI VDOT would not want to do that. As technologies improve in the future there may be a possibility to avoid that. Eventually even these proposed designs will break down.

Garrett said that VDOT does not want to go out of the RW at all for two reasons: 1. The impacts and 2. The cost. The improvement needs to have a good benefit for its cost and taking RW results in greater impacts to the populous as well as environmental impacts and raises costs. VDOT focused on what improvements yield the greatest benefit with the least damage.

Scenario 1

This includes providing two left turns from US 29 SB onto Rt. 215. The signal pole may even be able to remain in its existing location but this needs to be surveyed to confirm. This gets people in quickly but VDOT would need to only provide one left turn from Rt. 215 onto US 29 SB. This isn't a predominant movement. Based on the suggestion in September, VDOT added a signal for the right turn from Rt. 215 onto US 29 NB. Utility analysis has not been done but the signal looks like it might provide benefit for safety and Garrett may be able to provide a design exception to squeeze this in the existing RW. This hasn't been engineered or surveyed and the design isn't finalized, but this may be a possibility. An additional signal can be added further south on US 29 so if the left turn from US 29 SB onto Rt. 215 is at peak drivers can continue south to this signal and make a U-turn to come back to Rt. 215. This would allow VDOT to remove the humps on US 29 NB approaching Rt. 215. This scenario would include all the movements considered at the September meeting except the additional left turn from Rt. 215 onto US 29 SB.

Route 215 / Vint Hill Road Intersection, Scenario 1



Scenario 2

Garrett noted that the signal for the right turn from Rt. 215 onto US 29 NB led VDOT to another concept. Because the additional left from Rt. 215 onto US 29 SB is not provided, a second right turn lane could be added from Rt. 215 onto US 29 NB. This would allow right turns to clear more quickly. Tim Hoffman inquired about an acceleration lane. Garrett responded that VDOT is trying to minimize the impacts to the grade, recognizing that this is a sensitive area. The light would allow the right turn to move safely. The right lane only could be a right turn on red but the green light would allow all traffic to clear. If the right turn on red became a hazard this would be omitted.

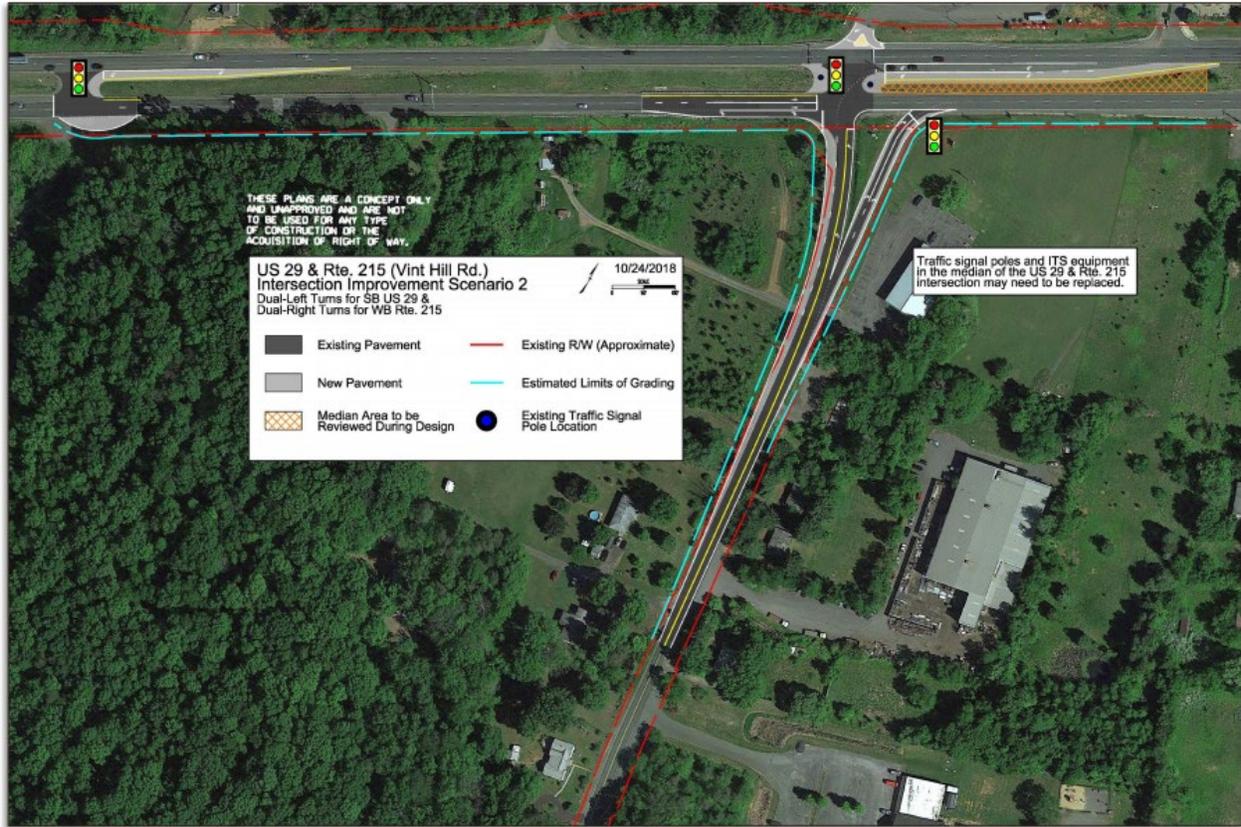
Pete noted there is a line of sight issue in that area and felt the signal would improve this. Tim noted that the angle of the right turn lane from Rt. 215 onto US 29 can be difficult to see oncoming traffic as is, and asked if the right turn lane could be more perpendicular to US 29. Garrett said VDOT would look at this but that you almost need to be at that angle to see; however, VDOT will continue to look at this to address the concern. Tim also noted that smaller passenger cars would have no visibility if a larger vehicle was to the left of them in the double right turn lanes. Garrett said the stop bar might be able to be staggered but drivers may still jump it so the problem may be there regardless.

Action Item: VDOT will look at realigning Rt. 215 with US 29 at a more perpendicular angle.

Pete asked if there would be no left turns allowed from Rt. 215 onto US 29. Garrett said there would still be the one lane but no additional lane. Garrett said they ran some studies and believed it

improved every movement. The panel members did not feel there was a need for the second left turn lane from Rt. 215 onto US 29 SB. Garrett emphasized that this scenario is a “very tight fit” and while VDOT thinks they can do it they may need to acquire a construction easement outside the RW to make this work. He added that the Section 106 review is also a concern.

Route 215 / Vint Hill Road Intersection, Scenario 2



Ike asked if VDOT if the RW is most constrained on the west side of Rt. 215. The limits of grading appear to be outside the easement. Garrett confirmed that they are but that VDOT expects to bring in the limits of grading. VDOT is trying to avoid moving utilities. Once VDOT knows from the panel that they are moving in the right direction the concept can be engineered to determine any impacts. Garrett asked the panel members to think about whether or not this design would be acceptable. Ike also asked about extending the left turn lanes from US 29 SB into Rt. 215 for stacking. Garrett felt the extra lane should address this. He noted that the goal is to minimize the time the signal dedicates to this movement. Tim noted that people now stop at the stop sign to make the right turn from Rt. 215 onto US 29 NB even if the signal has oncoming traffic stopped and they are clear to go. He felt this would improve the flow. Garrett agreed and added that the signal for the right turn lane and the signal for the U-turn south of the US 29/Rt. 215 intersection may both be span wire to reduce the cost. Tim asked if the U-turn location is where the overhead flashing light exists. Garrett responded that the U-turn would be south of that location. Tim also asked if the left turn lane at the median break where the southern signal is proposed would remain. Garrett confirmed that it would. Garrett noted that VDOT still needs to determine how to provide access to a home on the NB side of US 29 once the humps are leveled.

Pete said that it would be helpful to see the U-turn location SW of the US 29/Rt. 215 intersection in its own image to get a better understanding of what would happen there since it's in the middle of the humps. Tim asked if it's located at the top of the hill. Pete said it's at the bottom. Garrett noted that it's in between the bottom and the top of the hill. Pete asked if the access to Battlefield Baptist Church would be impacted. Garrett responded that the shale formation in the median near the church may be used for fill and might benefit the church for sight distance. If that opportunity arises, VDOT may take it but it would not necessarily be included in the scope of the project. VDOT believes the shale is "rip-able" material that wouldn't have to be blasted but might be drilled to reduce cost. Garrett asked if the second scenario was acceptable to the public. He felt it takes the best of both worlds with the RCUT and movements everyone wanted to preserve. VDOT now has the challenge of engineering this.

Pete noted that with the exception of the landscape in the RW, if someone stood at the signal and looked east and west the landscape of the battlefield remains unchanged with this concept. Garrett noted that the median between the right turn lane from Rt. 215 onto US 29 NB and the through/left turn from Rt. 215 across US 29 or onto US 29 SB may be cut to fill some on the through/left lane of Rt. 215. The goal is to minimize the cut/fill to reduce project costs. Because of this the NB lanes on US 29 would not be as level as the SB lanes if the humps are removed. VDOT needs to conduct further investigation regarding the location of utilities. Scenario 2 may keep the intersection of US 29/Rt. 215 working for possibly another 15-20 years.

Pete asked if the concept would allow residents on Pilgrims Rest Road (Rt. 625) the ability to access US 29. Garrett confirmed that it would and that the three signals would be timed together. Garrett asked if any of the panel members have any issues with Scenario 2. He suggested that panel members take this back to their HOAs, business groups, etc. to see if there are any concerns and follow up with VDOT. He also asked that the Piedmont Environmental Council (PEC) and the representatives from the Department of Historic Resources (DHR) note any concerns now. Tim asked for the graphic to share with the HOA. Lou noted that the presentation is on the VDOT website. Garrett asked the panel members to caveat this as being conceptual and that VDOT hasn't studied this in detail. If any fatal flaws arise as they study this in detail VDOT will bring this back to the panel. Pete asked how long this might function. Garrett felt it would work 10-15 years, maybe 20. Pete noted that he didn't know how you could get similar benefit for the next 10-15 years with this level of minimal impact on the battlefield.

Action Item: Advisory Panel members are asked to meet with the residents/business owners they represent to present the two scenarios and obtain feedback.

George asked if the proposed signal for the U-turns SW of the US 29/Rt. 215 intersection could stop both the NB and SB traffic to allow U-turns. Garrett said it could and that this may help with the angle crashes. The operation of the signal could be refined once it's in place. George asked about the cost of the project and Garrett said they're looking at \$5 million but trying to reduce the cost further.

Garrett asked for feedback from the group. Ike felt VDOT nailed it and wants to share it with his community but is concerned that VDOT will come back and say this cannot be done. Garrett suggested that he present it that VDOT is looking for consensus before they further explore this. Pete asked if this would go to public hearing once it's engineered. Garrett responded that it would. It does not have to because VDOT is not taking RW but with federal funds VDOT would want more rather than less public involvement.

Garrett noted that an important component of this concept is to remove the humps and the only cost effective way to do that is to shut down US 29 NB for roughly three weeks in August. If the summer was similar to this past summer with the storms it may take five weeks. Tim asked for clarification on shutting down traffic. Garrett responded that the US 29 SB lanes would remain open but both NB lanes would close and during the week use a detour on the US 17 Spur up US 17 to I-66. Garrett has asked some of the business owners on US 29 NB such as Spitory's if they could bear that. Most of the time VDOT has found that people would rather have it shut down completely for a brief period and target the shut down for the lightest time of year for businesses and the community. Supervisor Trumbo asked what date school started this year. Cristy Thorpe said it started August 15th but teachers started back the week before that. Garrett said that VDOT would want to back the closure up to July then. Ike asked if the intersection if US 29 and Rt. 215 would remain open when the humps are leveled. Garrett confirmed that the intersection would still be operable and the only movement taken out would be the NB movement on US 29. Ike said it is important that the intersection remain open during that time and continue to allow the left turn onto Rt. 215 from US 29 SB.

Garrett noted that the Section 106 process would be a determining factor for when the project could start. Section 106 would need to be completed before the construction can begin so it may be the summer of 2020 before construction could commence. Tony Opperman commented that everything he's heard is the ideal approach for reaching consensus with the community. If consensus is reached it makes Section 106 very easy. If Section 106 is easy then all the regulatory permits tied to it are easy as well.

Pete asked to hear from Brian Cohn who owns property on the corner of the intersection and is a member of the Buckland Preservation Society. Brian Cohn he does not represent everyone in Buckland but felt this process is refreshing. He noted that the property is in an American Battlefield Protection Program (ABPP) easement but thought there may be room to add an acceleration lane for the right turn from Rt. 215 onto US 29 NB if it helps. Garrett responded that VDOT would look at this but that VDOT is trying to avoid any impact to the battlefield. Brian suggested taking this to the Buckland Preservation Society for feedback as soon as possible. Garrett said that he would be happy to attend some of these meetings for a brief presentation but noted that his schedule is very full this month. Pete suggested inviting some of the residents from Pilgrims Rest and other areas in that section of US 29 to consolidate the process.

Julie Bolthouse agreed that the PEC would like to hear it presented to the Buckland Preservation Society and expressed concern about the ability to fit the improvements and number of lanes in the RW. She noted that the concept indicates that VDOT would be working outside the existing RW. Garrett noted that VDOT has done some "fits" beyond this and believe they can fit the improvement in the existing RW. If this is not the case VDOT will come back to the group and indicate such. Julie also noted that the utilities are at the edge of the road. Garrett said that the underground utilities are more of a concern than the above-ground utilities and VDOT feels they can make the above-ground utilities work. There are a couple of poles that VDOT thinks they may have to move. If it is more then there will be a cost issue and this would be discussed with the advisory panel. VDOT believes that if there is a cable underground in the NB RW it is likely is not buried as deep as it should be with the underlying rock. That is a greater concern than the above-ground utilities. Julie also noted that from the PEC's perspective, the fewer lanes the better; however, she acknowledged that these need to be added to accommodate the movements. She added that if the cut and fill is within the existing RW then PEC is acceptable of that. Garrett said

VDOT thinks the biggest challenge with the cut and fill is at the top of the hill on US 29 NB where the house's driveway comes in and they will need to meet sight distance. Julie noted that the best vantage point of the battlefield is from Monterey Church.

Marc Holma asked if the standard 12' lanes would be provided to stay within the existing RW. Garrett said the lanes would be 12' on US 29 but likely 11' on Rt. 215. He noted that VDOT is using extreme design exceptions to make this fit. VDOT will not reduce the lanes to 10'; this is not feasible with truck turns for the businesses in Vint Hill or school buses.

George asked if VDOT is required to add pedestrian facilities with this project. Garrett said only if the county requires it. Tim asked for clarification on which hump(s) would be lowered. Garrett said the hill just south of the intersection with Rt. 215 and the hill immediately south of it on US 29. Garrett noted that VDOT would avoid cutting the southern hill if possible but felt the will need to remove some of the hill to provide the necessary sight distance. Pete felt that if drivers are traveling north from Battlefield Baptist Church and can see the signal from there all the way north, that it will improve safety tremendously.

Christa Moyle noted that there were previously two signals on US 29 in this area – the signal at Rt. 215 and one south of it but there were awful accidents as a result of this. She expressed concern about adding the light south of Rt. 215 for the U-turns. Garrett responded that this is why VDOT is including leveling the two hills and added that the signal would be in a different location than the previous location.

Cristy asked about the length of the two lanes proposed for Rt. 215 and that there is enough room for traffic to merge without congestion. Garrett said that it is tighter than VDOT would like but that there will be space. This is why VDOT will need to move into the triangular island on Rt. 215. He explained that part of the reason behind keeping the two right turn lanes from Rt. 215 onto US 29 NB shorter is to provide the room for the two EB lanes to merge.

4. Route 29/Route 600 (Broad Run Church Rd.) Concept

Garrett noted that that intersection of US 29 and Broad Run Church Road (Rt. 600) was more of a challenge. VDOT considered a signal on US 29 south of this intersection to try and prevent angle crashes. This has not been ruled out; however, there are some sight distance issues and VDOT is not sure that it will help. Instead, VDOT is looking at a lower-cost alternative that they feel will be helpful. It will not have as much traffic movement benefit as a restricted crossing U-turn (RCUT) but will improve the intersection. Looking at US 29 west of Rt. 600 there are three things that VDOT tried to do:

1) The right turn from Beverleys Mill Road (Rt. 600) onto US 29 SB would be allowed to flow into an acceleration lane on US 29 SB to prevent a conflicting movement. VDOT considered three lanes there but found it was never a predominant movement so the benefit of providing this did not justify the cost.

2) On Broad Run Church Road VDOT shifted east toward the bank's property and added a right turn lane and added a left turn lane onto US 29 SB with a through/left lane in between these. VDOT does not feel they can miss utilities and storm sewer with this concept. VDOT would need to work with the bank and developers here to make this concept work.

3) VDOT brought back the noses on the medians and made some adjustments to the medians. The left turn from US 29 SB onto Rt. 600 EB was never a dominant movement. VDOT looked at the peak hour and also looked at the movements off the peak hour but did not find any dominant movements so VDOT felt this would be the biggest help.

There was discussion about splitting the phase and consolidating the phase but VDOT found that by splitting the phase (allowing the through and left movement to go together) provided an advantage. This allowed a through/left and left turn lanes to go together.

The RCUTs addressed the angle crashes. VDOT didn't have something to address it so they looked for something to help and keep the cost down. This scenario will probably help with rear-end collisions. This scenario will minimize the cost while providing some benefit. John noted that to split the phases on Rt. 600 an additional lane would need to be added on Rt. 600. Garrett said this should help the clearance time but there will not be as much of a benefit at this signal as at the intersection of US 29 and Rt. 215.

Tim felt that the dual left turn from Broad Run Church Road (Rt. 600) onto US 29 SB would help clear the left turns more quickly and asked if the purpose is to provide less green time for Rt. 600 to improve throughput and avoid queueing on Rt. 600. Garrett confirmed that it helps every movement. Tim felt to help this clear faster will help tremendously. Ike noted that Rt. 600 can back up quite a distance. Cristy added this is especially true at school dismissal time. Garrett asked if the panel members saw anything in the morning that may cause this scenario to be unsuccessful. Cristy felt that the arrival times are more dispersed but that dismissal is more condensed. She noted that she has sat at this signal for four cycles to turn left toward Warrenton.

Garrett noted the constraint of this scenario is that VDOT will have to work with the Fauquier Bank to move the utilities and provide the right turn lane. If the property owners are willing to donate the RW it will help VDOT with the cost and schedule of the project so they would like to work with the property owner on this. Tim asked about the possibility of an acceleration lane from Broad Run Church Road (Rt. 600) onto US 29 NB which is not shown in the concept. Garrett responded that VDOT would need to work with the bank to provide an acceleration lane and tapers for the turn lane into the bank. Tim felt that if an acceleration lane is not provided drivers will use the turn lane as the acceleration lane.

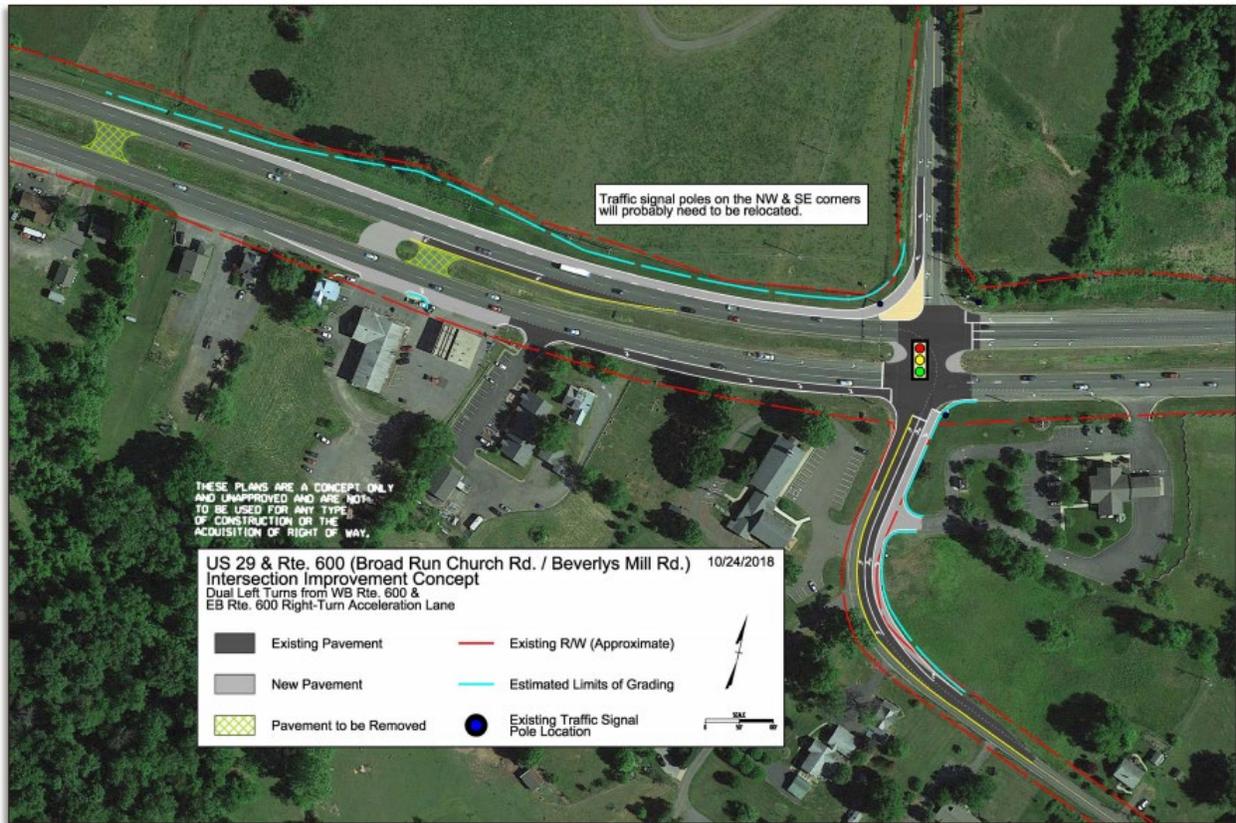
Garrett noted that VDOT considered adding a third lane on Beverleys Mill Road similar to the proposed concept for Broad Run Church Road; however, they did not see a dominant movement on Beverleys Mill Road that they did on Broad Run Church Road to justify the cost. The panel members agreed that Beverleys Mill Road does not back up like Broad Run Church Road does.

Pete asked about the impact on US 29 NB south of the Rt. 600 intersection near Mayhugh's. Garrett responded that VDOT originally looked at adding a signal at this location but there are sight distance issues that could cause more harm than good. This can still be examined if the panel members want VDOT to look at it. He noted that the median break on US 29 near Mayhugh's was relocated slightly south. Pete agreed that with the curve on US 29 NB approaching this area a signal would not be wise. Garrett said he receives comments on the timing of this signal constantly and short of this concept said he didn't feel this could be improved. Tim asked if the right turn lane on US 29 NB has been extended south. Garrett said that the median break being shifted south on US 29 required additional pavement for large vehicles to make a U-turn. Tim felt this would help vehicles traveling on US 29 NB and making a right turn in this area. Ike asked about vehicles at Mayhugh's wanting to turn left onto US 29 SB. Garrett said they haven't gone that far yet.

Marc Geffroy clarified if VDOT is proposing just adding a right turn lane from Broad Run Church Road (Rt. 600) onto US 29 NB. Garrett responded that it would add a left turn lane to the existing

through/left lane and right turn lane. Marc asked for clarification on the problem with this intersection – if it is throughput at the peak hour. Garrett noted that “peak” is usually determined by the major road (in this case US 29) but that around 3:30 in the afternoons Broad Run Church Road tends to back up with school traffic. When the signal adjusts to try and clear this, US 29 backs up. The additional left turn allows Rt. 600 to clear twice the traffic in the same time without impacting US 29 more than it currently does. Julie commented that an access road would be the best solution for access which is not in the County’s Comprehensive Plan. Garrett asked the panel members if this solution is reasonable.

Route 600 / Broad Run Church Road Intersection



All panel members present felt that this scenario is reasonable. Bryan Lehman asked if a traffic circle has been considered at this location. Garrett said that others have considered it but he has not. He explained that a traffic circle is not typically a good solution for a four-lane divided highway. Pete noted that during the update of the New Baltimore Service District (NBSD) Plan roundabouts were considered on US 29 for safety and to provide a sense of place. It was studied at this intersection but because of the elevation around the curve on US 29 and geography it could not be safely designed for this intersection. In addition, the RW requirements for this would not be reasonable. Garrett confirmed that the RW impacts of this would be extensive and while it has worked in some locations such as Loudoun County on US 15, it likely would not be as successful here. Ike asked if the footprint for a roundabout would be less than that of a GSI such as a cloverleaf. Garrett said it would not necessarily be smaller than a cloverleaf. In the right circumstance GSI can be done very tight. Marc asked approximately how long VDOT expects this improvement to allow the intersection to operate. Garrett said that depending on development,

probably 12-15 years. Marc asked how bad this intersection is and how much this concept would help. Garrett responded this intersection is probably a level of service (LOS) F. This will help but it will not take it to a LOS C. This intersection will not have the significant delay reductions that are expected at the US 29/Rt. 215 intersection. This will help some but it will not be nearly as dramatic as the improvements expected at Rt. 215. Pete noted that at present it is not uncommon on US 29 SB to see backups past Riley Road (Rt. 676). Garrett agreed.

Bryan noted that the change in Loudoun County at US 15 and Rt. 50 is substantial and based on that isn't entirely convinced that a roundabout would not work at this location. He acknowledged the RW impacts. Pete noted that the difference in Loudoun County is that it was two four-lane roads, not a four-lane divided road like US 29. Bryan noted that Pete made a good point and added that the intersection in the last several years has become heavily inundated with traffic and is concerned that this scenario may only improve things for a few years. He questioned if the improvement would be worth the cost. Garrett said that VDOT will look at that and bring it back to the panel. Tim said he felt it depends on the signal timing for Rt. 600. Pete noted this is why he asked for information on the signal timing earlier in the meeting. Garrett noted that VDOT does synchronization and optimization of the signals but that over long distances this breaks down. Garrett asked of the Department of Fire Rescue and Emergency Management has signal preemption. Craig Oakley confirmed that they have Opticom at the Broad Run Church Road (Rt. 600) signal with US 29. Garrett noted that while signal preemption is important, if it is used, especially in the peak hour, it can take hours to recover.

Garrett asked the panel members if this is something they want VDOT to continue to explore. He noted there seemed to be reluctance from the panel. He added that while this provides less of an improvement that is expected at US 29 and Rt. 215 he did feel this was an improvement and not negligible. VDOT can come back to the group with the expected improvement in delay. Tim noted that he felt this would really reduce the amount of time needed to go through the light from Broad Run Church Road which would be a substantial change. Pete said that perhaps some of the panel members' reservation is due to Garrett's trepidation about this improvement. He asked about the benefit compared to the cost. Garrett noted that he cannot move forward unless the cost to benefit ratio works since this is federal money. The cost needs to stay low but VDOT would not pursue this if they didn't feel it is feasible. If a fatal flaw surfaces VDOT will come back to the group.

Marc asked if the projects would be completed in tandem. Garrett said the two projects have the same approval process. As of July 1st there will be approximately \$1.5 million available. By Code, the project must be fully funded within a year after completion. Assuming the historic resources part is quick, VDOT would probably look to move forward with the intersection of US 29/Rt. 215 first and then improve the intersection of US 29/Rt. 600 after it. If the intersection of US 29/Rt. 600 is done following completion of the US 29/Rt. 215 intersection, this would provide time to work through the issues at the intersection of US 29/Rt. 600. Ike asked for clarification on getting the cost below \$5 million – if that is for the cost of both intersections. Garrett confirmed it is for the cost of both intersections. He noted there is approximately \$7 million for both projects combined but VDOT is trying to come in under that to allow for any unexpected costs. By getting both projects under \$5 million it will help sell the projects.

Pete noted that on US 29 at the Rt. 600 intersection there may be some graves from Broad Run Baptist Church very close to the existing RW. Garrett said that VDOT would try and shift as far north of that as possible and talk with the church and avoid the cemetery. He noted that sometimes people are buried outside the cemetery and that VDOT would do what is necessary if that occurs.

Cristy noted that the right turn lane exists there. Garrett confirmed that VDOT would stay within the RW but that this could still be a possibility if someone was buried outside the church's property years ago. Ike asked when dirt could move on the intersection of US 29 and Rt. 215, if it would be next summer or the following summer. Garrett said it would most likely be summer 2020. Ike asked what could be done to allow work to start summer 2019. Garrett said consensus is needed.

Also, if VDOT encounters an issue, working with the community to resolve it as quickly as possible will speed up the process. Natalie said it is worth taking the concepts to the communities now rather than waiting for engineering to be done. Garrett said it will be helpful to get agreement now and as issues are identified VDOT will work with the community to get through it. Typically the problem is that when an issue arises a property owner wants to hold out to get something out of the process. If this occurs VDOT will try and work with them. If this results in increases in costs then it becomes problematic. Ike said that the panel members will try and have their meetings in the next few weeks and share these concepts for feedback. Garrett asked if this is enough for this meeting. The panel members confirmed it was. Garrett thanked Marc Holma and Tony Opperman for attending. He asked that everyone continue to look at these concepts before the next meeting and be prepared to share any concerns with these concepts at that time.

Pete asked who will take this to the federal government once these are approved by the panel and ready to move forward. Garrett said that the State Historic Preservation Offices (SHPO) would do this. Tony said that they would; the Department of Historic Resources (DHR) takes consensus and gets into the regulatory process. A Determination of Effect (DOE) would need to be done and DHR will work with Marc Holma to close out Section 106 for the DOE. If it is not adverse then this move more quickly. Consensus with the community will expedite this. VDOT's Culpeper District Environmental group will have to do work for the Federal Highway Administration (FHWA) but the information from a historic preservation standpoint is the critical path for VDOT's Culpeper District Environmental group. The easier it is from Section 106 standpoint, the easier it is for everyone else. Garrett asked if there are any county concerns. Supervisor Holder Trumbo said he works for the panel members and supports the concepts if they do.

With that, the meeting was adjourned at 2:43 p.m.