



US 29/US 15 Traffic Study

Prepared for Prince William County
Prepared by **ATCS**[®]
Prepared on Nov. 2, 2018



Contents

| | | |
|-------|---|----|
| 1 | Executive Summary..... | 6 |
| 2 | Goals and Objectives..... | 9 |
| 3 | Background | 11 |
| 3.1 | Early Beginnings | 11 |
| 3.2 | Road to the Civil War | 11 |
| 3.3 | Looking Forward | 12 |
| 4 | Study Area..... | 13 |
| 5 | Existing Roadway Network and Traffic Condition Within the Study Area..... | 14 |
| 5.1 | Existing Roadway Geometry and Traffic Characteristics of the Study Area | 14 |
| 5.2 | Travel Speeds and Travel Times..... | 18 |
| 5.3 | Safety | 23 |
| 6 | Land Use and Environment..... | 28 |
| 6.1 | Existing Land Uses Within the Study Area | 28 |
| 6.2 | Planned Land Use / Future Developments Within the Study Area..... | 30 |
| 6.3 | Environmental and Historical Resources Within the Study Area..... | 33 |
| 7 | Development of Alternatives for the Buckland/Gainesville Bypass | 38 |
| 7.1 | Assumptions..... | 38 |
| 7.2 | Proposition of Alternatives | 39 |
| 7.3 | The Final Set of Alternatives | 46 |
| 8 | Evaluation of Proposed Alternatives..... | 54 |
| 8.1 | Traffic Impacts..... | 54 |
| 8.1.1 | Travel Time..... | 54 |
| 8.1.2 | Congestion | 54 |
| 8.1.3 | Safety | 55 |
| 8.2 | Environmental Impact..... | 56 |
| 8.3 | Engineering Criteria | 56 |
| 8.3.1 | Right of Way (ROW) Impacts | 56 |
| 8.3.2 | Planning Level Cost Estimates..... | 57 |
| 8.4 | Ranking of Alternatives Based on Costs and Effects..... | 58 |
| 9 | Stakeholders inputs, conclusions and recommendations | 60 |

| | | |
|------|--|----|
| 9.1 | Stakeholders input | 60 |
| 9.2 | Study Conclusions | 60 |
| 9.3 | Study Recommendations | 61 |
| 10 | Appendix A - Travel Demand Forecasting | 62 |
| 10.1 | Model Validation..... | 62 |
| 11 | Appendix B - Daily Traffic Volumes | 67 |
| 12 | Appendix C - Peak Period Travel Times..... | 74 |
| 13 | Appendix D - Stakeholder Inputs | 81 |

Figure 1- Modified Planned Improvement Plus Alternative Intersection Alternative..... 8

Figure 2- Section of US 29 and US 15 through the Buckland Historical District 9

Figure 3- Congestion on US 29 (at US 29/ US 15 Intersection) towards I-66, camera facing Buckland Area.
..... 10

Figure 4- Goals and objectives of the US 29/US 15 Traffic Study 10

Figure 5- Study Area 13

Figure 6- Geometric and Traffic Characteristics of the Study Area 15

Figure 7- Location of pedestrian and bicycle facilities..... 17

Figure 8- AADT trend on US 29 between Vint Hill and US 15 intersection from 2005 to 2015..... 18

Figure 9- Travel Time Trend on US 29 between Vint Hill and VA 55 Intersection from 2010 to 2016 during the AM Peak (From 7:00 to 9:00 AM) 19

Figure 10- Travel Time Trend on US 29 between Vint Hill and VA 55 Intersection from 2010 to 2016 during the PM Peak (From 5:00 to 7:00 PM) 19

Figure 11- Travel Speed Trend on US 29 between Vint Hill and VA 55 Intersection from 2010 to 2016 during the AM Peak (7:00 to 9:00 AM) 21

Figure 12- Travel Speed Trend on US 29 between Vint Hill and VA 55 Intersection from 2010 to 2016 during the PM Peak (5:00 to 7:00 PM) 22

Figure 13- Travel Speed Trend on US 15 between US 29 and I-66 Intersections from 2010 to 2016 during the AM Peak (9:00 to 11:00 AM) 22

Figure 14- Travel Speed Trend on US 15 between US 29 and I-66 Intersections from 2010 to 2016 during the PM Peak (5:00 to 7:00 PM) 23

Figure 15- Location of Crashes in the Study Area by Severity (from 2013-2015)..... 24

Figure 16- Number of Crashes on Major Roadways in the Study Area by Severity (from 2013-2015) 24

Figure 17- Crash Rates on Major Roadways in the Study Area compared to Statewide Average Rates (from 2013-2015) 25

Figure 18- Injury Crash Rates on Major Roadways in the Study Area compared to Statewide Average Rates (from 2013-2015) 26

Figure 19- Location of Crashes in the Study Area by Type (from 2013-2015)..... 27

Figure 20- Location of Existing Churches and Schools..... 28

Figure 21- Location of Existing Gas Stations and Major Shopping Centers 29

Figure 22- Major Farms and Historical Locations of Prince William County in the Study Area..... 29

Figure 23- Major Farms and Historical Locations of Fauquier County in the Study Area..... 30

Figure 24- Prince William County Long Range Plan in the Study Area 31

Figure 25- Population Growth in the Study Area (From 2015 to 2040) 32

Figure 26- Employment Growth in the Study Area (From 2015 to 2040) 33

Figure 27- Buckland Mills Battlefield in the Study Area 34

Figure 28- Location of Floodplains and Wetlands in the Study Area..... 35

Figure 29- Environmental and Historical Features in the Study Area 36

Figure 30- Cross Section and Properties of MA-1 Type Roadway in Prince William County..... 38

Figure 31- 3D graph of the MA-1 Type Roadway in Prince William County 38

Figure 32- Proposed Western Bypass Options 40

Figure 33- Proposed Improvements to US 29 and US 15 41

Figure 34 –Existing Roadway Option 45

Figure 35 –Alternative 1: Do Nothing 48

Figure 36 –Alternative 2: Planned Improvements 49

Figure 37 –Alternative 3: Planned Improvements Plus Alternative Intersections 50

Figure 38 –Potential Alternative Intersection Concepts..... 50

Figure 39 –Alternative 4: Short Bypass with Partial Access..... 51

Figure 40 –Alternative 5: Short Bypass with Limited Access 52

Figure 41 –Alternative 6: Short Bypass with Access Control 53

Figure 42- Modified Planned Improvement Plus Alternative Intersection Alternative..... 61

Figure 43- Observed/Estimated Scatterplot 65

Figure 44- Speed Comparison..... 66

Figure 45 –Daily Traffic Assignment for Alternative 1 (Do Nothing) 68

Figure 46 – Daily Traffic Assignment for Alternative 2 (Planned Improvements) 69

Figure 47 – Daily Traffic Assignment for Alternative 3 (Planned Improvements Plus Alternative Intersections) 70

Figure 48 – Daily Traffic Assignment for Alternative 4 (Short Bypass option with Partial Access) 71

Figure 49 – Daily Traffic Assignment for Alternative 5 (Short Bypass option with Limited Access)..... 72

Figure 50 – Daily Traffic Assignment for Alternative 6 (Short Bypass option with Access Control)..... 73

Figure 51 –PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 1 (Do Nothing) 75

Figure 52 – PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 2 (Planned Improvements)..... 76

Figure 53 – PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 3 (Planned Improvements Plus Alternative Intersections) 77

Figure 54 – PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 4 (Short bypass option with Partial Access) 78

Figure 55 – PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 5 (Short Bypass option with Limited Access) 79

Figure 56 – PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 6 (Short Bypass option with Access Control) 80

| | |
|---|----|
| Table 1- Summary of Alternative Evaluation | 7 |
| Table 2- Names and Locations of Signalized Intersections within the Study Area | 16 |
| Table 3- Endangered Species in Prince William and Fauquier County | 37 |
| Table 4 - Western Bypass Options Screening Scores..... | 43 |
| Table 5 – Existing Roadway Improvement Options Screening Scores..... | 44 |
| Table 6 – Traffic Impacts of Each Alternative | 55 |
| Table 7 – Environmental Impacts of Each Alternative..... | 56 |
| Table 8 – Engineering Cost Analysis Assumptions..... | 57 |
| Table 9 – Engineering Criteria of Each Alternative | 58 |
| Table 10 – Summary of Evaluation Criteria | 59 |
| Table 11 – Traffic Assignment Accuracy Criteria | 63 |
| Table 12 – FHWA and VDOT Accuracy Criteria | 64 |
| Table 13 – Percent Root-Mean-Square Error | 64 |

US 29/US 15 Traffic Study for Prince William County

1 Executive Summary

This report summarizes the results of the US 29/US 15 traffic study. It was Initiated on January 26, 2017, after a kickoff meeting with project Stakeholders. The primary goal of the study was to investigate alternatives including bypasses to improve traffic conditions on US 29/US 15 and minimize the need to widen US 29/US 15 through the Buckland Historical District in the future. Due to the historical significance of the Buckland Historical District, Stakeholders were sensitive to widening US 29/US 15 outside the existing Right of Way (ROW).

This study begins with a review of all previous studies and investigates existing and baseline traffic conditions. The Prince William County Travel Demand Forecasting Model was used to create existing (2015) and future (2040) traffic predictions. The existing year's traffic projections were used to evaluate and validate the Travel Demand Model (TDM). The result of the model validation and reasonability testing is provided in Appendix A of this report. The TDM was then used to create baseline future (2040 Do Nothing) traffic projections.

The study area is shown in **Figure 5** and includes:

- The northern boundary along I-66
- The western boundary immediately west of Beverleys Mill Road (VA 600)
- The southern boundary along US 29 and US 29/US 15.

This study proposes different improvement options to address the traffic issues in the study area. The options included fifteen (15) long bypass options, with the southern termini along US 29/US 15 and the northern termini at I-66. The goal of these long bypass options was to divert traffic from US 29/US 15 as well as US 29 and US 15 by providing a new connection to I-66. Another set of options were devised with improvements to the existing roadway. These improvements included those in the Prince William County Thoroughfare Plan and those proposed in the Metropolitan Washington Council of Government's (MWCOG) Financially Constrained Long Rang Plan (CLRP). The study also reviews intersection improvements using the concept of alternative intersections. A third set of options are proposed to bypass the Buckland Historical District. Three (3) short bypass options are proposed.

After screening these options, the following six (6) alternatives were evaluated:

- 1- The Do Nothing Alternative (Shown in **Figure 35**)
- 2- The Planned Improvement Alternative (Shown in **Figure 36**)
- 3- The Planned Improvement Plus Alternative Intersections Alternative (Shown in **Figure 37**)
- 4- The Short Bypass Option with Partial Access (Shown in **Figure 39**)
- 5- The Short Bypass Option with Limited Access (Shown in **Figure 40**)
- 6- The Short Bypass Option with Access Control (Shown in **Figure 41**)

The six (6) alternatives are modeled using Prince William County's TDM. The required traffic and mobility performance measures were extracted after post-processing the results of the TDM. The

measures include the traffic, mobility, engineering, and environmental criteria. These were evaluated for the proposed alternatives. The summary of the evaluation results are shown in **Table 1**:

Table 1- Summary of Alternative Evaluation

| Alternatives | TRAFFIC | | | | | | | ENVIRONMENTAL | | | ENGINEERING | | | | | |
|---|-------------------------------|-------------------------------|-----------------------------|--------------------------------------|--|---|--|------------------------------------|--|--|--|---------------------------------------|-----------------------------------|-------------------|---------------------------------|---|
| | Vehicle Miles of Travel (VMT) | Vehicle Hours of Travel (VHT) | Average Network Speed (MPH) | Total ADT Entering Key Intersections | Average Volume to Capacity (V/C) Ratio | US 29 ADT thru Buckland Historic District | Average Travel Time on US 29 from I-66 to VA 600 | Wetland Acres Potentially Affected | Battlefield Core Area Acres Potentially Affected | Battlefield Acres Potentially Affected | Properties within 300 ft Swath Width of Bypass | Number of Potential Full Take Parcels | Structures Affected (square feet) | Bypass Length (m) | Potential ROW Cost (\$Millions) | Planning Level Construction Cost (\$Millions) |
| Do Nothing | 1,298,000 | 78,000 | 16.7 | 447,000 | 0.87 | 53,500 | 10:18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Planned Improvements | 1,253,200 | 30,879 | 40.6 | 404,000 | 0.60 | 48,000 | 9:22 | 12 | 34 | 124 | 0 | 0 | 6,400 | 0 | \$5-6M | \$101M |
| Planned Improvements plus Alternative Intersections | 1,281,600 | 30,673 | 41.8 | 421,000 | 0.60 | 51,500 | 8:42 | 12 | 34 | 124 | 0 | 0 | 6,400 | 0 | \$5-6M | \$109M |
| Short Bypass with Partial Access | 1,282,200 | 30,720 | 41.7 | 410,000 | 0.59 | 40,500 | 8:39 | 21 | 43 | 176 | 34 | 19 | 6,400 | 2.2 | \$9-10.5M | \$200M |
| Short Bypass with Limited Access | 1,286,300 | 30,730 | 41.9 | 409,000 | 0.60 | 38,500 | 8:37 | 22 | 43 | 166 | 33 | 12 | 6,400 | 2.0 | \$8.5-10M | \$216M |
| Short Bypass with Full Access Control | 1,276,100 | 30,050 | 42.5 | 401,000 | 0.59 | 38,500 | 8:37 | 21 | 52 | 165 | 40 | 24 | 6,400 | 2.3 | \$9-10.5M | \$235M |

Table 1 shows first that the traffic flow deteriorates significantly under the Do Nothing alternative. Second, the short bypass options slightly improve the traffic performance compared to the “Planned Improvements” alternative and the “Planned Improvements Plus Alternative Intersections” alternative but impacts historic properties and adjacent residential properties at a high cost (in the order of 200 million dollars). The Planned Improvement Plus Alternative Intersection Alternative exhibits better traffic and mobility performance compared to the Planned Improvement Alternative. As such, the Planned Improvement Plus Alternative Intersection with modifications has the most promising performance based on the evaluation results.

The most important characteristics of the modified Planned Improvement Plus Alternative Intersections Alternative is as follows (as shown in **Figure 1**):

- Alternative intersection improvements will be considered as the following intersections:
 - Vint Hill and US 29/US 15
 - US 29 and US 15 intersection
- Widening of US 15 from Madison Ridge Place, just north of US 15, to VA 55 (John Marshall Highway) from 2 lanes to 4 lanes.
- US 29 from US 15 intersection to VA 55 (John Marshall Highway) will be widened from 4 lanes to 6 lanes.
- Old Carolina Road, Thoroughfare Road, Carver Road, and VA55 (from VA 600 to US 15) will be widened from 2 lanes to 4 lanes.
- The new four-lane McGraw’s Corner Drive and Haymarket bypass will be constructed.
- All other planned projects, such as the new railroad bridge on Route 15, will also be completed.

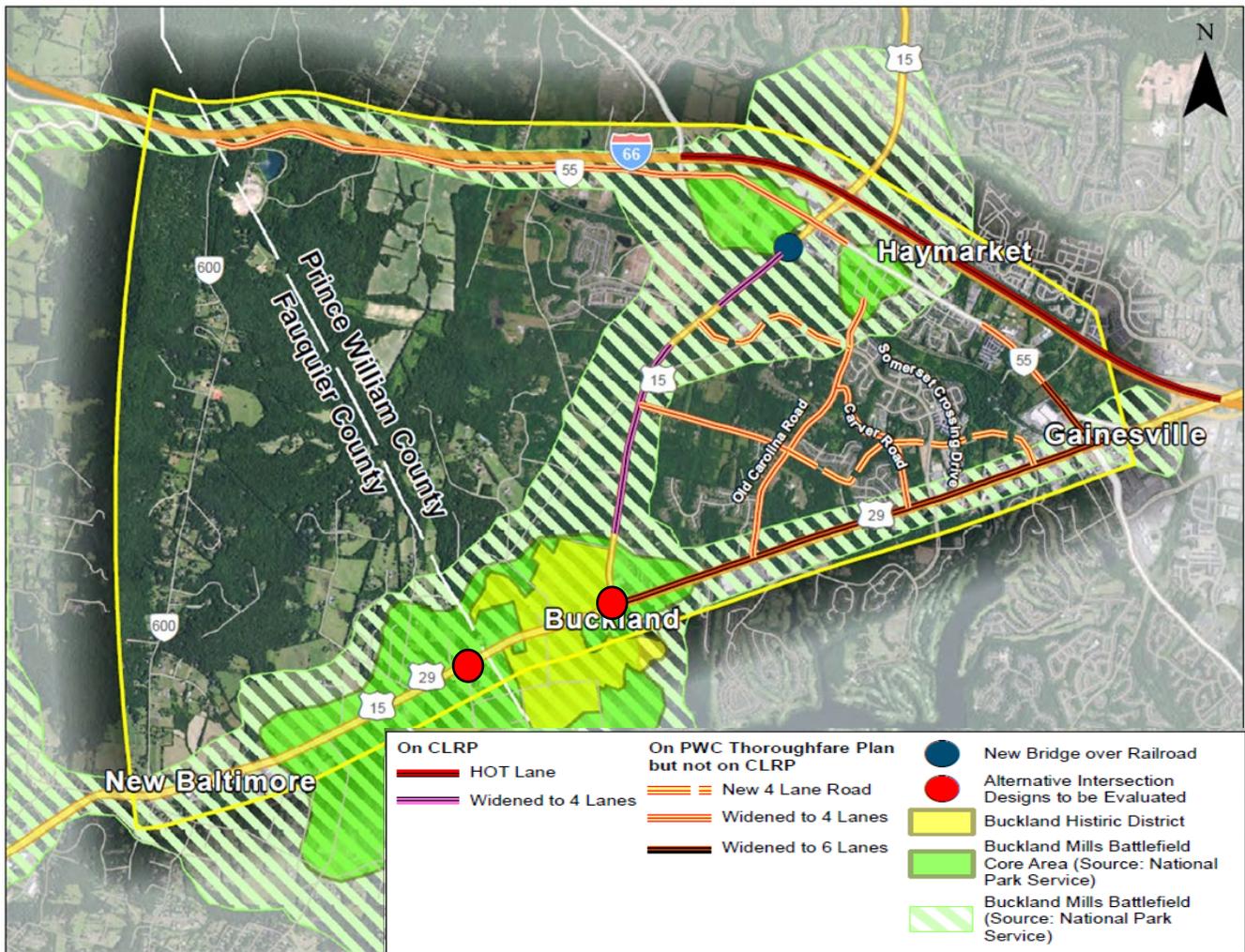


Figure 1- Modified Planned Improvement Plus Alternative Intersection Alternative

2 Goals and Objectives

The goals and objectives of this study were defined in the kick-off meeting on January 26, 2017 as follows:

- **Reduce Traffic Impacts on the Buckland Historical District:** The primary goal of the study is to investigate alternatives including bypasses to improve traffic conditions on US 29/US 15 and minimize the need to widen US 29/US 15 through the Buckland Historical District in the future (**Figure 2**).

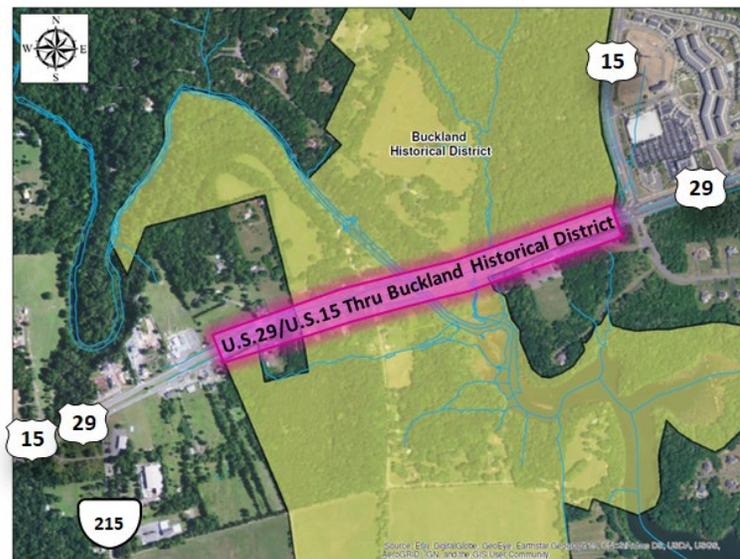


Figure 2- Section of US 29 and US 15 through the Buckland Historical District

- **Reduce Congestion:** Traffic congestion is a critical issue in the Buckland area. **Figure 3** shows the traffic condition of the US 29 and US 15 intersection at 10:00 AM on January 19, 2017. The camera is facing west towards US 29 and is showing the traffic leaving the Buckland area.
- **Preserve and Minimize Impacts to Historical Sites and Cultural, Scenic, Agricultural and Recreational Resources:** An important goal of this study is to reduce any impact on historical, cultural, scenic, agricultural and recreational resources. These important locations will be considered during the proposition of different alignments.
- **Protect the Environment in Terms of Air Quality, Steams, and Water Resources:** As a precursor to the National Environmental Protection Act (NEPA) documents, this study addresses environmental impacts.



Figure 3- Congestion on US 29 (at US 29/ US 15 Intersection) towards I-66, camera facing Buckland Area.

Objectives and Measures Of Effectiveness (MOEs) were defined to achieve each of the goals. The level of attainment of each objective was evaluated based on its MOEs. The MOEs provide a measurable tool to evaluate and assess each alternative in terms of the predefined goals and objectives.

A summary of the goals and objectives of this study are shown in **Figure 4**.

| Goals for a Bypass | Objectives for a Bypass |
|--|--|
| Improve Quality of Traffic Flow and Safety | Reduce Congestion |
| | Reduce Crashes |
| Reduce Traffic Impacts to the Buckland Historic District | Minimize Right-of-Way Acquisition |
| | Minimize Land Use Impacts |
| | Minimize Impacts to Properties |
| Preserve and Minimize Impacts to Historic and Cultural Resources | Minimize Impact to Historical Sensitive Sites, Historical Resources and Conservation Easements |
| | Minimize Impact to Scenic and Recreational Resources |
| | Minimize Impacts to Agricultural Resources |
| Protect the Environment in Terms of Air Quality, Streams and Water Resources | Reduce Emissions |
| | Minimize Impact on Wetlands |
| | Minimize Impact on Flood Zones |
| | Minimize Impact on Endangered Species |

Figure 4- Goals and objectives of the US 29/US 15 Traffic Study

3 Background

This section provides a brief review of the historical background and significance of the Buckland area. The history of the Study area largely affects the decision-making process of this study.

3.1 Early Beginnings

Buckland stands on lands originally part of the Broad Run Tract and were owned by the sixth Lord Fairfax who later conveyed the land to Robert (King) Carter. The Carter family ran a mill on the property until they sold the land to Samuel Love in 1774. Love proceeded to build a main house and in November 1779, petitioned the Virginia General Assembly for improvement of the nearby road. This road, Carolina Road, had once been named the Iroquois Trail. It was used by Native Americans to travel to North Carolina to trade with other tribes and became a main travel route through the region after the Treaty of Albany in 1722. Love's petition was granted and resulted in the realignment of the old Carolina Road to run directly to the mill in Buckland. The town of Buckland was then laid out along the new road. Over the years, a distillery, blacksmith, tannery, stores, and secondary structures for the production of farm goods were built along Carolina Road.

In 1787, after the death of his father, John Love inherited the main house and erected a second mill on Broad Run called Kinsley Mill. On January 15, 1798, the Virginia Assembly established the town of Buckland, and its 48 lots followed John Love's layout for the town. Buckland developed a reputation for its horses when John Love and his brother Samuel became among the first in America to import fine Arabian and European horses. From the 1780's to the turn of the 19th century, the Love's ran a largescale operation and created bloodlines that are among the foundations of modern thoroughbreds. John Love had correspondence with George Washington about supplying horses to the United States Army and Washington later purchased one of Love's horses for his own use.

3.2 Road to the Civil War

In 1808, John Love formed the Fauquier-Alexandria Turnpike Company and erected a road from the Little River Turnpike directly to Buckland. When the company was renamed Alexandria-Warrenton Turnpike Company in 1821, the road was extended from Buckland to Warrenton. The creation of the roadway absorbed 4 of Buckland's original 48 lots and was constructed using the revolutionary McAdam paving process. This road was the first well-maintained route for the transportation of crops and goods to the port of Alexandria, becoming a standard for other major roads and the basis for Lee Highway (US 29). Buckland grew with a string of visits from notable people of that time and the addition of new enterprises (including the Pony Express and a stagecoach line).

The town of Buckland experienced frequent activity of both Union and Confederate armies during the Civil War due to its mills and proximity to the Warrenton Turnpike, an essential route for east-west travel. Buckland was enveloped during the Battle of Second Manassas when the first shots were fired from the stone bridge over Broad Run on Warrenton Turnpike. Forces under the command of Union Generals Davies and Custer were met by Confederate Generals Fitz Lee and Stuart's men on Warrenton Turnpike. Custer's army was separated from Davies and his men when Fitz Lee's command retook the stone bridge and advanced on Custer.

3.3 Looking Forward

After the Civil War, technology continued to advance to railroads and steam power, which reshaped the way of life in America. However, Buckland remained relatively undisturbed. The Town of Buckland remains a quintessential stagecoach town with early industrialization technologies used in its mills and factories and is protected under the National Register of Historic Places. In recent years, the residents of Buckland have banded together to buy properties and preserve its history. The original town structures are well-maintained and the town serves as an important archeological study site to better understand the inner workings of an Old Virginia town and preserve this information for younger generations.

4 Study Area

The study area of this project is shown in **Figure 5**. As seen in this figure, the boundary of the study area is defined as follows:

- The northern boundary is set at I-66.
- The western boundary is set at Beverleys Mill Road (VA 600).
- The eastern boundary is located near the interchange of I-66 and US 29 at Gainesville (interchange on approximate Mile Post 43 of I-66).
- The southern boundary is set south of US 29.

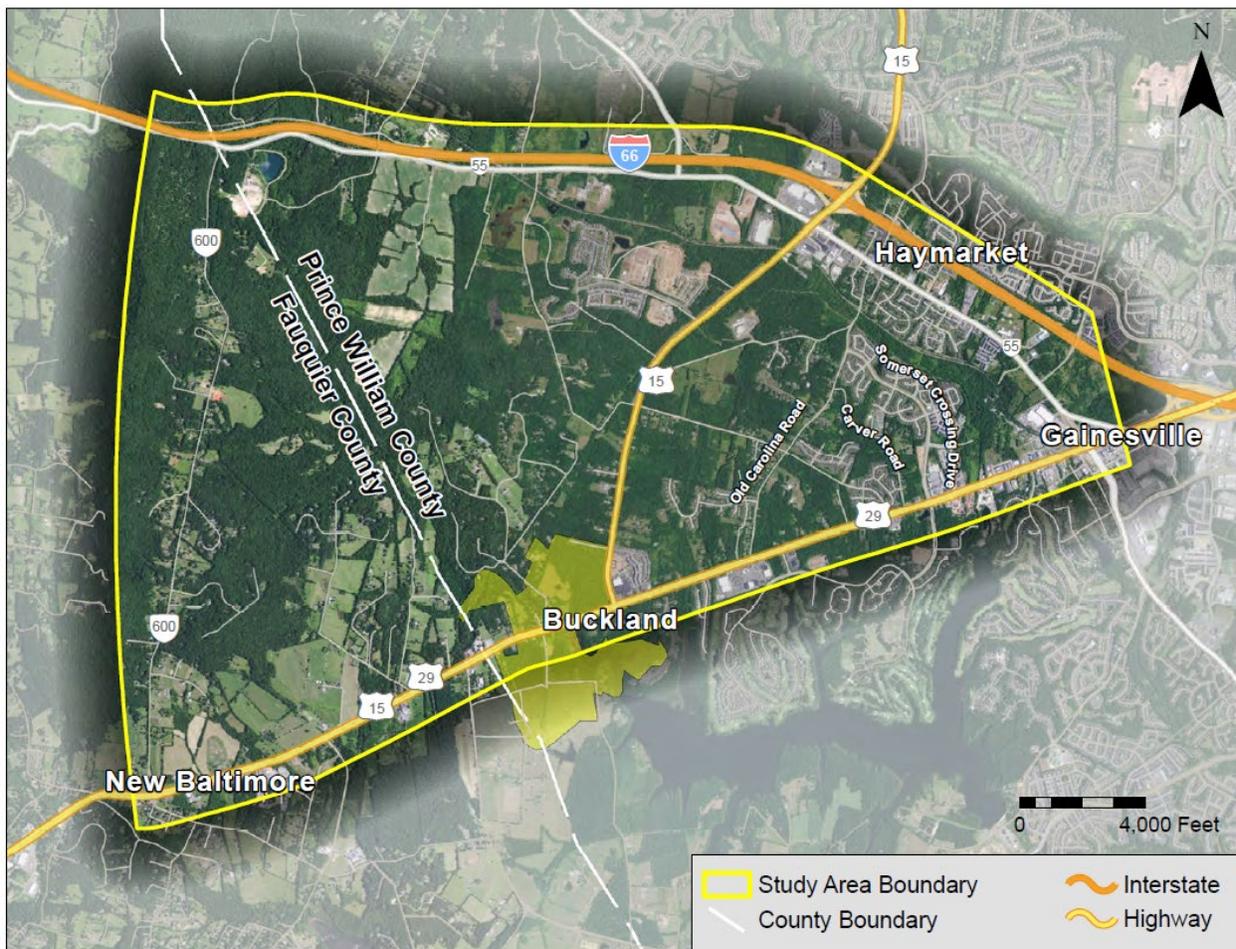


Figure 5- Study Area

5 Existing Roadway Network and Traffic Condition Within the Study Area

This section describes the overall traffic and geometric condition of the roadways within the study area. This planning level traffic analysis describes the “daily” traffic condition in the study area. The traffic characteristics include roadway geometry, traffic control, volumes, travel speeds, travel times, and safety. These traffic data will enhance our understanding of traffic condition in the study area.

5.1 Existing Roadway Geometry and Traffic Characteristics of the Study Area

This section describes the geometric and traffic characteristics of the roadway network within the study area. **Figure 6** shows the existing roadway hierarchy, number of lanes, signalized intersections, Average Annual Daily Traffic (AADT, 2015)¹, and shared use pedestrian paths in the study area. The data on existing roadway geometry and traffic control is based on field observations and Google map data. The characteristics of the major roadways in the study area are described below.

- I-66 is an important interstate highway that passes through the study area. The existing cross section of I-66 consists of four (4) lanes from I-81 to the US 29 interchange. East of the US 29 interchange, I-66 consists of three (3) lanes and one HOV lane in each direction. The concurrent HOV lane on I-66 extends from US 29 to I-495. Usage of the HOV lanes is restricted for single occupant vehicles in the peak direction during the peak periods on weekdays. The eastbound direction is restricted during the AM peak period (from 5:30 AM to 9:30 AM) and the westbound direction is restricted during the PM peak period (from 3:00 PM to 7:00 PM). I-66 is the most heavily traveled roadway in the study area. The 2015 AADT on I-66 was approximately 50,000 vehicles per day west of Haymarket and approximately 52,000 vehicles per day east of Haymarket.
- Lee Highway (US 29) is an important and congested roadway in the study area, which traverses through the Buckland Historic District. Lee Highway has a southwest to northeast orientation in the study area and is classified as a primary road (principal arterial). Both US 29 and US 15 traverse concurrently on Lee Highway from Warrenton to the US 15 intersection (the point that the two routes diverge). Due to the differences in landuse characteristics of Lee Highway, the portion within the study area west of the US 15 intersection is classified as a rural roadway and the portion east of the US 15 intersection is classified as an urban roadway. The existing cross section on Lee Highway consists of four (4) lanes. There are nine (9) signalized intersections along Lee Highway within the study area. The highest 2015 AADT on Lee Highway was approximately 51,000 vehicles per day on the section immediately west of the Prince William–Fauquier County Border.
- James Madison Highway (US 15) is an important north-south roadway in the study area and is currently classified as a primary road. The land use in the vicinity of James Madison Highway primarily consists of farm and agricultural lands. The existing cross section on James Madison Highway consists of two (2) lanes. There are five (5) signalized intersection along James Madison Highway in the study area. The year 2015 AADT on this section of US 15 was approximately 16,000 vehicles per day.

¹ Based on VDOT count books available at <http://www.virginiadot.org/info/ct-trafficcounts.asp>

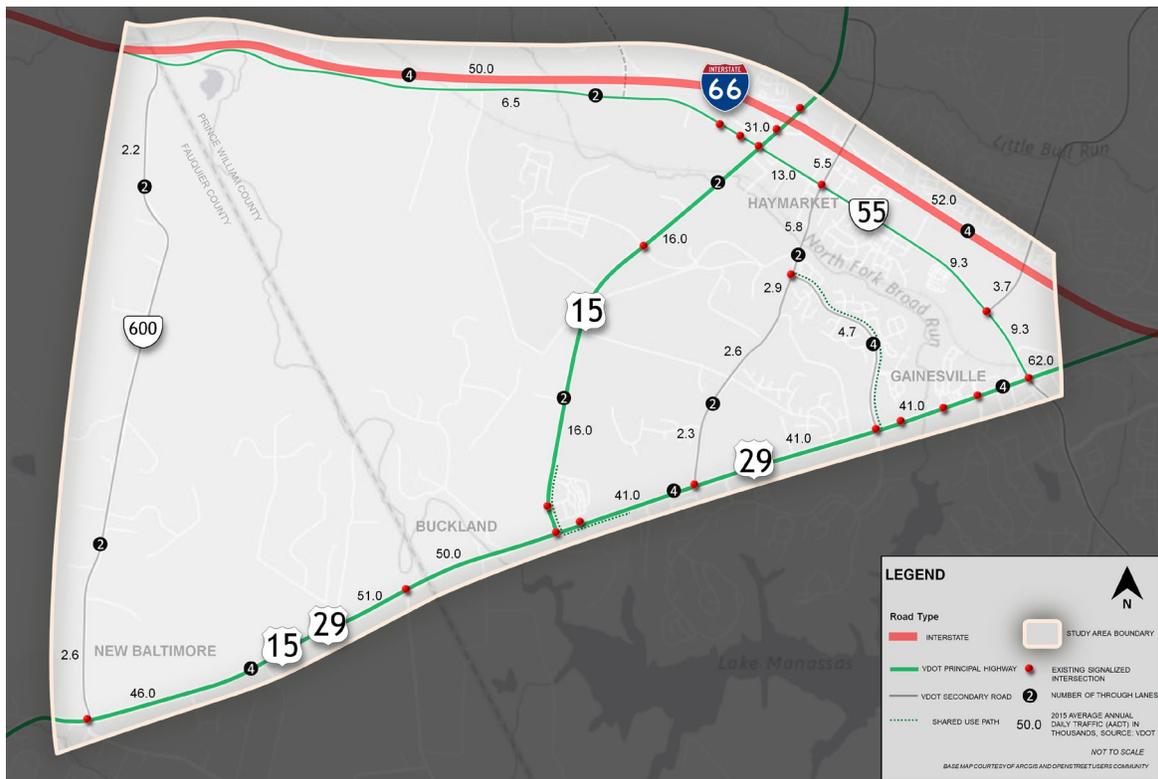


Figure 6- Geometric and Traffic Characteristics of the Study Area

- John Marshall Highway (VA 55) traverses parallel to the northern border of the study area from I-66, near Beverlys Mill Road, to Lee Highway. John Marshall Highway is currently classified as a minor arterial. The land use in the vicinity of John Marshall Highway primarily consists of farm and agricultural lands. The section of John Marshall Highway in Haymarket exhibits a more urbanized traffic operation (with turn lanes, sidewalks and bikeways). The section from US 15 to Greenhill Crossing Drive is known as Washington Street. The existing cross section on John Marshall Highway consists of two (2) lanes. There are six (6) signalized intersections on James Madison Highway, in the study area. The year 2015 AADT on this section of VA 55 was approximately 6,500 vehicles per day.
- Old Carolina Road traverses parallel to James Madison Highway. Old Carolina Road is currently classified as a minor arterial. The landuse in the vicinity of Old Carolina Road is primarily residential. The existing cross section on Old Carolina Road consists of two (2) lanes. There are two (2) signalized intersections along Old Carolina Road. Its highest 2015 AADT was approximately 5,800 vehicles per day on the section between Somerset Crossing Drive and Washington Street.
- Somerset Crossing Drive is located between Old Carolina Road and Lee Highway. Somerset Crossing Drive is currently classified as a minor arterial. The landuse in the vicinity of Somerset Crossing Drive is primarily residential. The existing cross section on Somerset Crossing Drive consists of four (4) lanes. Its 2015 AADT was approximately 4,700 vehicles per day. A shared use path runs along Somerset Crossing Drive.
- Beverlys Mill Road (VA 600) is located between John Marshall Highway and Lee Highway and runs along the eastern hillside of Pond Mountains. Beverlys Mill Road is currently classified as a minor collector. The landuse in the vicinity of Beverlys Mill Road is primarily residential and agricultural.

The existing cross section on Beverleys Mill Road consist of two (2) lanes. Its 2015 AADT was approximately 2,600 vehicles per day.

- Vint Hill Road (VA 215) is not in the defined study area. However, it has an inevitable impact on the study. Vint Hill Road is located between Lee Highway and VA 28 and is currently classified as a minor arterial. The land use in the vicinity of Vint Hill Road is primarily agricultural. The existing cross section on Vint Hill Road consists of two (2) lanes. Its 2015 AADT was approximately 10,000 vehicles per day.

The names of the signalized intersections in the study area are provided in **Table 2**. There are a total of nineteen (19) signalized intersections in the study area.

Table 2- Names and Locations of Signalized Intersections within the Study Area

| List of Major Intersections – Prince William County Study Area | |
|--|---|
| US 29 (Lee Hwy) | |
| 1 | US 29 / US 15 (Lee Hwy) @ Vint Hill Road |
| 2 | US 29 (Lee Hwy) @ US 15 (James Madison Hwy) / Arrow Leaf Turn |
| 3 | US 29 (Lee Hwy) @ Crescent Park Drive |
| 4 | US 29 (Lee Hwy) @ Old Carolina Road / Stonewall Shops Square |
| 5 | US 29 (Lee Hwy) @ Somerset Crossing Drive / Baltusrol Blvd |
| 6 | US 29 (Lee Hwy) @ Gainesville Square Shopping Center |
| 7 | US 29 (Lee Hwy) @ Webb Drive |
| 8 | US 29 (Lee Hwy) @ McGraws Corner Drive/ Virginia Oaks Drive |
| 9 | US 29 @ VA 55 (John Marshall Hwy) - Interchange |
| US 15 (James Madison Hwy) | |
| 10 | US 15 (James Madison Hwy) @ Madison Ridge Place |
| 11 | US 15 (James Madison Hwy) @ Market Ridge Blvd |
| 12 | US 15 (James Madison Hwy) @ VA 55 (John Marshall Hwy) / Washington Street |
| 13 | US 15 (James Madison Hwy) @ Southern Crossover Intersection of I-66 Interchange |
| 14 | US 15 (James Madison Hwy) @ Northern Crossover Intersection of I-66 Interchange |
| VA Route 55 (John Marshall Hwy) | |
| 15 | VA 55 (John Marshall Hwy) @ Catharpin Road |
| 16 | VA 55 (John Marshall Hwy/Washington Street) @ Jefferson Street |
| 17 | VA 55 (John Marshall Hwy) @ Trading Square (Eastern Intersection) |
| 18 | VA 55 (John Marshall Hwy) @ Trading Square (Western Intersection) |
| Somerset Crossing Drive | |
| 19 | Somerset Crossing Drive @ Entrance to Somerset Crossing Shopping area |

The pedestrian and bicycle facilities on major roadways within the study area are shown in **Figure 7**. As can be seen in this figure, there are incomplete trail connections within the study area. The lengths of sidewalks near the major intersections of the study area (US 29/US 15, US 29/VA 55, US 15/VA 55) are limited.



Figure 7- Location of pedestrian and bicycle facilities

The Average Annual Daily Traffic (AADT) in the Buckland area has slightly increased in the past 10 years. As shown on **Figure 8**, the AADT on US 29 between Vint Hill and the US 15 Intersection increased from 47,000 in 2005 to 51,000 in 2015. This is equivalent to an annual growth rate of 0.8% in AADT. The orange line in **Figure 8** depicts the trend of AADT. Based on existing trends in traffic growth, it is anticipated that the AADT will reach 52,000 in 2020. However, a more accurate estimate, based on regional growth trends, will be provided in the travel demand modeling section of this report.

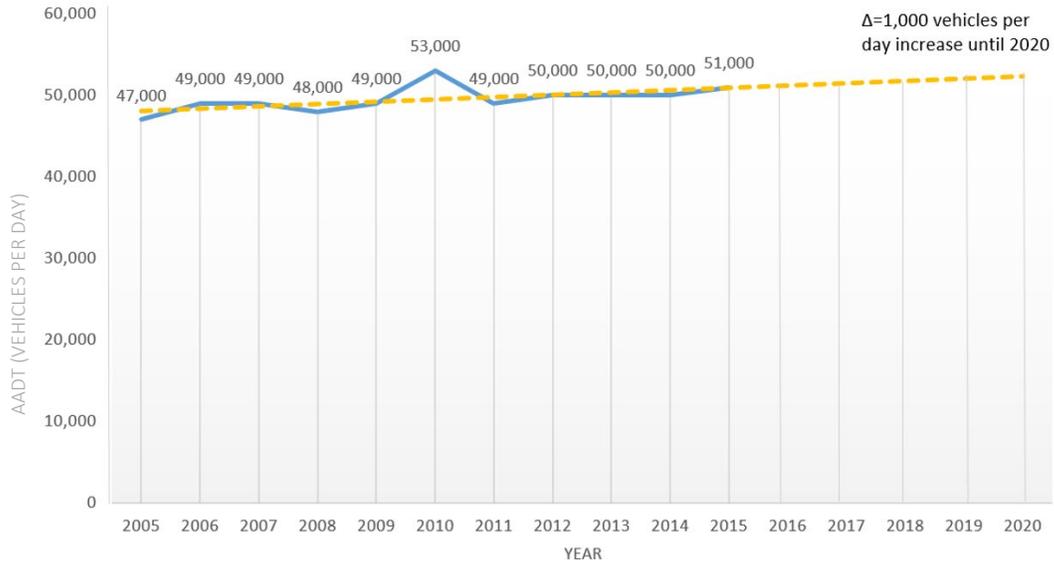


Figure 8- AADT trend on US 29 between Vint Hill and US 15 intersection from 2005 to 2015

5.2 Travel Speeds and Travel Times

This section quantifies the level of congestion within the study area using travel speeds and times. The travel times on US 29 between Vint Hill Road and VA 55 from 2010 to 2016 are summarized in **Figure 9** and **Figure 10** for the weekday AM peak period (from 7:00 to 9:00 AM) and PM peak period (from 5:00 to 7:00 PM), respectively, using INRIX data. These figures show that travel times decreased in the northbound direction from 2010 to 2016. Similarly, travel times in the southbound direction show a decreasing trend. There has been a slight increase in the travel times from 2012 to 2014, a result of construction activities on the US 29/VA 55 intersection. A similar pattern can be recognized in the PM peak period.

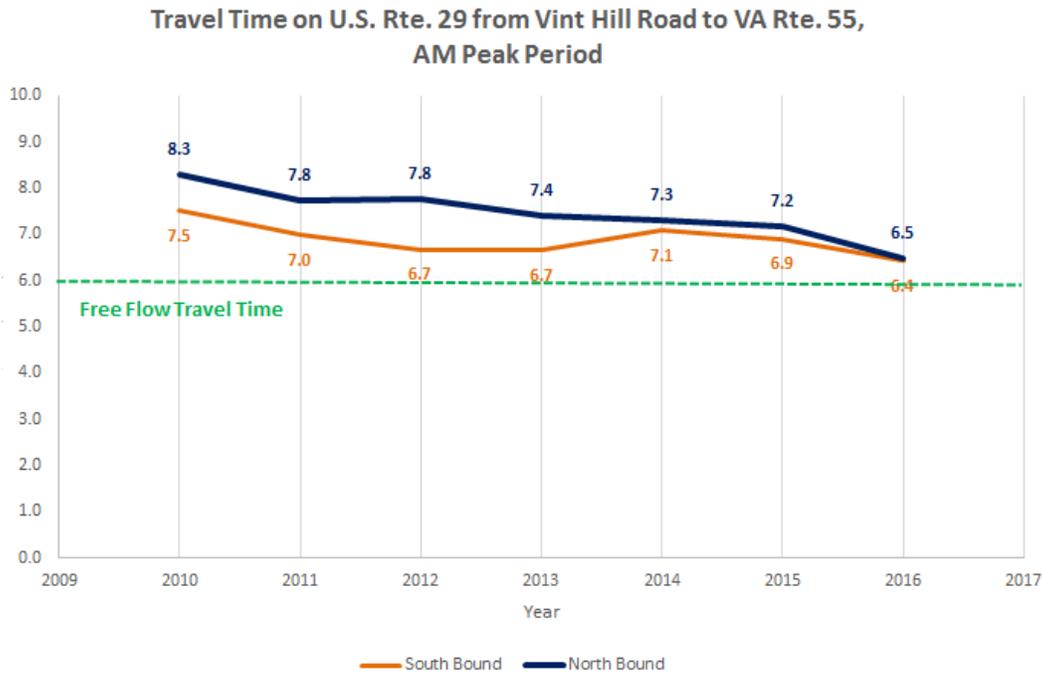


Figure 9- Travel Time Trend on US 29 between Vint Hill and VA 55 Intersection from 2010 to 2016 during the AM Peak (From 7:00 to 9:00 AM)

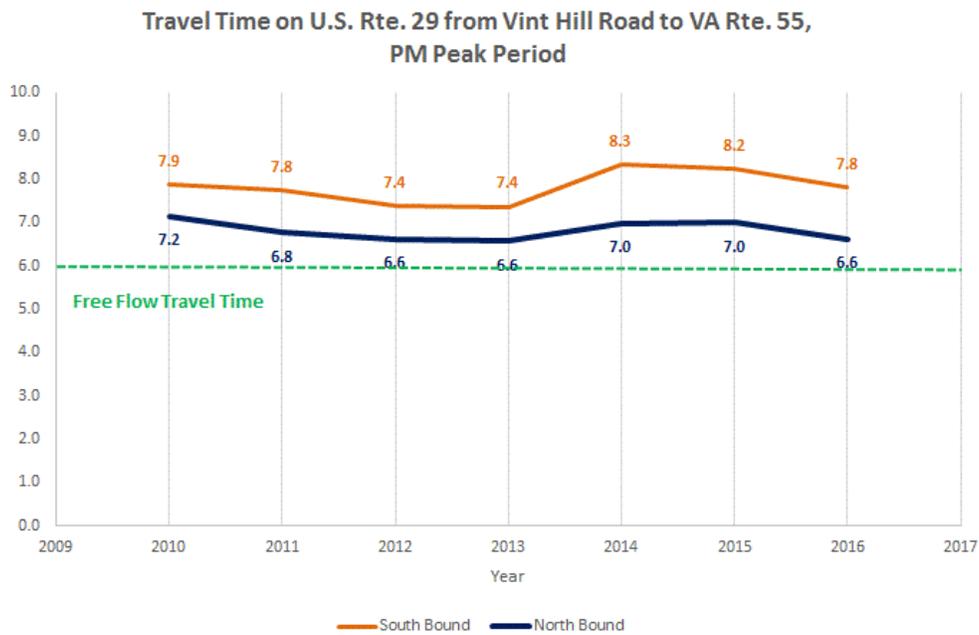


Figure 10- Travel Time Trend on US 29 between Vint Hill and VA 55 Intersection from 2010 to 2016 during the PM Peak (From 5:00 to 7:00 PM)

Although travel times have improved over the last few years, travel speeds still indicate a congestion on US 29 and US 15, two of the most important roads within the study area. The travel speeds on US 29 during the AM and PM peak periods are shown in **Figure 11** and

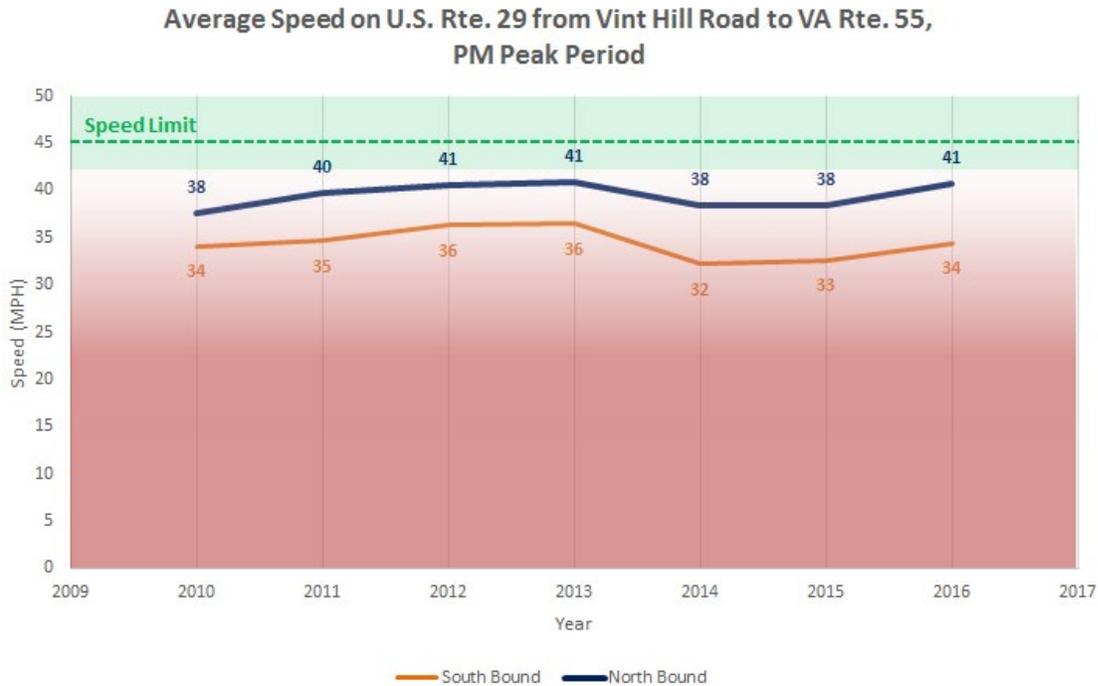


Figure 12, respectively, for the period of 2010 to 2016, using INRIX data. As can be seen in this Figure 11, especially during the AM peak period, southbound US 29 experiences heavy congestion. The travel speed is 75% of the free-flow travel speed, indicating that the facility is saturated and the capacity of US 29 is insufficient to handle the traffic demand.

On the other hand, travel speed on US 15 has been consistently deteriorating. Both southbound and northbound traffic experiences congestion in both AM and PM peak periods. The trends of the travel speeds on US 15 from US 29 to I-66 during the AM and PM peak period from 2010 to 2016 are shown in **Figure 13** and **Figure 14**, respectively.

The travel speed data indicates that both US 29 and US 15 experience congestion during both AM and PM peak periods. Remedial measures are required to mitigate further increase in the congestion level as a result of increase in traffic volumes.

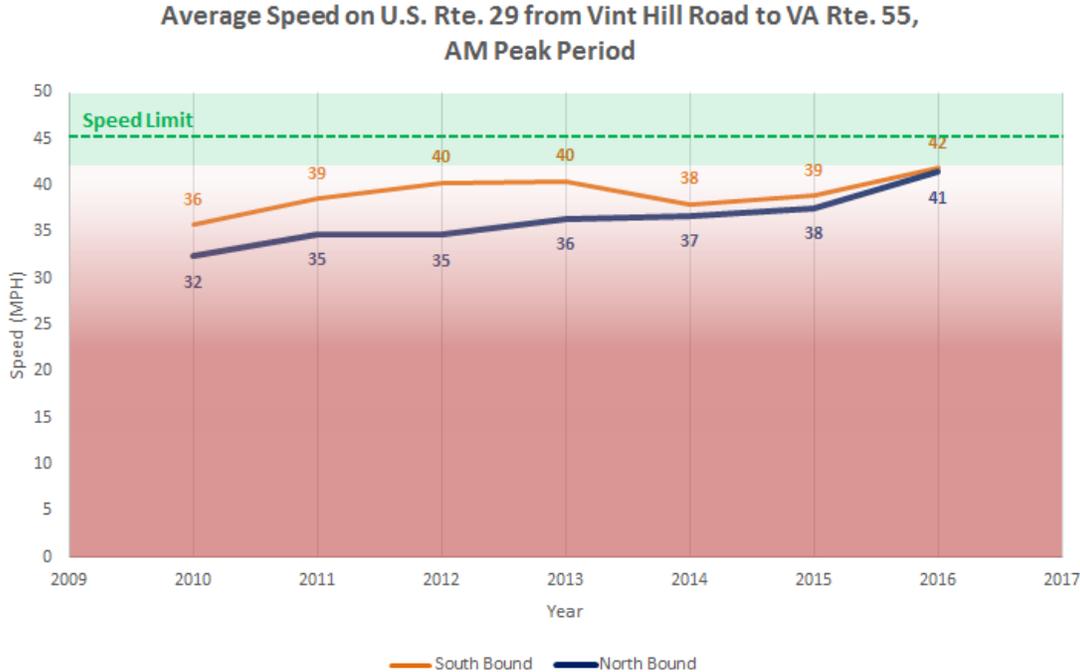


Figure 11- Travel Speed Trend on US 29 between Vint Hill and VA 55 Intersection from 2010 to 2016 during the AM Peak (7:00 to 9:00 AM)

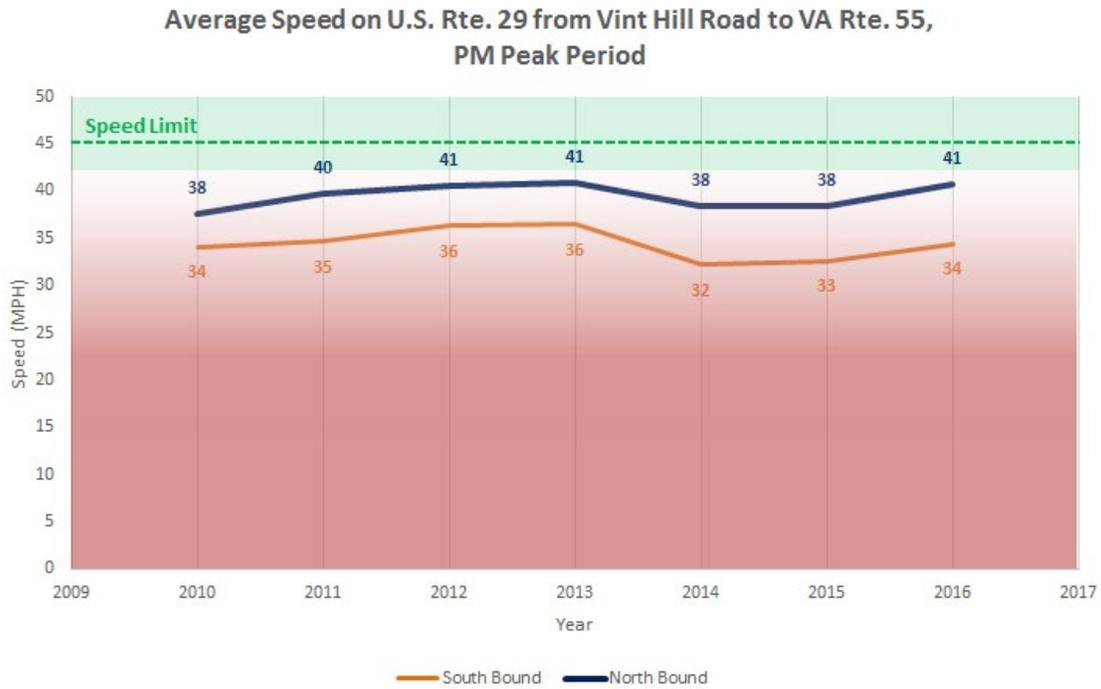


Figure 12- Travel Speed Trend on US 29 between Vint Hill and VA 55 Intersection from 2010 to 2016 during the PM Peak (5:00 to 7:00 PM)

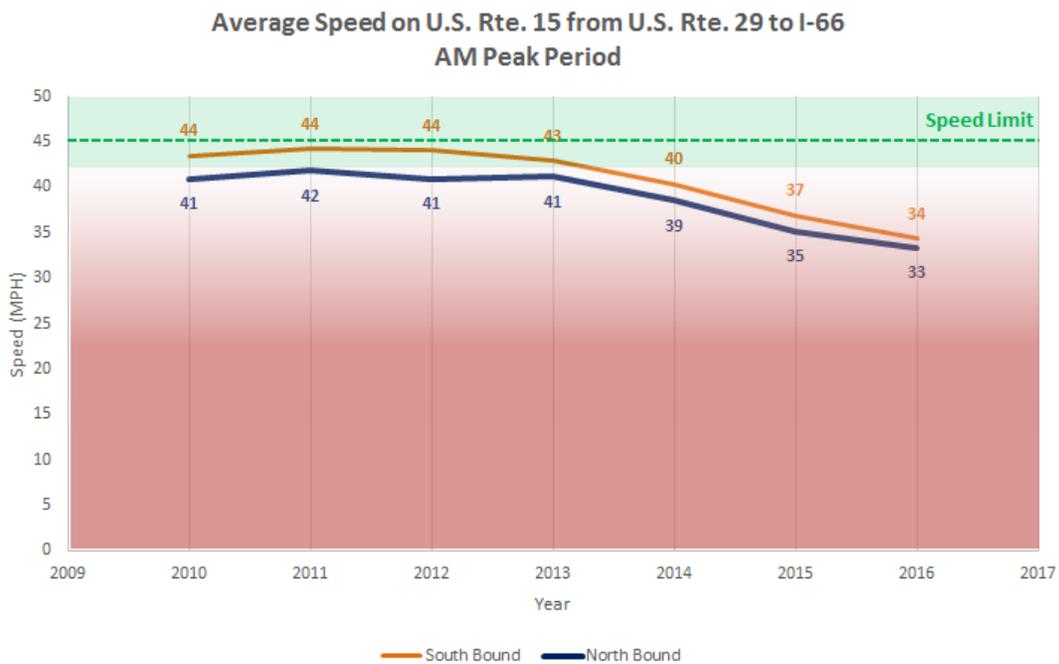


Figure 13- Travel Speed Trend on US 15 between US 29 and I-66 Intersections from 2010 to 2016 during the AM Peak (7:00 to 9:00 AM)

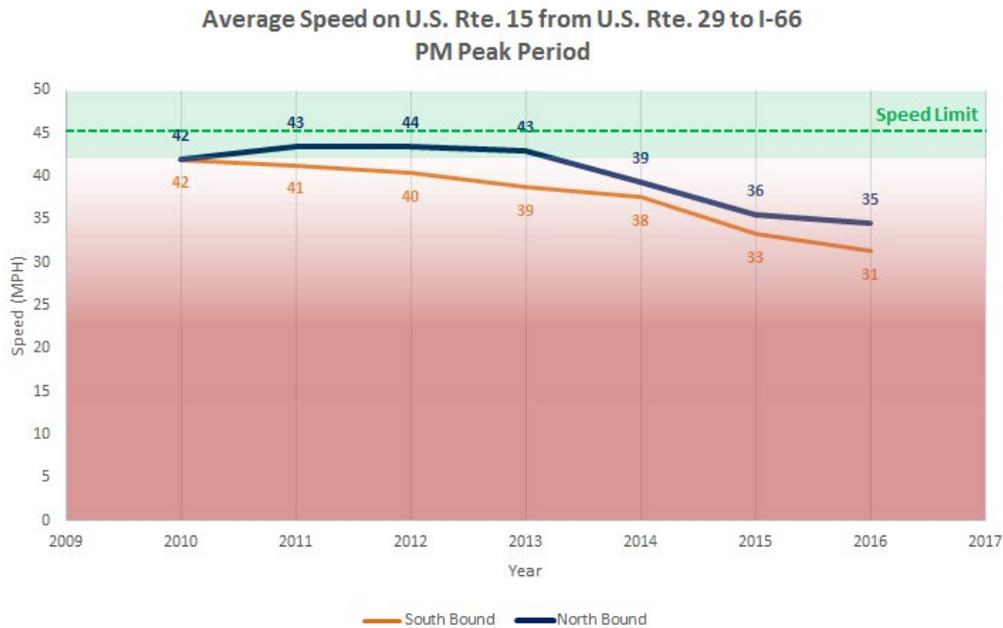


Figure 14- Travel Speed Trend on US 15 between US 29 and I-66 Intersections from 2010 to 2016 during the PM Peak (5:00 to 7:00 PM)

5.3 Safety

This section provides an analysis of the crashes in the last three years on major roadways and intersections within the study area. The analysis includes the number of reported crashes, severity of crashes, analysis of crash types, and crash rate estimates.

The crash data used are extracted from the VDOT crash database. **Figure 15** shows the location of crashes that were reported from January 1, 2013 to December 31, 2015, within the study area. There were 776 reported crashes in the study area over the three (3) year analysis duration. Most crashes occurred in the proximity of intersections. The colors on the map indicate the severity of crashes. No fatal crashes (Type K) were reported within the study area. Most crashes were Property Damage Only (PDO) crashes. There were 541 reported PDO crashes in the study area during the three years analyzed. The second highest crash severity type belongs to the visible injury crashes (Type B), with 131 reported crashes.

As can be seen in **Figure 16**, among all the major roadways in the study area, the number of crashes was highest on US 29. There were 500 reported crashes on US 29 within the boundary of the study area (from VA 600 to the Norfolk Southern Railway underpass). This does not necessarily indicate a lower level of safety on US 29, as will be later discussed. US 15 (from US 29 to I-66 interchange) had the second highest number of crashes, with 117 reported crashes.

The number of crashes correlates to traffic volume. Roadways that have higher traffic volumes typically have a higher number of reported crashes due to higher exposure. Crash rates are used to take this effect into account and provide a normalized measure of traffic safety. The crash rates of major roadways in the study area during the three (3) year analysis period are shown in **Figure 17**. US 15 from the US 29 intersection to the I-66 interchange has the highest crash rate in the study area. The crash rate of US 15 in this section is approximately 244 crashes per 100 million miles of travel. This is significantly higher than the statewide average crash rate for this type of roadway (approximately 163 in 2014). Two different functional classifications are assigned to US 29 within the study area. The section from VA 600 to the US 15 intersection is classified as rural principle arterial. The section from US 15 to the Norfolk Railway underpass is classified as urban principle arterial. The crash rates on both Sections of US 29 are also higher than the statewide average.

Injury crash rates are also an important performance measure in traffic safety analysis. The injury crash rates on major roads within the study area are shown in **Figure 18**. These crashes include all fatal and injury crashes (e.g., Types K, A, B, and C). The total crash rate of US 15 is higher than statewide, while the injury crash rate on US 15 is lower than statewide. However, US 29 from US 15 to the Norfolk Railway underpass has the highest injury crash rate, which also exceeds the statewide average.

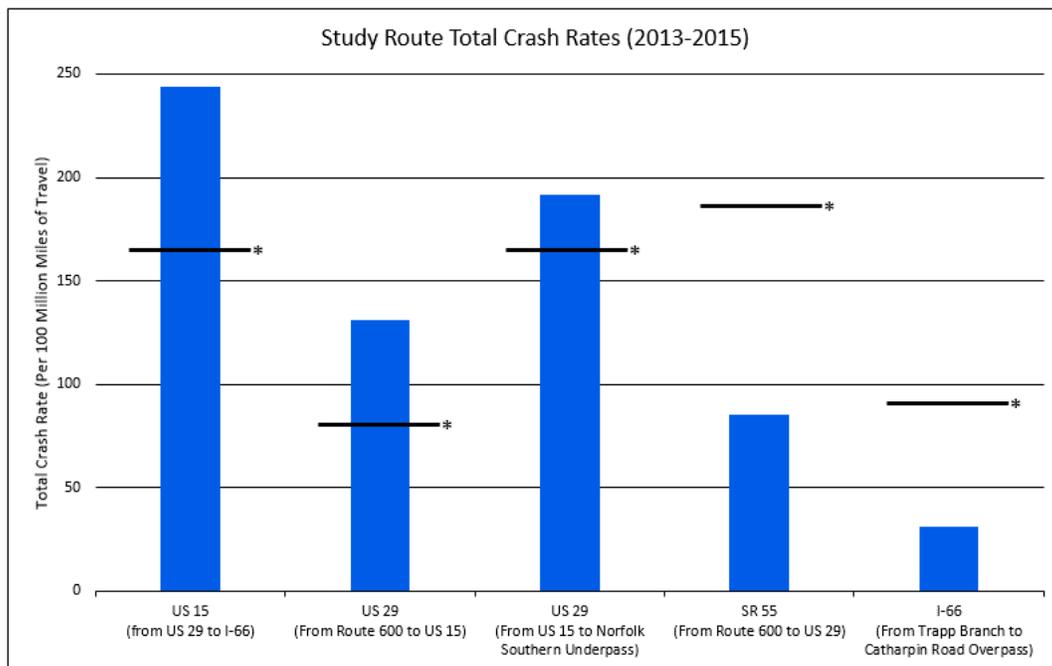


Figure 17- Crash Rates on Major Roadways in the Study Area compared to Statewide Average Rates (from 2013-2015)

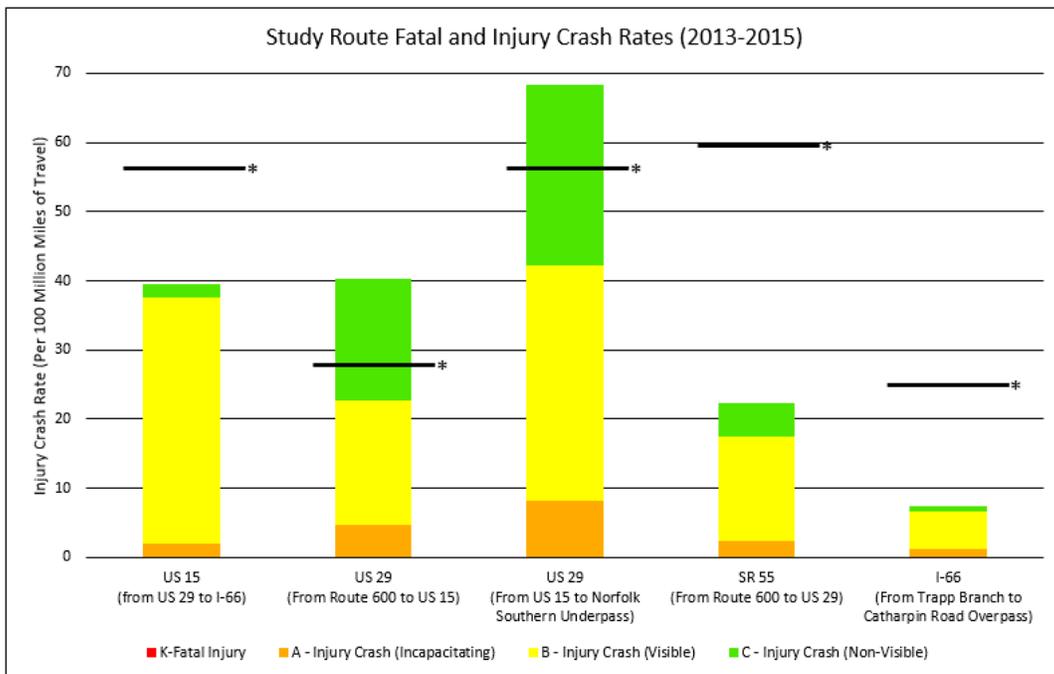


Figure 18- Injury Crash Rates on Major Roadways in the Study Area compared to Statewide Average Rates (from 2013-2015)

The types of crashes in the study area are shown in **Figure 19**. The majority of crashes in the study area were rear end collisions. This crash type is usually caused by congestion and abrupt changes in speed such as at signalized intersections.

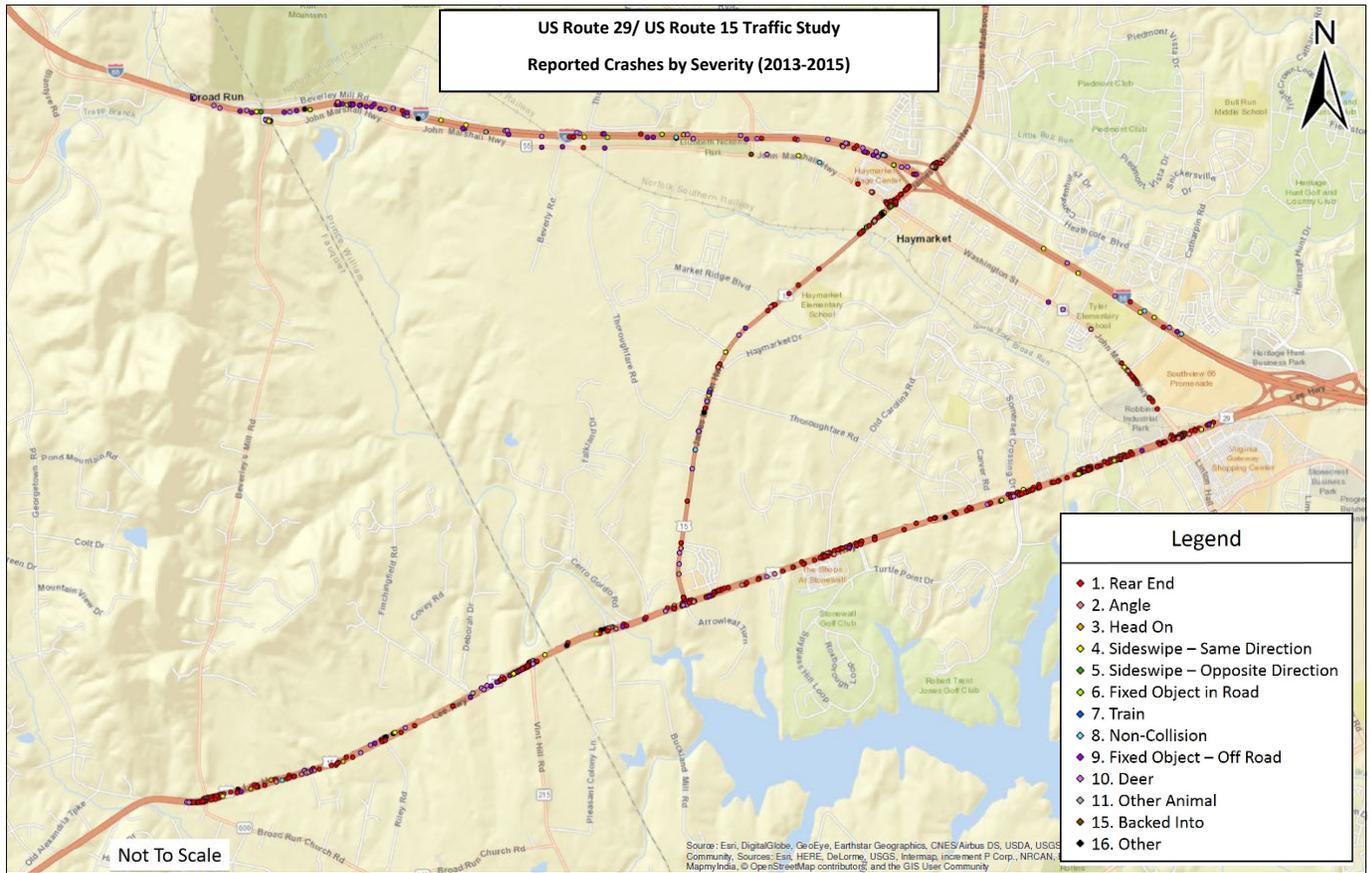


Figure 19- Location of Crashes in the Study Area by Type (from 2013-2015)

6 Land Use and Environment

Land use and environmental characteristics of the study area are investigated in this section. These include significant existing land uses, wetlands and flood zones.

6.1 Existing Land Uses Within the Study Area

This section summarizes key existing land uses and locations that influence the bypass alignment process, including schools, churches, and shopping centers. **Figure 20** shows the location of churches and schools in the study area. The location of gas stations and shopping centers are shown in **Figure 21**.

Significant farms and historical locations are identified in **Figure 22** for Prince William County and in **Figure 23** for Fauquier County. These maps show locations at a parcel level.

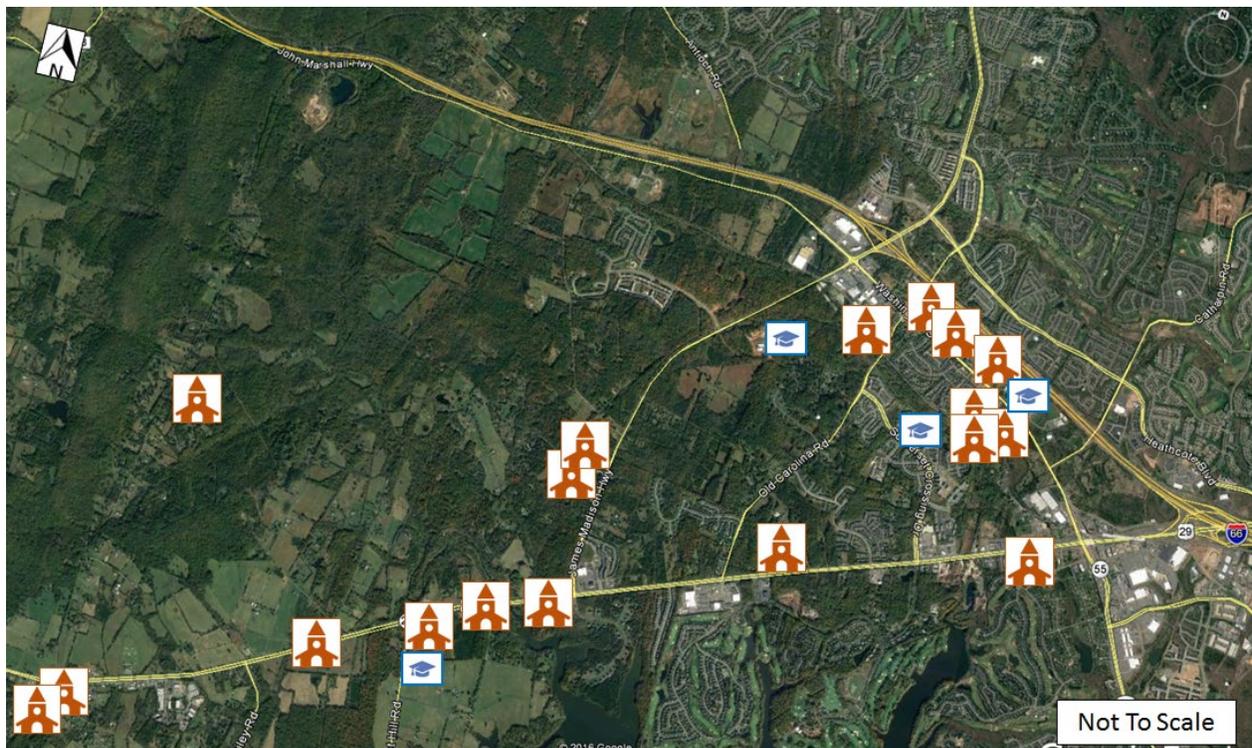


Figure 20- Location of Existing Churches and Schools

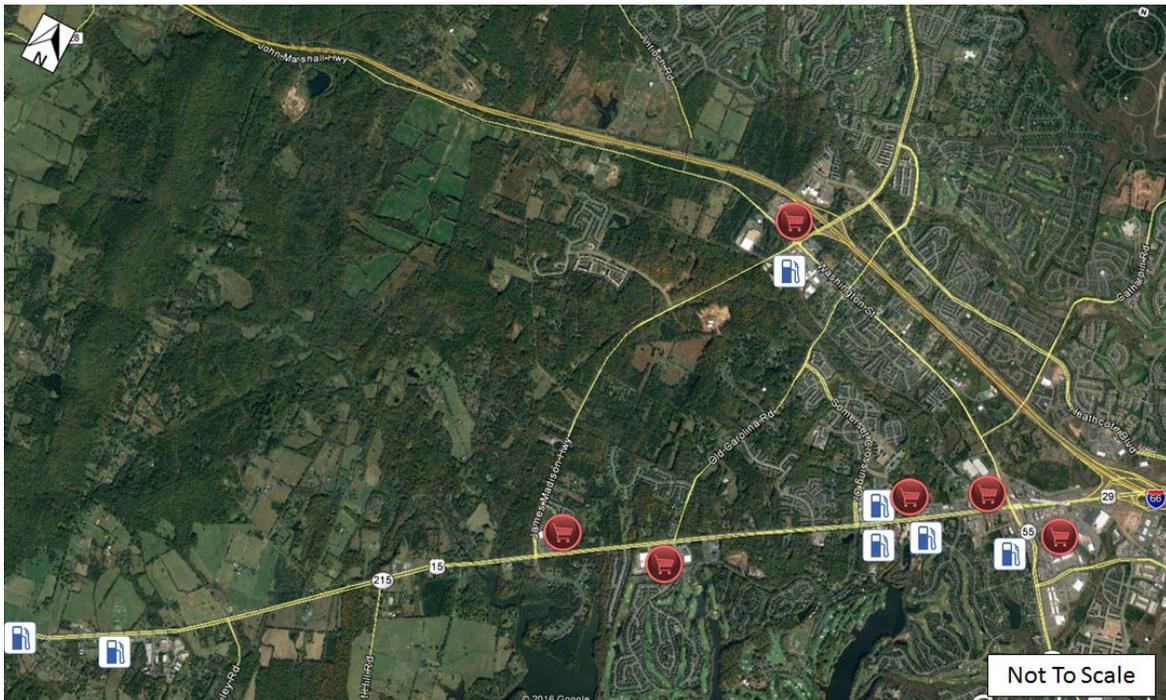


Figure 21- Location of Existing Gas Stations and Major Shopping Centers

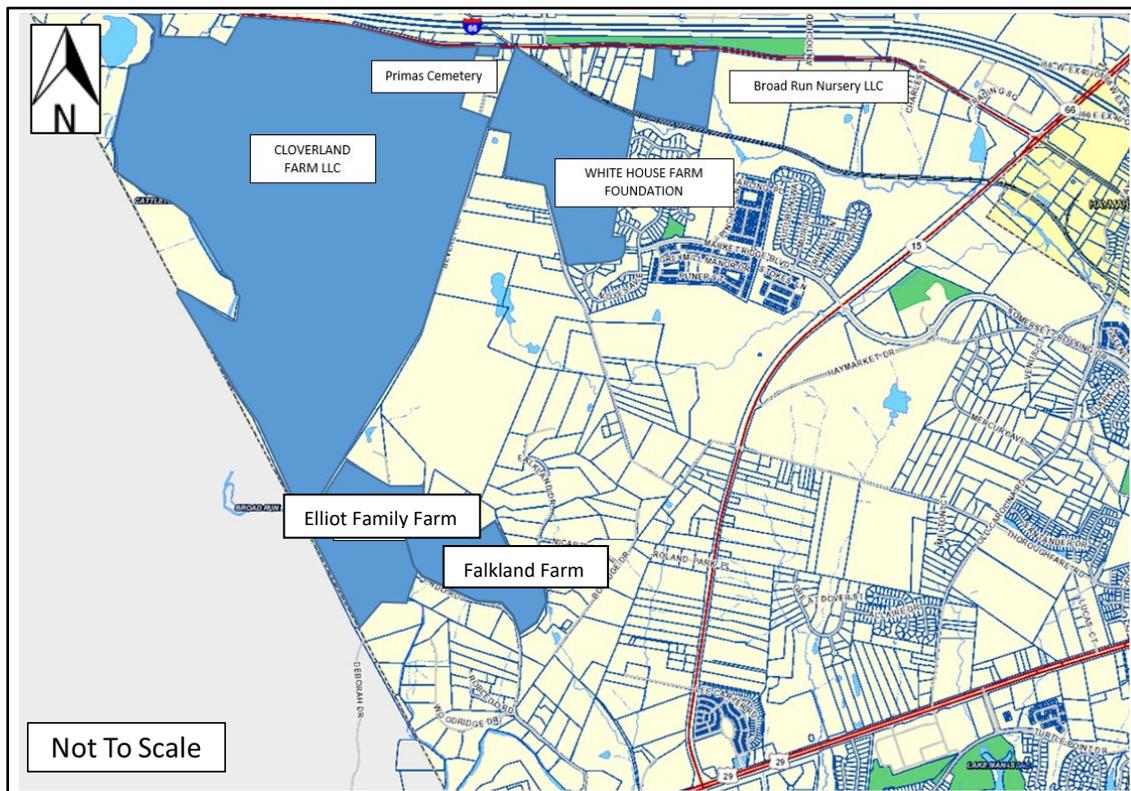


Figure 22- Major Farms and Historical Locations of Prince William County in the Study Area

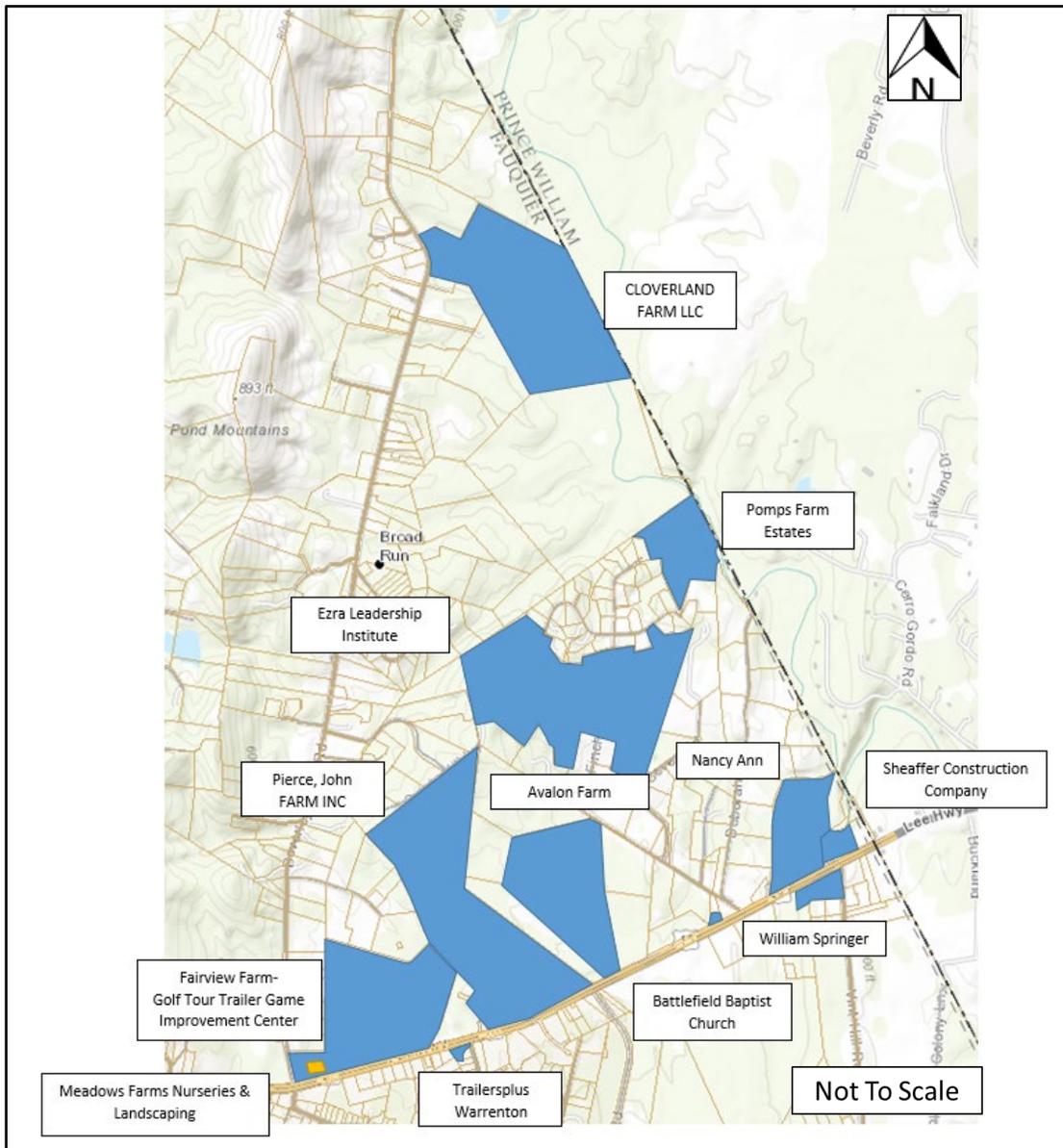


Figure 23- Major Farms and Historical Locations of Fauquier County in the Study Area

6.2 Planned Land Use / Future Developments Within the Study Area

The zoning of future land use developments in Prince William County is provided in **Figure 24**. This provides an understanding of the future direction of development within the study area.

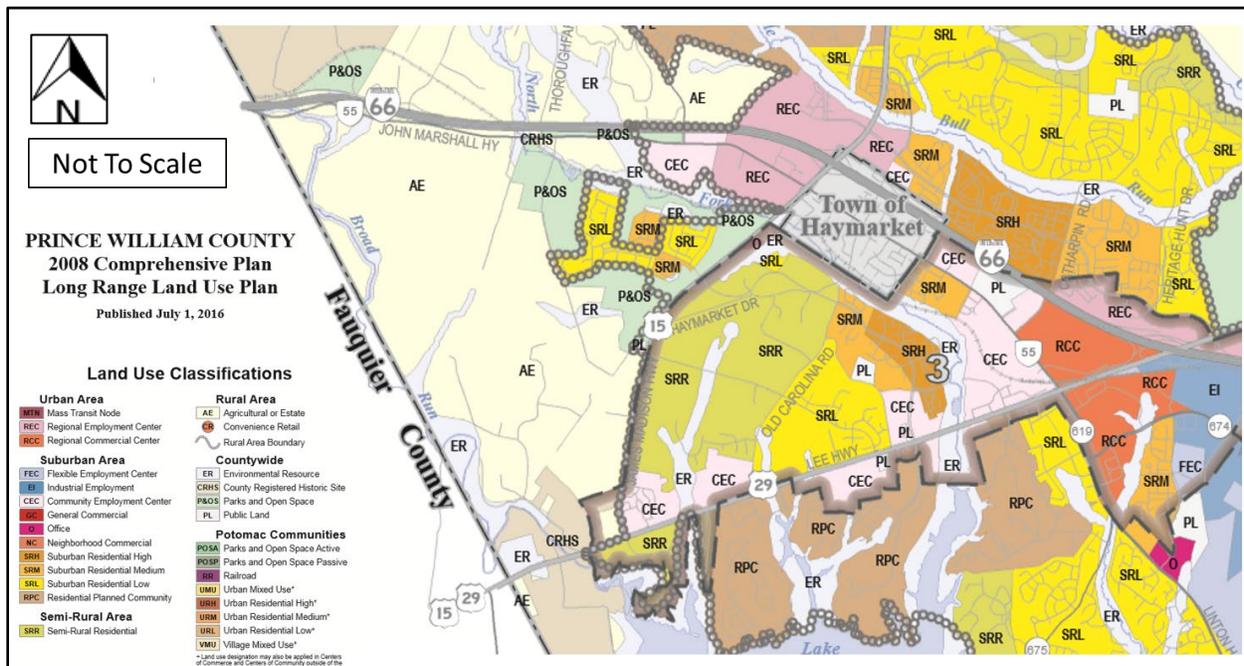


Figure 24- Prince William County Long Range Plan in the Study Area

In addition to the plans provided by Prince William County, the Round 9.0 socioeconomic forecast of the MWCOG region is considered. The predicted population and employment growth from 2015 to 2040 are shown in **Figure 25** and **Figure 26**, respectively. A small portion, denoted in red in Figure 26, indicates an area where a reduction in employment is projected.

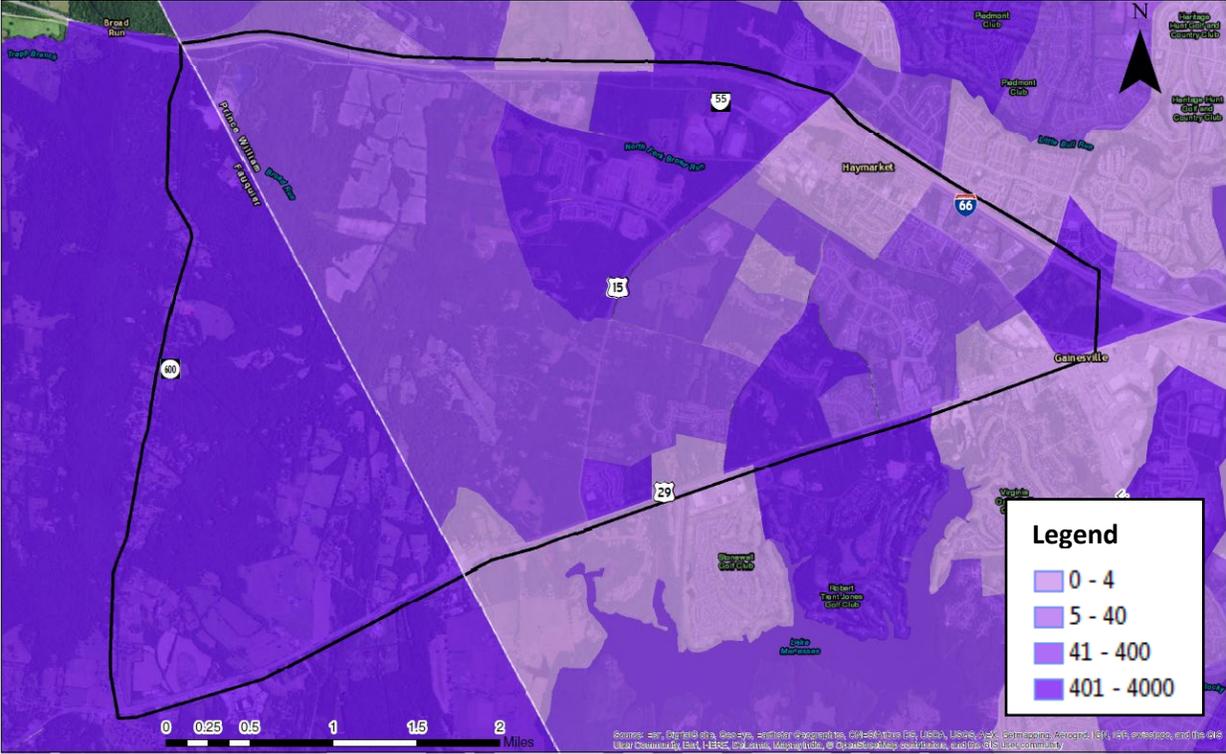


Figure 25- Population Growth in the Study Area (From 2015 to 2040)

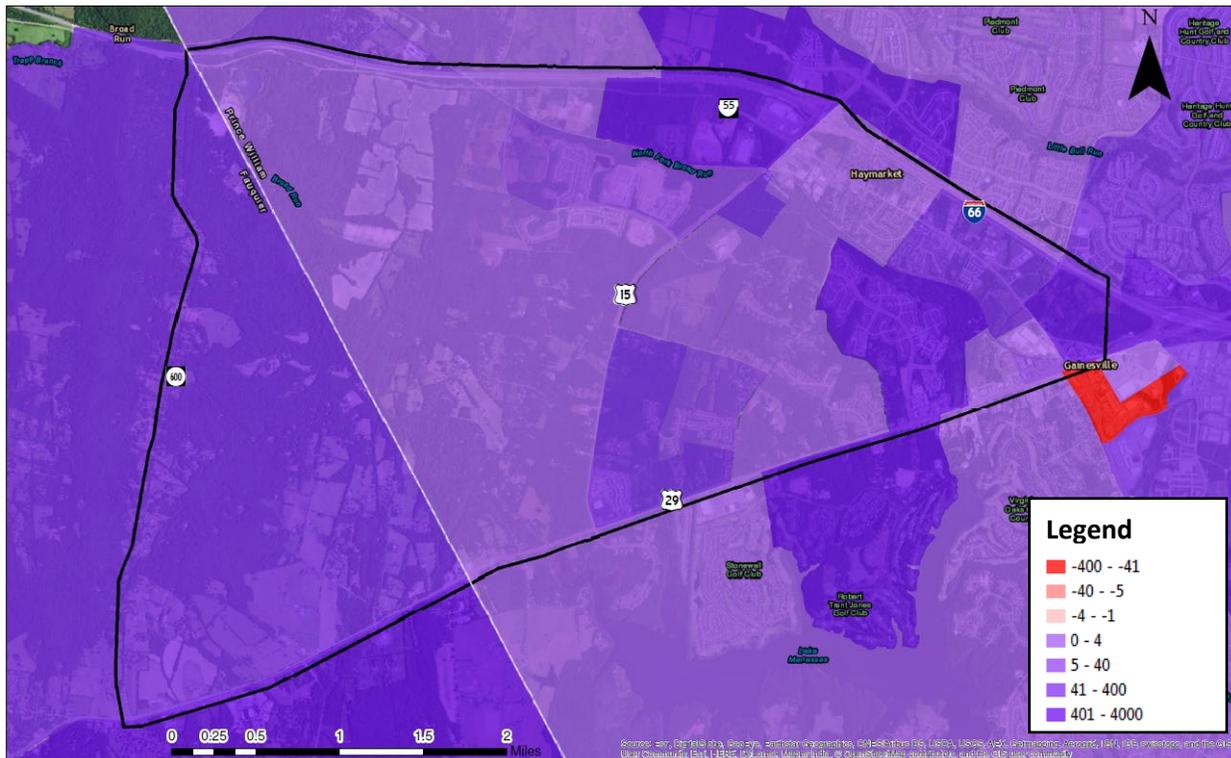


Figure 26- Employment Growth in the Study Area (From 2015 to 2040)

The spatial units depicting growth in these figures are Traffic Analysis Zones (TAZs). These figures show that a large growth in population is expected north of Thoroughfare Road. Similarly, the area east of Old Carolina Road and west of Somerset Crossing Drive is expected to have a larger population growth compared to other TAZs in the study area.

Employment growth is higher in the TAZs north of VA 55 (where the new Walmart is being constructed) and east of Somerset Crossing Drive compared to other TAZs in the study area.

6.3 Environmental and Historical Resources Within the Study Area

This section identifies the environmental and historical resources within the study. This analysis is based on files and data provided by Prince William County and the National Park Service (NPS).

The location of the battlefield in the study area significantly affects the proposed study alternatives. The impact of each alternative on the battlefields is important to comprehend. **Figure 27**, from NPS, shows the location of the Buckland Mills Battlefield.

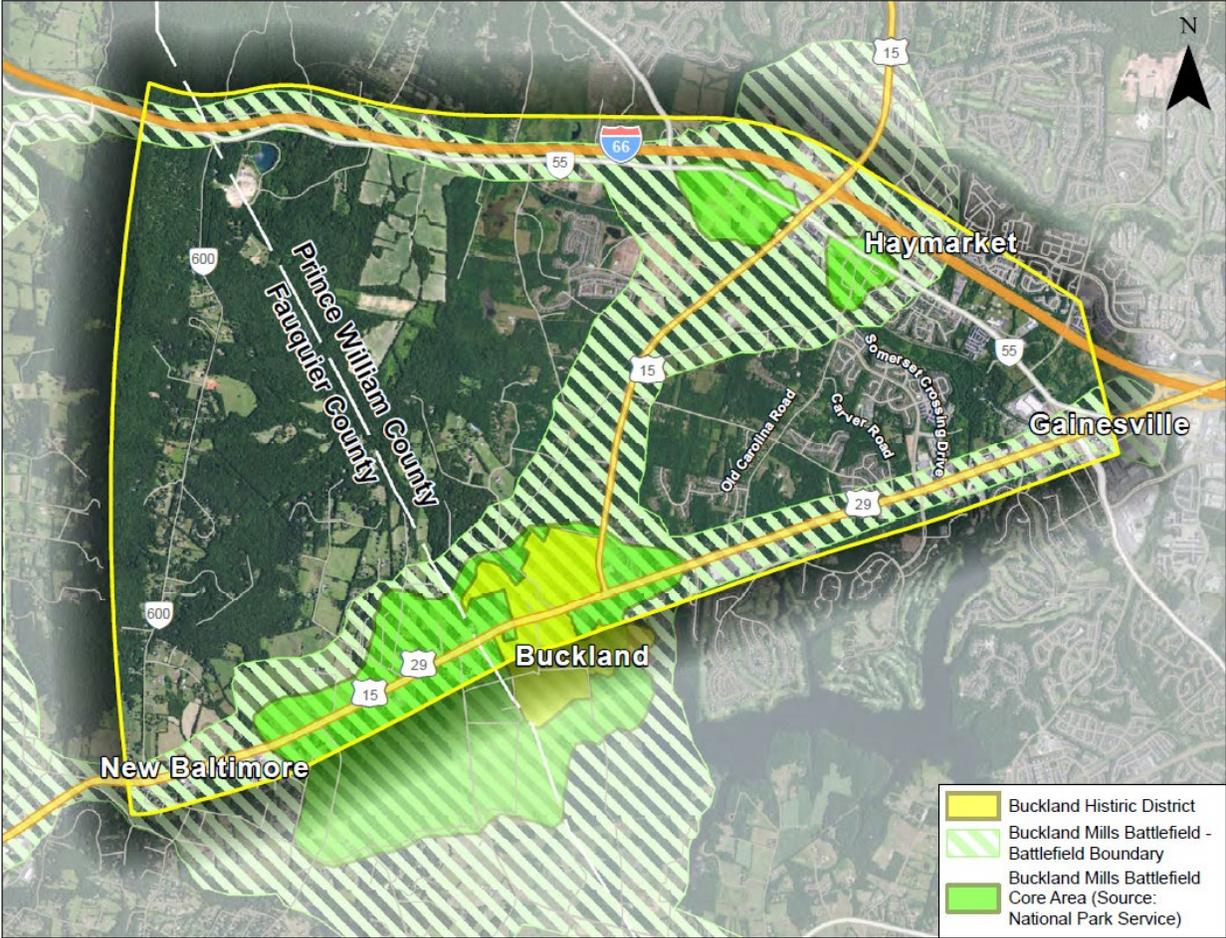


Figure 27- Buckland Mills Battlefield in the Study Area

Floodplains and wetlands were also considered in this study. The locations of the wetlands and floodplains are provided in Figure 28.

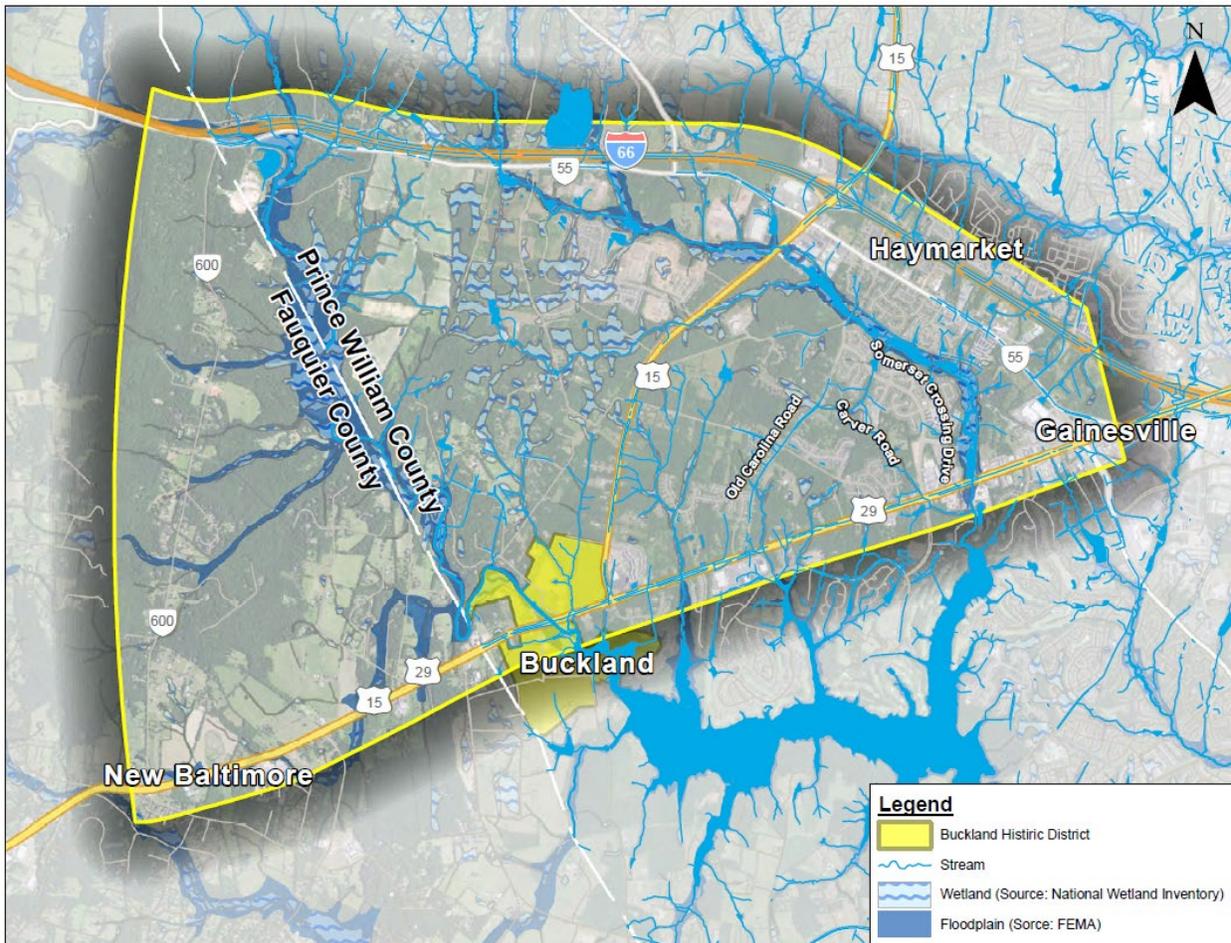


Figure 28- Location of Floodplains and Wetlands in the Study Area

Figure 29 shows the locations of environmental and historical features considered in this study. These include streams, wetlands, floodplains, parks, the Buckland Mills battlefield, individual historic district properties, recorded architectural resources, protected open spaces, County-registered historic sites, and conservation easements.

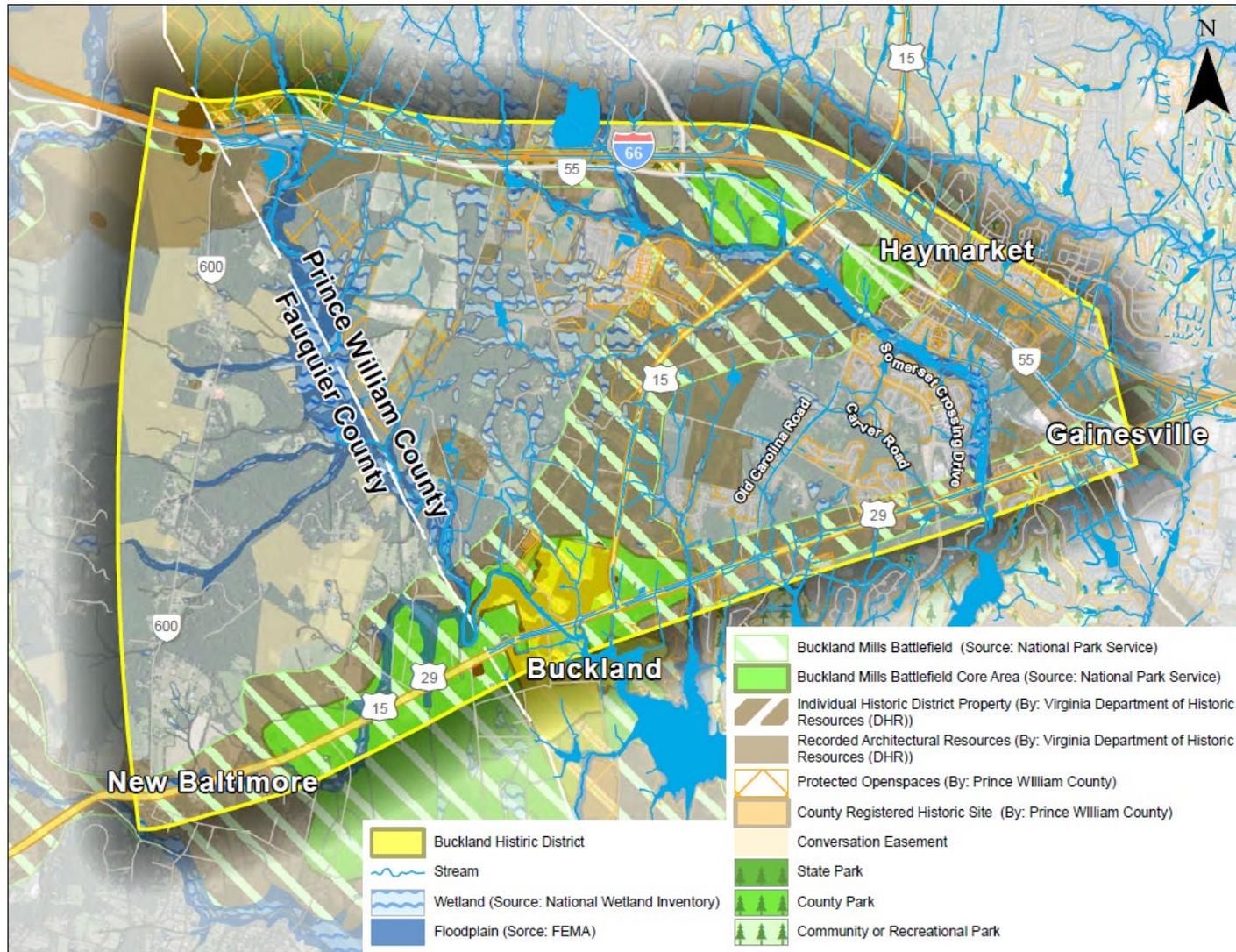


Figure 29- Environmental and Historical Features in the Study Area

Table 3 lists endangered species in Prince William County and Fauquier County².

Table 3- Endangered Species in Prince William and Fauquier County

| COMMON NAME | SCIENTIFIC NAME | County |
|------------------------|-------------------------------|----------------|
| Bat, Indiana | <i>Myotis sodalis</i> | Fauquier |
| Mussel, Dwarf Wedge | <i>Alasmidonta heterodon</i> | Fauquier |
| Joint-vetch, Sensitive | <i>Aeschynomene virginica</i> | Prince William |
| Harperella | <i>Ptilimnium nodosum</i> | Prince William |
| Pogonia, Small Whorled | <i>Isotria medeoloides</i> | Prince William |
| Mussel, Dwarf Wedge | <i>Alasmidonta heterodon</i> | Prince William |

² Based on <http://vtpa.ext.vt.edu/pesticide-safety-education-program/endangered-species-and-pesticide-regulation/virginia-endangered-species-list>

7 Development of Alternatives for the Buckland/Gainesville Bypass

This section presents feasible alternatives for a Buckland bypass. After a screening process, three (3) options are provided for detailed evaluation.

7.1 Assumptions

This section sets forth assumptions, including the cross section of a bypass and the number of access points. The two assumptions highlighted by the County staff and discussed in the public meetings include:

- The cross section of a proposed bypass will be a MA-1 type section and will consist of 2 lanes in each direction, as shown in **Figure 30** and **Figure 31**. The minimum required Right-of-Way (ROW) width is 128 feet. The proposed rural principal arterial cross section is appropriate for traffic of over 15,000 Vehicles per Day (VPD) with a raised median. The design speed is 50 mph for this roadway type.

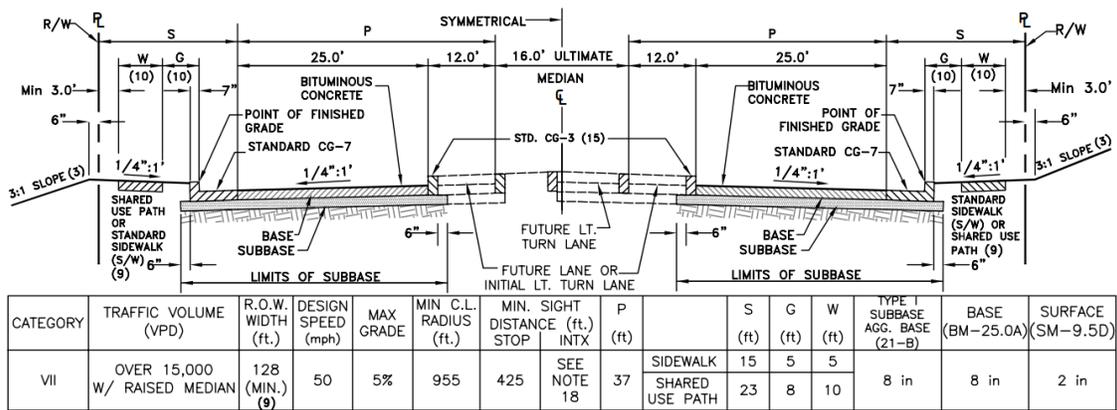


Figure 30- Cross Section and Properties of MA-1 Type Roadway in Prince William County

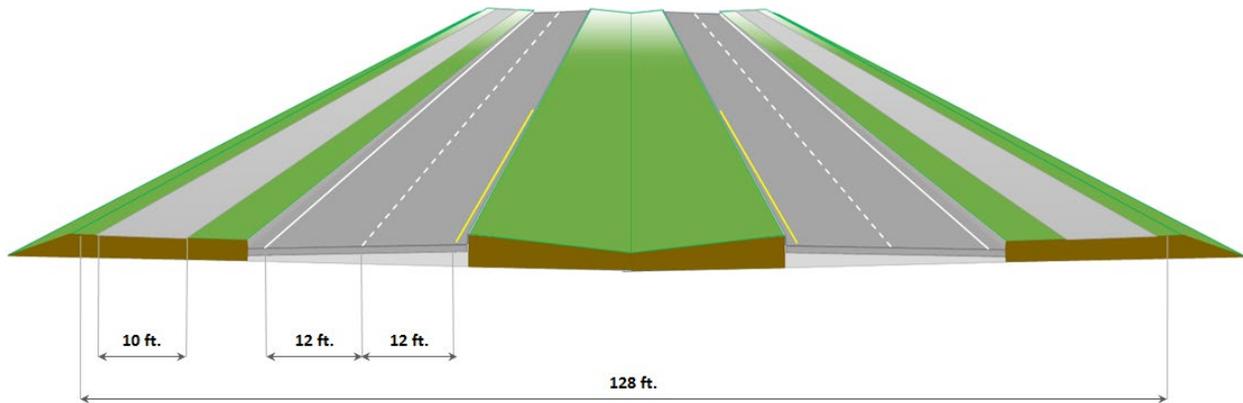


Figure 31- 3D graph of the MA-1 Type Roadway in Prince William County

- A bypass around the Buckland Historic District between Route 29 and I-66 would be a limited access roadway with two accesses at each end of the bypass. An interchange will be designed to connect the proposed bypass with I-66.

7.2 Proposition of Alternatives

This section identifies the proposed alternatives and shows the results of the screening process to determine the best alternative based on the identified options.

Following the public kick-off meeting for the U.S. 29/U.S. 15 Bypass Location Study on January 26, 2017, Prince William County decided to modify the scope of the study to address comments received from stakeholders and elected officials during the kick-off meeting. Rather than evaluate three bypass alternatives to the west of US 15 between Route 29 and I-66, the County asked the consultant to develop and evaluate the following three (3) alternatives:

- Two western bypass options,
- One option that considers upgrades and improvements to existing US 29 and/or US 15.

The western bypasses were proposed as limited access roadways with two access points at a southern terminus and northern terminus. The typical section of the western bypass options complied with the County's MA-1 cross section for four-lane divided roadways. Fifteen (15) reasonable western bypass variations were identified and screened, pursuant to directions from Prince William County. The northern termini of all the western options were located on I-66 and southern termini on US 29/US 15. These proposed alternatives are shown in **Figure 32** below.

The next alternative included options for improvements and upgrades to existing portions of US 29 and US 15. These included intersection improvements (such as signal modification, use of alternative intersection configurations, or grade separated interchanges) and roadway widenings. The improvements called for in the Financially Constrained Long Range Plan (FCLRP) are included in all alternatives in each bypass option. The proposed improvements are shown in **Figure 33** below and include:

1. Widening (from two lanes to four lanes) of US 15 from US 29 to I-66
2. Widening (from four lanes to six lanes) of US 29 from US 15 to Linton Hall Road
3. Intersection modifications and improvements at US 29 and US 15
4. Intersection modifications and improvements at US 15 and VA 55
5. Intersection modifications and improvements at US 29 and Vint Hill Road
6. Intersection modifications and improvements at US 29 and Old Carolina Road
7. Intersection modifications and improvements at US 29 and Somerset Crossing Drive

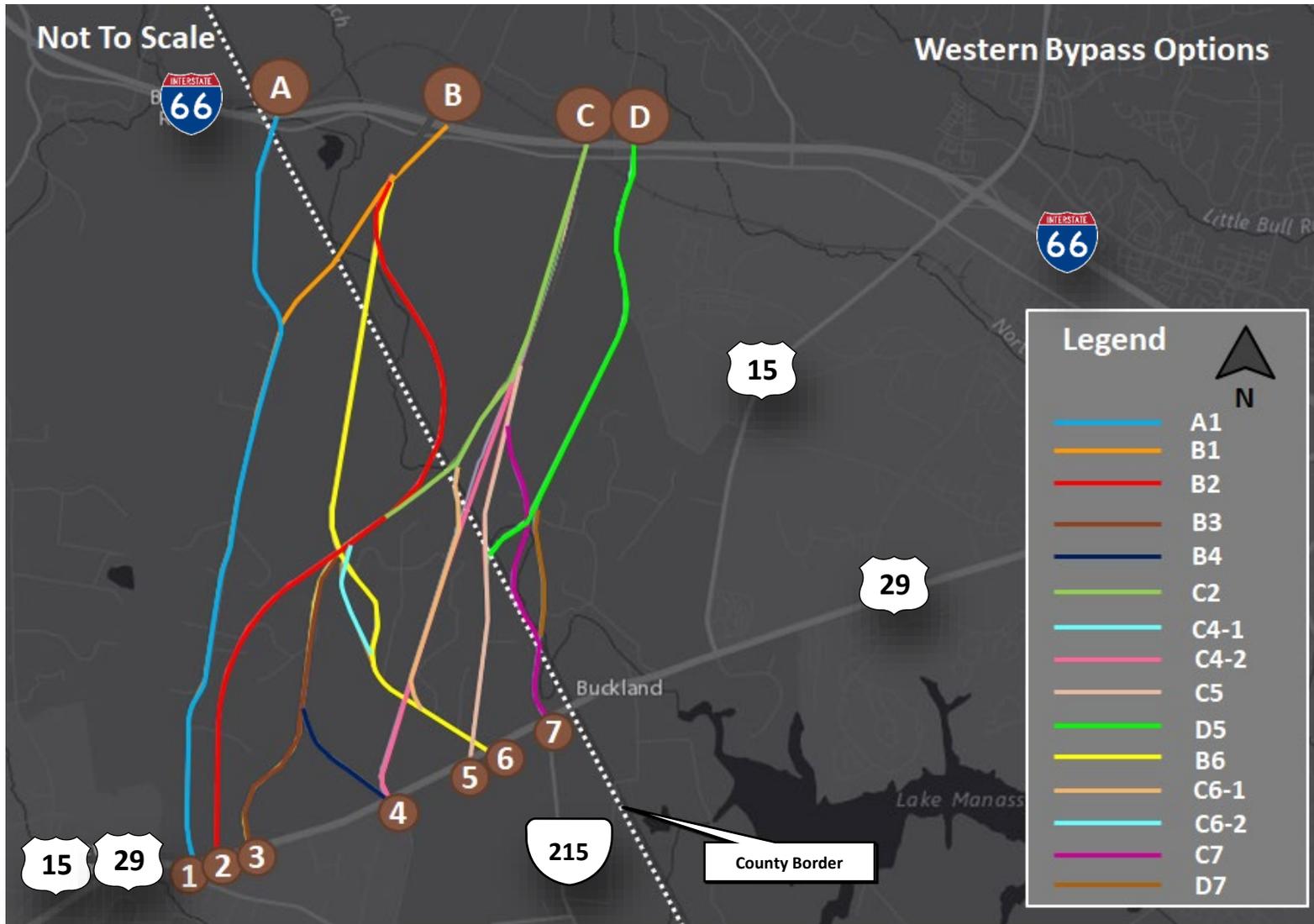


Figure 32- Proposed Western Bypass Options

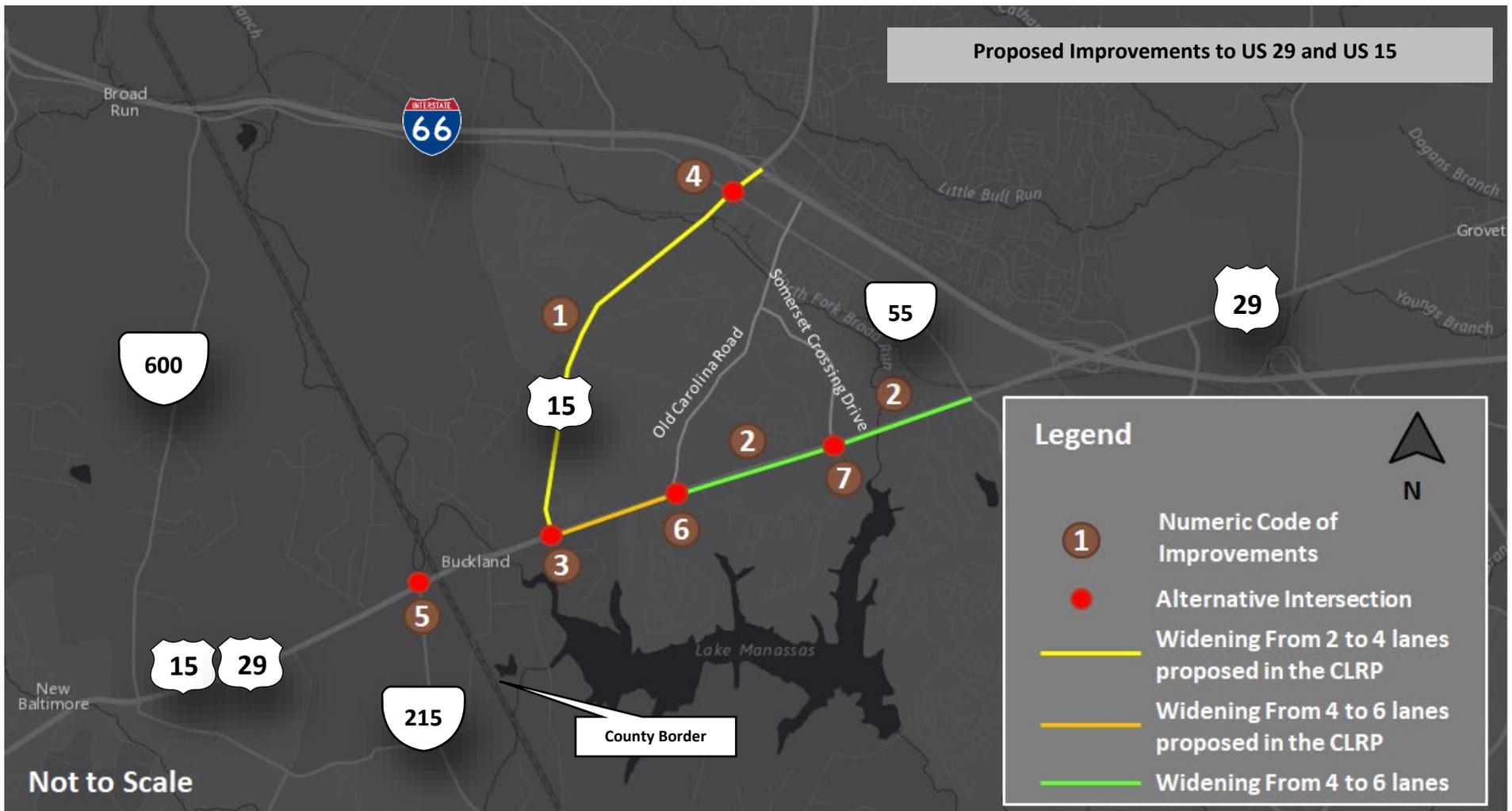


Figure 33- Proposed Improvements to US 29 and US 15

These improvements were combined to form five (5) improvement alternatives, as follows:

- **Option 1:** Improvements 1, 3, 4, and 5
- **Option 2:** Improvements 1, 3, 5, 6, and 7
- **Option 3:** Improvements 1, 2, 3, and 5
- **Option 4:** Improvements 1, 2, 3, 5, 6, and 7
- **Option 5:** Improvements 1, 2, 3, 4, 5, 6, and 7

Each set of alignment/improvement options (western and existing roadway improvement options) was screened and the best option identified as a potential alternative to be evaluated in subsequent steps. Subject to concurrence by Prince William County after verifying with Stakeholders, the alternatives were evaluated in greater detail. The screening criteria were divided into four major groups:

- Mobility and Safety Impacts
- Environmental Considerations
- Land use Considerations
- Engineering Considerations

A qualitative score was assigned to each option for each criterion. A 1 to 5 scale was used. Options with a very good performance in a criterion were given a score of 5 and options with a very poor performance in a criterion were given a score of 1. The total mobility and safety score of each option was weighted and multiplied by a factor of two. This was done to give a higher emphasis to mobility and safety considerations in the screening process.

The option with the highest overall score was identified as a potential alternative. The results of the screening process for the western bypass are shown in **Table 4**. Similarly, the results for the existing improvements are shown in **Table 5**. These tables detail all the scores assigned to each option.

Two western bypass options achieved the highest screening score but also had major impacts on historic, cultural and environmental resources. The two options were 4C-2 and 7D. This also occurred with the other proposed western bypass options. As such, the decision was made not to pursue these western bypass options.

The selected set of improvements to existing roads (improvement option 5) is shown in **Figure 34**. This option includes widening US 15 from two to four lanes for those portions that are currently not four lanes wide, widening US 29 from four lanes to six lanes from the intersection with US 15 to the intersection with Linton Hall Road, and constructing and interchange at the intersection of US 29 and US 15. Intersection modifications are also suggested for the intersections of US 29 and Vint Hill Road, US 29 and Old Carolina Road, US 29 and Somerset Crossing Drive.

Table 4 - Western Bypass Options Screening Scores

| Screening Criteria | Options | | | | | | | | | | | | | | |
|--|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | 1A | 1B | 2B | 2C | 3B | 4B | 4C-1 | 4C-2 | 5C | 5D | 6B | 6C-1 | 6C-2 | 7C | 7D |
| Engineering Considerations | | | | | | | | | | | | | | | |
| Length of the Entire Segment (Miles) | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Number of Potential Bridges | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Impacts on Major Utilities | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Relative Construction Cost Index at a Planning Level | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Total Score | 18.0 | 15.0 | 8.0 | 12.0 | 8.0 | 9.0 | 12.0 | 13.0 | 11.0 | 11.0 | 7.0 | 11.0 | 10.0 | 13.0 | 13.0 |
| Environmental Considerations | | | | | | | | | | | | | | | |
| Impact on Flood Plains on the Planning Level | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Impact on Wetlands on the Planning Level | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Impact on Cultural Resources at a Planning Level | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Impact on Recreational Resources at a Planning Level | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Impact on Endangered Species at a Planning Level | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Total Score | 17.0 | 19.0 | 15.0 | 11.0 | 18.0 | 18.0 | 14.0 | 23.0 | 17.0 | 17.0 | 15.0 | 11.0 | 17.0 | 11.0 | 14.0 |
| Land use Considerations | | | | | | | | | | | | | | | |
| Effect on Existing Communities and Developments | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Potential Effect on Planned Communities and Developments | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Consistency with the PWC Long Range Transportation Plan | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Number of Potential Properties Impacted | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Total Score | 9.0 | 10.0 | 14.0 | 13.0 | 14.0 | 12.0 | 12.0 | 14.0 | 13.0 | 14.0 | 14.0 | 13.0 | 16.0 | 15.0 | 15.0 |
| Mobility and Safety on the Study Area | | | | | | | | | | | | | | | |
| Potential Impact on Traffic Operations | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Potential Impact on Crashes | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Potential Impact on Congestion/Quality of Traffic Flow | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Potential Impact on Goods Movement | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Potential Impact on Transit | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Potential Impact on Pedestrian and Bicycles | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Total Score | 34.0 | 34.0 | 24.0 | 26.0 | 30.0 | 40.0 | 46.0 | 46.0 | 32.0 | 32.0 | 34.0 | 34.0 | 34.0 | 50.0 | 50.0 |
| Total Score | 78.0 | 78.0 | 61.0 | 62.0 | 70.0 | 79.0 | 84.0 | 94.0 | 74.0 | 73.0 | 70.0 | 70.0 | 74.0 | 90.0 | 92.0 |

| Legend | | |
|--------|-----------|---------|
| ○ | Very Poor | Score=1 |
| ◐ | Poor | Score=2 |
| ◑ | Fair | Score=3 |
| ◒ | Good | Score=4 |
| ◓ | Very Good | Score=5 |

Table 5 – Existing Roadway Improvement Options Screening Scores

| Screening Criteria | Options | | | | |
|--|---------|-------|------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| Engineering Considerations | | | | | |
| Length of the Sections that Require Widening (Miles) | ● | ● | ○ | ○ | ○ |
| Number of Potential New Bridges | ● | ● | ○ | ○ | ○ |
| Number of Potential Bridge Widening | ◐ | ◐ | ◐ | ◐ | ◐ |
| Impacts on Major Utilities | ◐ | ◐ | ◐ | ◐ | ◐ |
| Relative Construction Cost Index at a Planning Level | ● | ● | ○ | ○ | ○ |
| Total Score | 21.0 | 21.0 | 9.0 | 9.0 | 9.0 |
| Environmental Considerations | | | | | |
| Impact on Flood Plains on the Planning Level | ● | ● | ◐ | ◐ | ◐ |
| Impact on Wetlands on the Planning Level | ● | ● | ● | ● | ● |
| Impact on Cultural Resources at a Planning Level | ● | ● | ● | ● | ● |
| Impact on Recreational Resources at a Planning Level | ● | ● | ● | ● | ● |
| Impact on Endangered Species at a Planning Level | ● | ● | ◐ | ◐ | ◐ |
| Total Score | 25.0 | 25.0 | 22.0 | 22.0 | 22.0 |
| Land use | | | | | |
| Effect on Existing Communities and Developments | ◐ | ◐ | ◐ | ◐ | ● |
| Potential Effect on Planned Communities and Developments | ◐ | ◐ | ◐ | ◐ | ◐ |
| Consistency with the PWC Long Range Transportation Plan | ◐ | ◐ | ● | ● | ● |
| Number of Potential Commercial Properties Impacted | ◐ | ◐ | ○ | ○ | ○ |
| Number of Potential Residential Properties Impacted | ● | ◐ | ○ | ○ | ○ |
| Number of Potential Undeveloped Properties Impacted | ◐ | ◐ | ◐ | ◐ | ○ |
| Total Score | 22.0 | 16.0 | 15.0 | 17.0 | 16.0 |
| Mobility and Safety on the Study Area | | | | | |
| Potential Impact on Traffic Operations | ◐ | ◐ | ◐ | ● | ● |
| Potential Impact on Crashes | ◐ | ◐ | ◐ | ● | ● |
| Potential Impact on Congestion/Quality of Traffic Flow | ◐ | ◐ | ◐ | ● | ● |
| Potential Impact on Goods Movement | ◐ | ◐ | ◐ | ● | ● |
| Potential Impact on Transit | ◐ | ◐ | ◐ | ◐ | ◐ |
| Number of Signalized Intersections | ◐ | ◐ | ◐ | ● | ● |
| Number of Unsignalized Intersections | ◐ | ◐ | ◐ | ◐ | ◐ |
| Potential Impact on Pedestrian and Bicycles | ◐ | ◐ | ◐ | ◐ | ◐ |
| Total Score | 44.0 | 52.0 | 52.0 | 68.0 | 70.0 |
| Total Score | 112.0 | 114.0 | 98.0 | 116.0 | 117.0 |

| Legend | | |
|--------|-----------|---------|
| ○ | Very Poor | Score=1 |
| ◐ | Poor | Score=2 |
| ◑ | Fair | Score=3 |
| ◒ | Good | Score=4 |
| ● | Very Good | Score=5 |

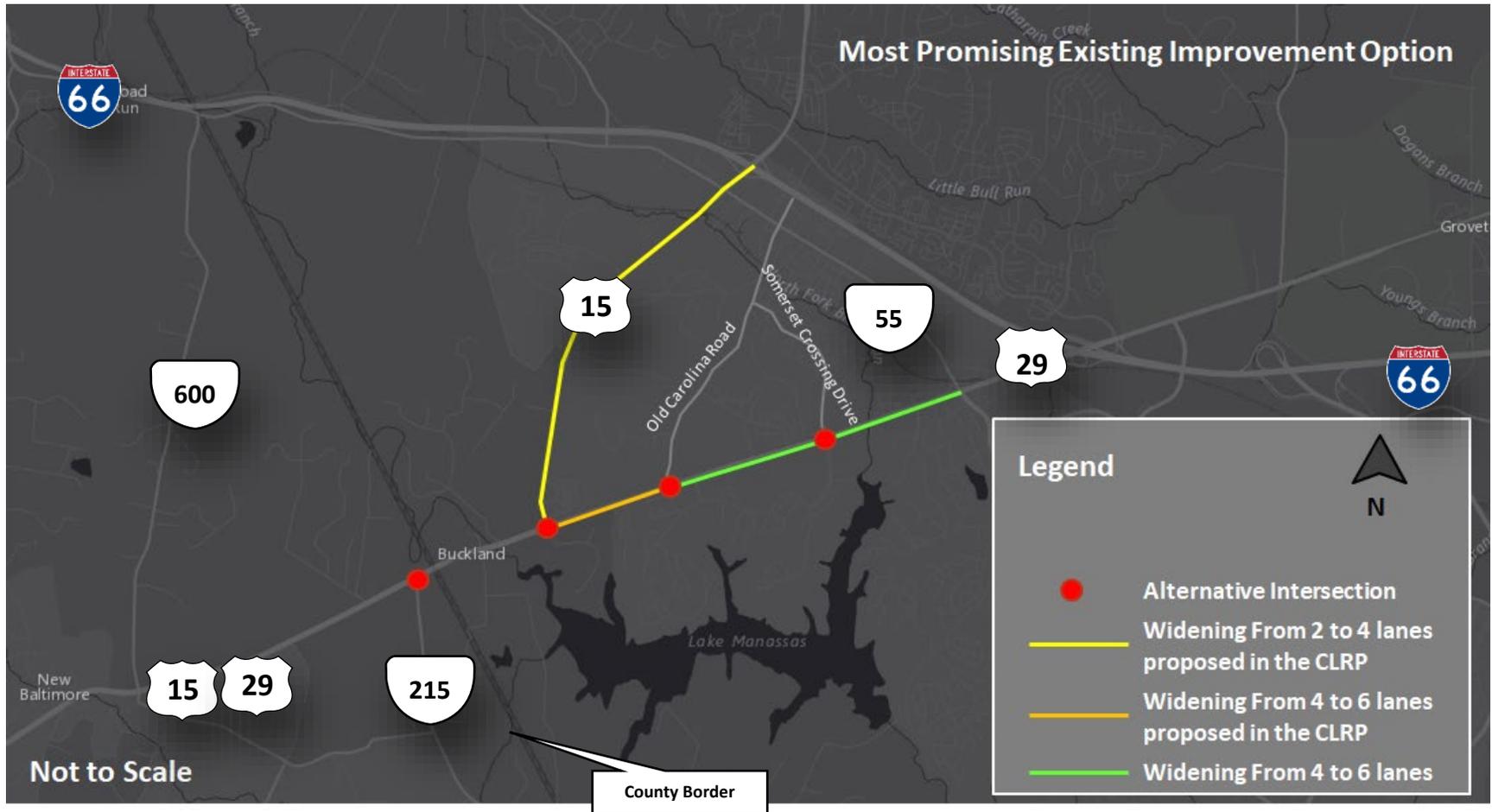


Figure 34 –Existing Roadway Option

7.3 The Final Set of Alternatives

Based on the results of the screening and inputs from the July 26, 2017 stakeholders meeting, the following decisions have been made:

1- Cease the study of all western bypass options between Route 29 and I-66, as they have been found to have major environmental impacts. Many properties would have been impacted and any logical termini of the bypass could have resulted in major traffic impact or impact to important cultural and historical resources.

2- Expand the number of alternatives to be studied from 3 to 6 alternatives. The proposed alternatives are:

1- Do Nothing: The “Do Nothing” alternative consists of the existing roadway network plus any other improvements under construction. The purpose of this alternative was to evaluate the existing network with minimal improvement under the 2040 demand and traffic load (**Figure 35**).

2- Planned Improvements: This alternative consists of all the improvements planned and proposed in the Constrained Long Rang Plan (CLRP) and the Prince William County Thoroughfare Plan (**Figure 36**).

3- Planned Improvements Plus Alternative Intersections: This alternative contains all the planned improvements and also includes improvements to some of the intersections as in **Figure 37** (based on the screening analysis results). The Alternative Intersections improvements are innovative and state of the practice intersection designs (**Figure 38**).

4- Short Bypass with Partial Access: To minimize the traffic impacts on the Buckland Historical District, short bypass options were also analyzed in this study. In this option alternative intersections are proposed at the termini locations. In addition, two access points are provided: one at Cerro Gordo Road and one at Thoroughfare Road (**Figure 39**).

5- Short Bypass with Limited Access: In this alternative, the termini are controlled with alternative intersections as in the Partial Access alternative (alternative 4). But unlike the Partial Access alternative, there are no access points to the bypass between the two intersections (**Figure 40**).

6- Short Bypass with Access Control: In this alternative, two directional interchanges are proposed at the northern and southern termini of the bypasses. There are no access points between the two interchanges (**Figure 41**).

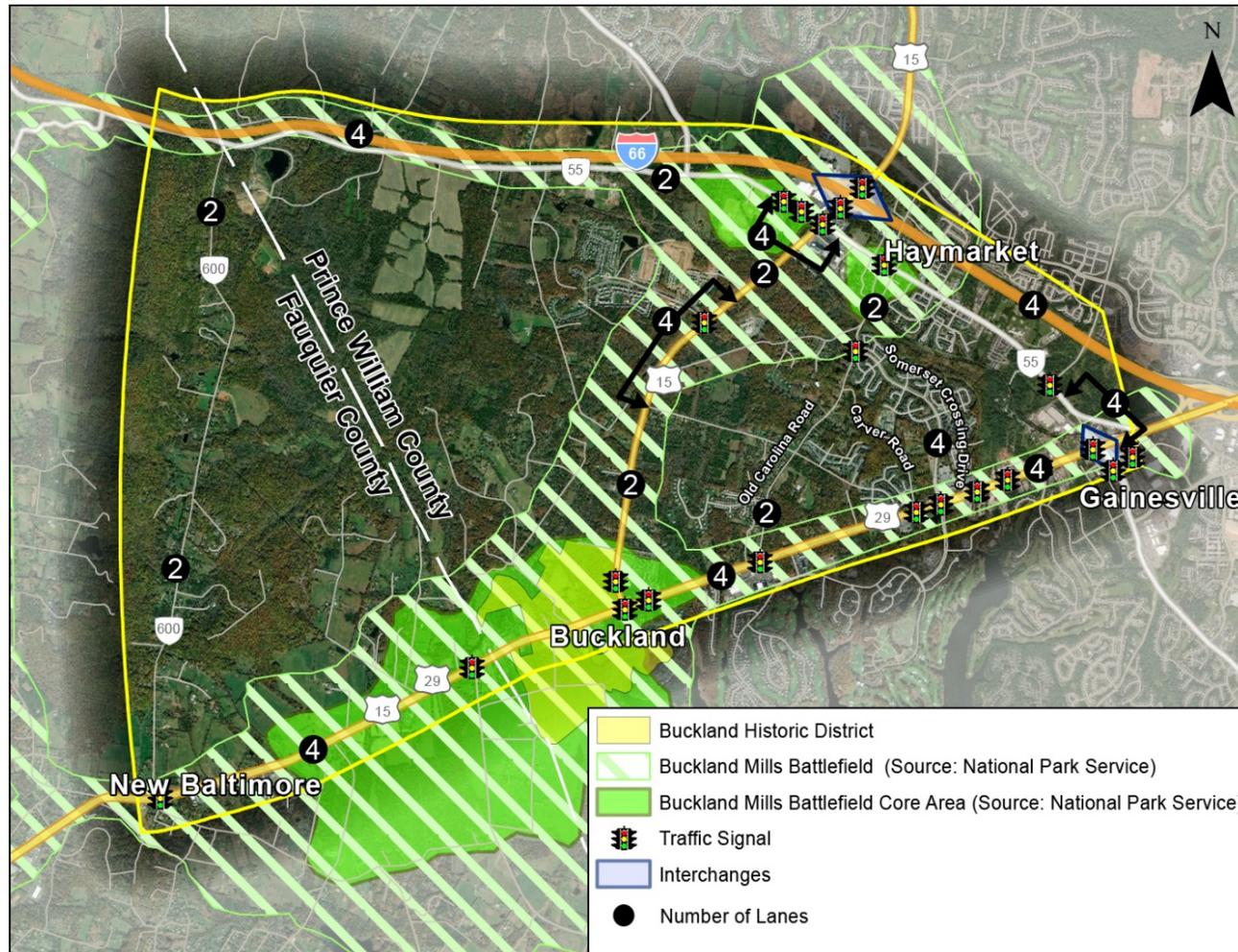


Figure 35 –Alternative 1: Do Nothing

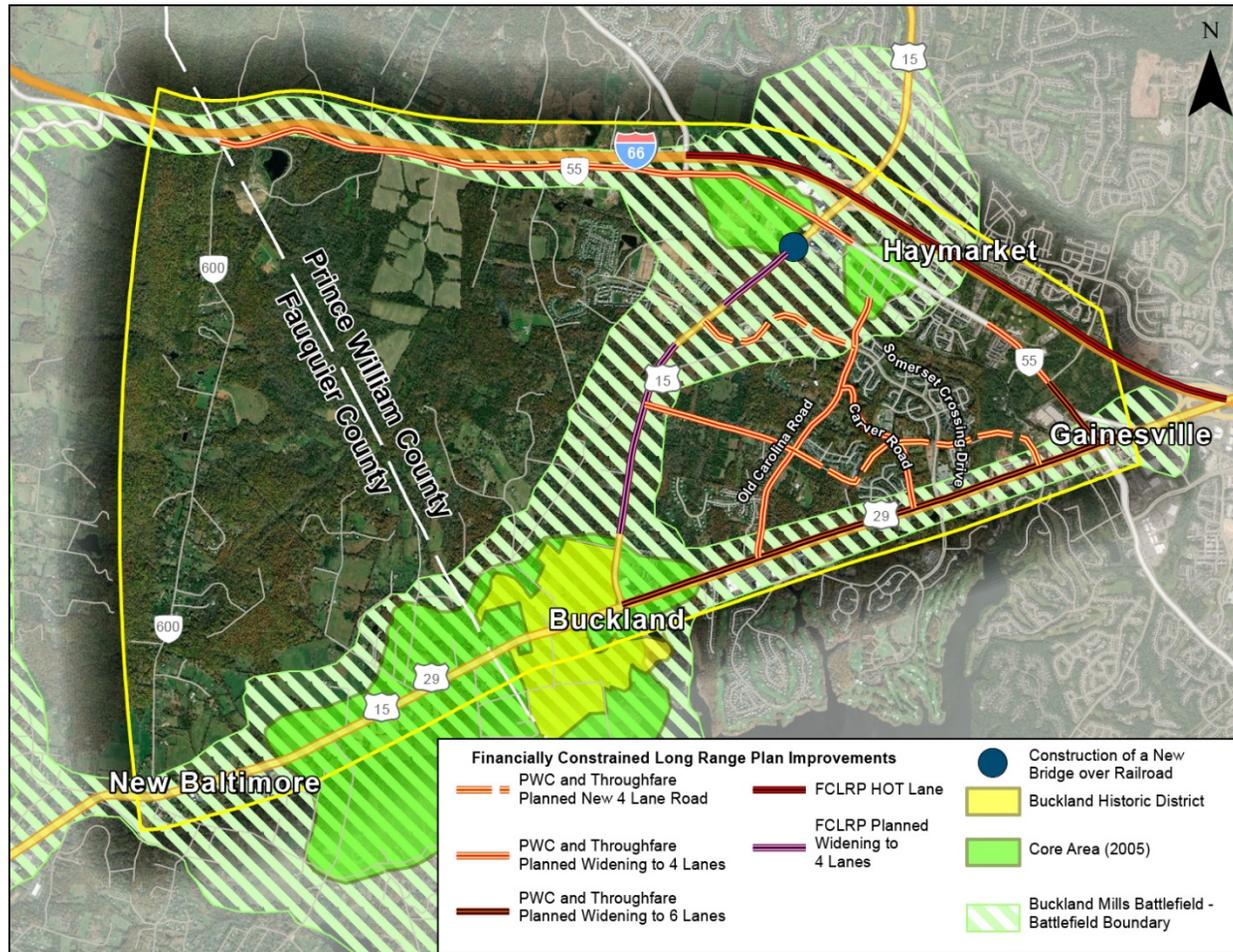


Figure 36 –Alternative 2: Planned Improvements

Figure 37 –Alternative 3: Planned Improvements Plus Alternative Intersections

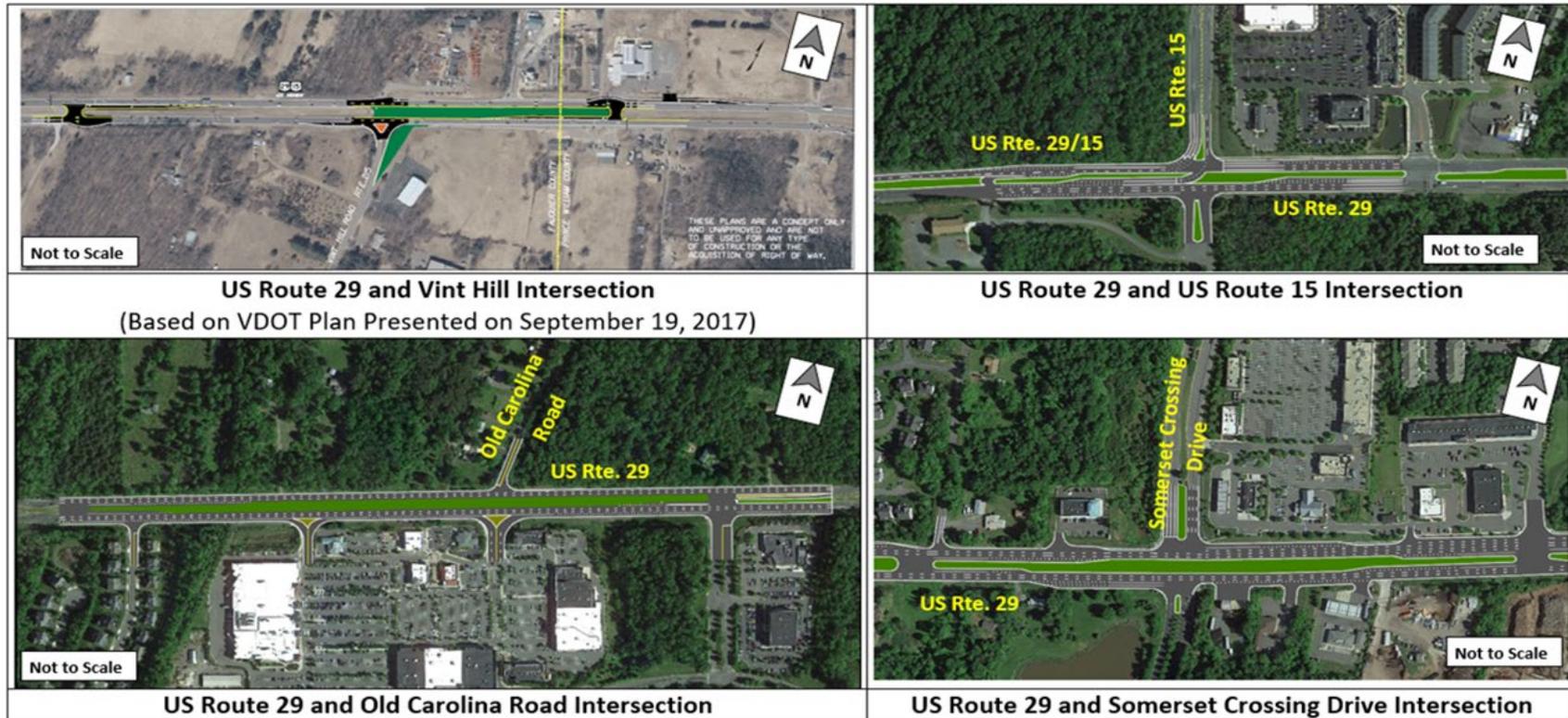


Figure 38 –Potential Alternative Intersection Concepts



Figure 39 –Alternative 4: Short Bypass with Partial Access

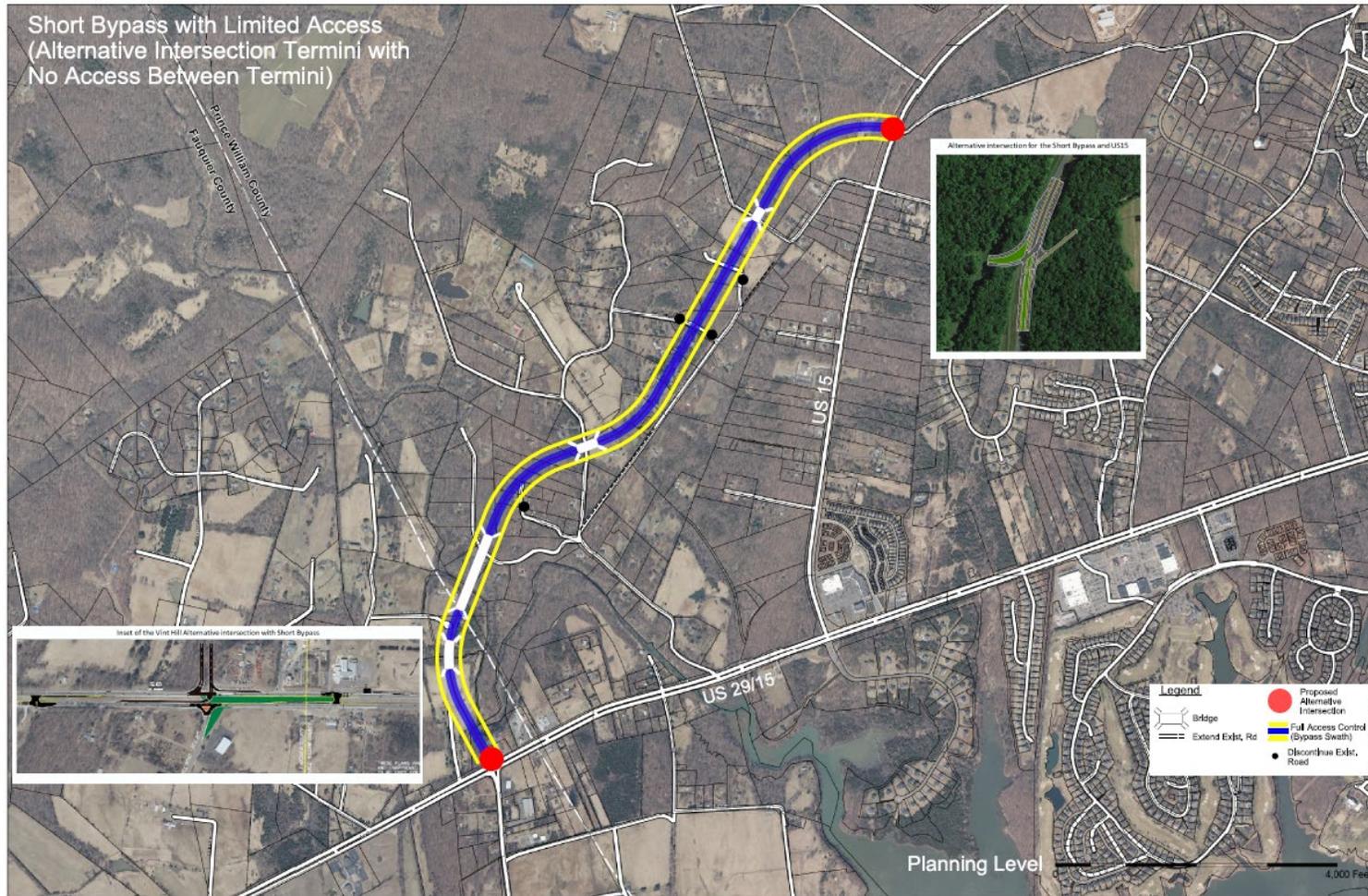


Figure 40 –Alternative 5: Short Bypass with Limited Access

8 Evaluation of Proposed Alternatives

This section presents the results of the detailed evaluation of alternatives. The alternatives are evaluated using a Multi-Attribute Decision Making (MADM) model.

8.1 Traffic Impacts

Using the Prince William County Travel Demand Model, this study evaluates the traffic impacts of the proposed alternatives based on specific performance measures. Vehicle Miles Traveled (VMT) is the most important measure used in this evaluation.

8.1.1 Travel Time

The travel time impacts of the proposed alternatives were evaluated using three different performance measures:

- **Vehicle Hours Traveled (VHT):** VHT represents the total time spent on the road by all the vehicles in the study area during an average weekday. VHT is one of the most important macroscopic performance measures that is commonly used in transportation planning.
- **Average Speed in the Network:** The average speed in the network is used to estimate the total delay in the network (by comparing the average speed with the average free-flow speed).
- **Travel Time on US 29 (from I-66 to VA 600):** This measure is used to analyze the impact of the proposed alternatives on US 29, a heavily traveled roadway within the study area. This measure provides a sense of how travel time/congestion will be on US 29 in the future after the implementation of different alternatives.

8.1.2 Congestion

The impact of each alternative on congestion was evaluated using three different performance measures. The travel time measures also represent the congestion impacts of the proposed alternatives:

- **Average Volume/Capacity Ratio:** This measure is used to analyze the capacity utilization of the roadways within the study area. The measure is evaluated daily and represents the average weekday traffic volume divided by the daily capacity of the roadways within the study area.
- **ADT on US 29/US 15 through the Buckland Historical District:** This measure is used to analyze the traffic intensity on US 29/US 15 through the Buckland Historical District.
- **Average Total Entering Volume to Intersections:** This measure is used to analyze the planning-level operation of intersections within the study area. This measure is defined as the average daily total traffic volumes that enters all the intersections in the study area divided by the number of intersections. The major signal-controlled intersections considered in the study area are:
 - US 29 and US 15
 - US 29 and Old Carolina Road
 - US 29 and Somerset Crossing Road
 - US 29 and Vint Hill
 - US 15 and VA 55

8.1.3 Safety

Without a specific and standard planning-level safety analysis model, the safety impacts of the proposed alternatives are measured using the following:

- The Vehicle Miles Traveled (VMT)
- Total Entering Volume to Intersections
- Average Volume Capacity Ratio

These measures have been used in many planning-level crash prediction models and in this study to describe the safety impacts of the proposed alternatives. The summary of the traffic impacts of each alternative are given in **Table 6**.

Table 6 – Traffic Impacts of Each Alternative

| Alternative | Traffic Impact Evaluation Criteria | | | | | | |
|--|------------------------------------|-------------------------|-----------------------------|--|---------------------------------------|--|--|
| | Vehicle Miles of Travel | Vehicle Hours of Travel | Average Network Speed (mph) | Average Daily Traffic (ADT) Entering Key Intersections | Average Volume / Capacity (V/C) Ratio | ADT on US 29/15 through Buckland Historic District | Travel Time on US 29 from I-66 to VA 600 |
| Do Nothing | 1,298,000 | 78,000 | 16.7 | 447,000 | 0.87 | 53,500 | 10:18 |
| Planned Improvements | 1,253,200 | 30,879 | 40.6 | 404,000 | 0.60 | 48,000 | 9:22 |
| Planned Improvements Plus Alternative Intersections | 1,281,600 | 30,673 | 41.8 | 421,000 | 0.60 | 51,500 | 8:42 |
| Short Bypass with Partial Access | 1,282,200 | 30,720 | 41.7 | 410,000 | 0.59 | 40,500 | 8:39 |
| Short Bypass with Limited Access | 1,286,300 | 30,730 | 41.9 | 409,000 | 0.60 | 38,500 | 8:37 |
| Short Bypass with Full Access Control | 1,276,100 | 30,050 | 42.5 | 401,000 | 0.59 | 38,500 | 8:37 |

8.2 Environmental Impact

The environmental impacts analyzed in this study include both environmental and historical location impacts. The measures used in this study are:

- Acreage of Wetlands Potentially Affected by Each Alternative
- Acreage of Battlefield Core Area Potentially Affected by Each Alternative
- Acreage of Battlefield Potentially Affected by Each Alternative

As the floodplains were avoided using bridges, the impact of the proposed alternatives on the floodplains are indirectly measured using the length of the bridges required and their construction cost. The summary of the traffic impacts of each alternative are given in **Table 7**.

Table 7 – Environmental Impacts of Each Alternative

| Alternative | Environmental | | |
|---|--|---|---|
| | Acreage of Wetlands Potentially Affected | Acreage of Battlefield Core Area Potentially Affected | Acreage of Battlefield Potentially Affected |
| Do Nothing | 0 | 0 | 0 |
| Planned Improvements | 12 | 34 | 124 |
| Planned Improvements Plus Alternative Intersections | 12 | 34 | 124 |
| Short Bypass with Partial Access | 21 | 43 | 176 |
| Short Bypass with Limited Access | 22 | 43 | 166 |
| Short Bypass with Full Access Control | 21 | 52 | 165 |

8.3 Engineering Criteria

The engineering measures and criteria include the number of properties and structures affected and the planning level cost estimate of the alternatives.

8.3.1 Right of Way (ROW) Impacts

The Right of Way (ROW) impacts of the proposed alternatives are analyzed using the following criteria:

- Number of properties within the 300 ft. swath width for the bypass options
- Number of potential full take properties for the bypass options: This criterion measures the number of properties that will be severely impacted by the proposed bypass options.
- Square footage of structures affected: This shows the number of structures such as bridges and culverts that would potentially be impacted by the proposed alternatives.

- Length of new bypass: This criterion shows the length of the proposed bypass options as a surrogate of construction cost and effort.
- Estimated acreage for additional Right of Way: This criterion measures the acreage of land directly impacted by each alternative. For the bypass options, this criterion is measured using the 300 ft. swath proposed for each bypass alternative.

8.3.2 Planning Level Cost Estimates

The total construction cost of each alternative is estimated using the assumptions given in

Table 8. The summary of engineering criteria of each alternative is shown in **Table 9.**

Table 8 – Engineering Cost Analysis Assumptions

| Facility Type | Cost | Explanation |
|---------------------|------------------|---|
| 4-Lane New (MA-1) | \$ 13,000,000.00 | per mile |
| Widen 1 Lane | \$ 2,000,000.00 | per mile |
| Bridge | \$ 300.00 | per SF |
| Rural 2-Lane (RM-1) | \$ 4,000,000.00 | per mile |
| Residential 2-Lane | \$ 6,800,000.00 | per mile |
| Traffic Signal | \$ 500,000.00 | Each |
| Displaced Left Turn | \$ 3,000,000.00 | |
| New 3 Lanes | \$ 2,500,000.00 | 1000' either side of intersection (main road) - includes 2 L-Turn lanes and 1 R-Turn merge lane |
| Traffic Signal | \$ 500,000.00 | |
| Restricted Cross U | \$ 2,000,000.00 | |
| New 2 Lanes | \$ 1,500,000.00 | 1200' Either side of intersection |
| Traffic Signal | \$ 500,000.00 | |
| Interchange Flyover | \$ 8,800,000.00 | |
| Accel/Decel Lanes | \$ 1,600,000.00 | 2000' Accel/Decel and Ramp Up/down |
| Bridge | \$ 7,200,000.00 | |

Table 9 – Engineering Criteria of Each Alternative

| Alternative | Engineering Evaluation Criteria | | | | | | |
|---|---|---|-----------------------------------|------------------------------|---|--|--|
| | Number of Properties within 300 ft Swath Width for Bypass Options | Number of Potential Full-Take Properties for Bypass Options | Structures Affected (Square Feet) | Length of New Bypass (Miles) | Estimated Acreage for Additional Right of Way (ROW) | Range of Potential ROW Cost (\$Millions) | Planning Level Construction Cost Estimate Excluding ROW Cost |
| Do Nothing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Planned Improvements | 0 | 0 | 6,400 | 0 | 42.5 | \$5-6M | \$101M |
| Planned Improvements Plus Alternative Intersections | 0 | 0 | 6,400 | 0 | 42.5 | \$5-6M | \$109M |
| Short Bypass with Partial Access | 34 | 19 | 6,400 | 2.2 | 75.5 | \$9-10.5M | \$200M |
| Short Bypass with Limited Access | 33 | 12 | 6,400 | 2.0 | 72.5 | \$8.5-10M | \$216M |
| Short Bypass with Full Access Control | 40 | 24 | 6,400 | 2.3 | 77.0 | \$9-10.5M | \$235M |

8.4 Ranking of Alternatives Based on Costs and Effects

The summary of the evaluation results of the alternatives are given in **Table 10**. This table shows the short bypass options induce substantial cost, with insignificant traffic-related improvement. In addition, they result in significant environmental impacts. On the other hand, the “Do Nothing” alternative exhibits extremely poor traffic impacts. As such, the Planned Improvements and the Planned Improvements Plus Alternative Intersection were determined to be the most promising alternatives in this study.

Table 10 – Summary of Evaluation Criteria

| Alternatives | TRAFFIC | | | | | | | ENVIRONMENTAL | | | ENGINEERING | | | | | |
|--|-------------------------------|-------------------------------|-----------------------------|--------------------------------------|--|---|--|------------------------------------|--|--|--|---------------------------------------|-----------------------------------|--------------------|---------------------------------|---|
| | Vehicle Miles of Travel (VMT) | Vehicle Hours of Travel (VHT) | Average Network Speed (MPH) | Total ADT Entering Key Intersections | Average Volume to Capacity (V/C) Ratio | US 29 ADT thru Buckland Historic District | Average Travel Time on US 29 from I-66 to VA 600 | Wetland Acres Potentially Affected | Battlefield Core Area Acres Potentially Affected | Battlefield Acres Potentially Affected | Properties within 300 ft Swath Width of Bypass | Number of Potential Full Take Parcels | Structures Affected (square feet) | Bypass Length (mi) | Potential ROW Cost (\$Millions) | Planning Level Construction Cost (\$Millions) |
| Do Nothing | 1,298,000 | 78,000 | 16.7 | 447,000 | 0.87 | 53,500 | 10:18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Planned Improvements | 1,253,200 | 30,879 | 40.6 | 404,000 | 0.60 | 48,000 | 9:22 | 12 | 34 | 124 | 0 | 0 | 6,400 | 0 | \$5-6M | \$101M |
| Planned Improvements plus Alternative Intersections | 1,281,600 | 30,673 | 41.8 | 421,000 | 0.60 | 51,500 | 8:42 | 12 | 34 | 124 | 0 | 0 | 6,400 | 0 | \$5-6M | \$109M |
| Short Bypass with Partial Access | 1,282,200 | 30,720 | 41.7 | 410,000 | 0.59 | 40,500 | 8:39 | 21 | 43 | 176 | 34 | 19 | 6,400 | 2.2 | \$9-10.5M | \$200M |
| Short Bypass with Limited Access | 1,286,300 | 30,730 | 41.9 | 409,000 | 0.60 | 38,500 | 8:37 | 22 | 43 | 166 | 33 | 12 | 6,400 | 2.0 | \$8.5-10M | \$216M |
| Short Bypass with Full Access Control | 1,276,100 | 30,050 | 42.5 | 401,000 | 0.59 | 38,500 | 8:37 | 21 | 52 | 165 | 40 | 24 | 6,400 | 2.3 | \$9-10.5M | \$235M |

9 Stakeholders inputs, conclusions and recommendations

9.1 Stakeholders input

Based on input received during the third stakeholders meeting (the details of all comments, stakeholder meeting notes, and inputs are given in Appendix C), the Stakeholders strongly and consistently opposed all bypass options. Alternatively, most stakeholders supported the Planned Improvement and Planned Improvement Plus Alternative Intersection alternatives.

9.2 Study Conclusions

Based on the estimated cost and the traffic impacts of the alternatives, the study recommends the Planned Improvements Plus Alternative with some modifications as follows:

1- The alternative intersections improvement at US 29 and Old Carolina Road and US 29 and Somerset Crossing Drive have been omitted due to the following:

- The lower benefit-cost ratio of the alternative intersection at these locations. The traffic and mobility improvements that resulted from the alternative intersections at these locations were insignificant and not considered cost-effective.
- Accessibility Issues: The alternative intersection at US 29 and Old Carolina Road will significantly impact the access to and from the shopping plaza and the Wegman's Supermarket located south of US 29.
- Safety Impact: The continuity of the traffic flow created by these particular improvements will result in a reduction of available gaps between vehicles on US 29 that will hinder access from existing roads and entrances. Drivers entering US 29 need adequate gaps for entry. Traffic signals usually provide gaps on the major street from intersecting roadways during the major street's red phase. Due to the availability of larger gaps, the safety of the intersection of US 29 and intersecting roads is expected to increase.

2- A concern of the Stakeholders was to ensure that US 29 would never be widened within the Buckland Historical District. Within the modified Planned Improvement Plus Alternative Intersections alternative, any future widening outside the Right of Way is not recommended. Rather, in the event that traffic and congestion issues on US 29 within the Buckland Historical District worsen, widening toward the median is considered a possible option.

This alternative is shown in **Figure 42**.

9.3 Study Recommendations

The study recommends the use of the Modified Planned Improvements with Alternative Intersections alternative to be used within the study area. The study results do not show severe traffic and congestion issues within the Buckland Historical District from the implementation of this alternative. As a contingency measure, within-ROW widening of US 29 could be considered. This alternative was well-supported and received by the majority of Stakeholders. The results of this study do not support any of the bypass options, including the short or western bypass options.

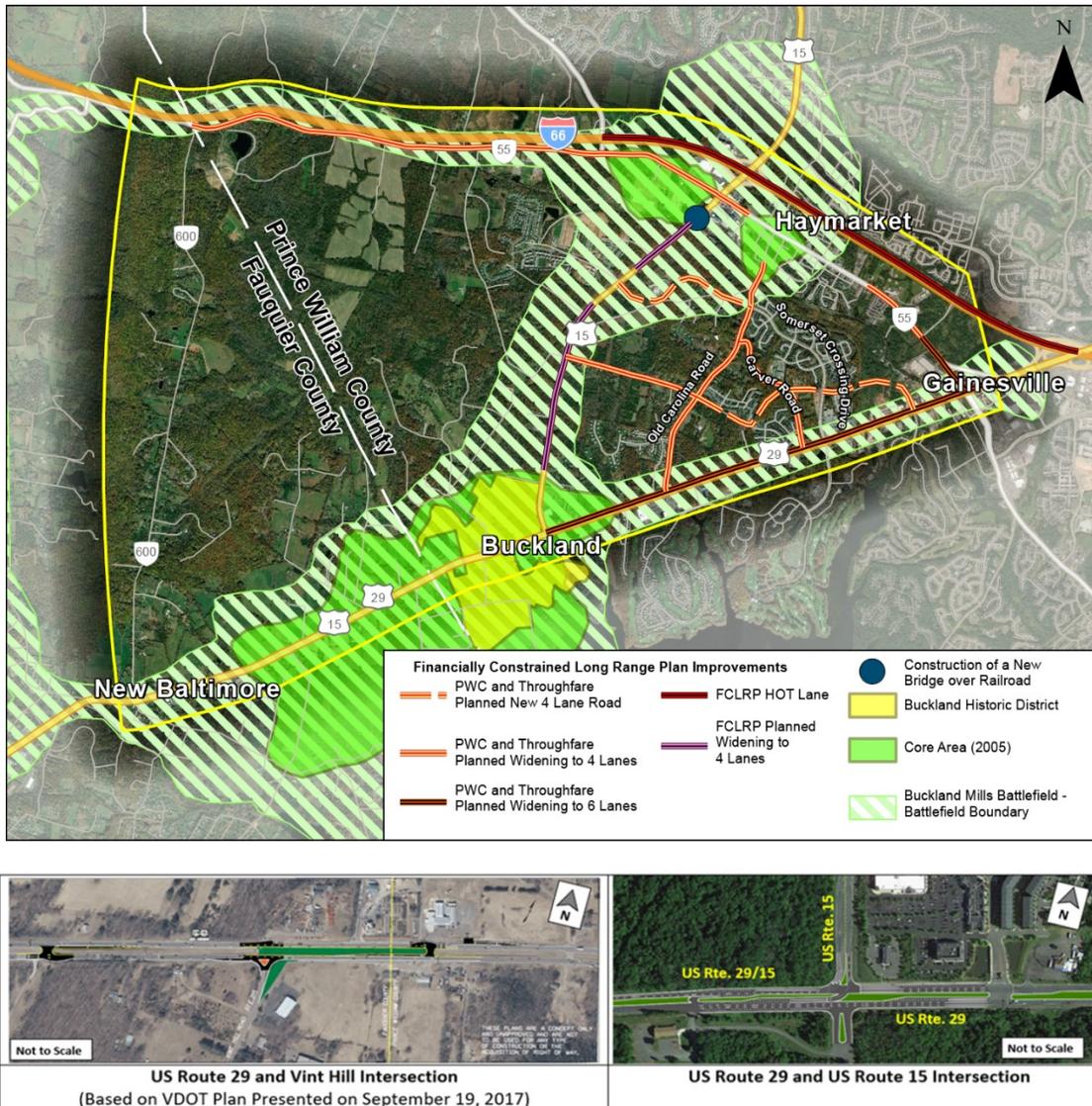


Figure 42- Modified Planned Improvement Plus Alternative Intersection Alternative

10 Appendix A - Travel Demand Forecasting

This study utilized the Prince William County Travel Demand Model (TDM). The latest update of this model was performed in 2016. This section of the report discusses the validation results of the Prince William County TDM. This step is necessary to establish a foundation for future year predictions. Then, details of how the model applies to each of the proposed scenarios will be provided.

10.1 Model Validation

The Prince William County TDM was updated in 2016. This study relies on the validation report provided by the consultant that updated the model. The TDM was compared with the VDOT-published AADT. This data includes average weekday traffic count (AAWDT) and the percentage of trucks by each category. The report did not consider the data points with poor quality in the validation process.

The validity of the Prince William County model was also checked against different accuracy criteria. **Table 11** summarizes the results of the models developed for PWC from 1998 to 2016. Shown in this table, eight of the nine project's accuracy targets have been achieved. The 2016 validation results have improved over the years and are well within the requirements of the VDOT modelling standards.

The PWC model was also validated against the new "Travel Demand Modeling Policies and Procedures Manual" published by VDOT in 2014. The result of the PWC model validation is shown in **Table 12**. The Table shows that the PWC TDM also meets the accuracy criteria set forward by FHWA and VDOT.

Percent root-mean-square error (%RMSE) was another metric that was controlled to validate the PWC travel demand model. The errors are defined as the difference between the assigned and the observed traffic volumes. The VDOT manual's standards for large urban areas are shown in **Table 13**, which indicates the model easily exceeds those limits.

Table 11 – Traffic Assignment Accuracy Criteria

| Functional Classification | Criteria | Percent of Links in 1998 | Percent of Links in 2002 | Percent of Links in 2003 | Percent of Links in 2004 | Percent of Links in 2007 | Percent of Links in 2009 | Percent of Links in 2012 | Percent of Links in 2016 |
|--------------------------------|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Interstate | At least 85% of links must be estimated within $\pm 10\%$ | 89% | 94% | 100% | 94% | 95% | 80% | 90% | 98% |
| | No links with error > 25% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Principal Arterial | At least 65% of links must be estimated within $\pm 10\%$ | 73% | 78% | 88% | 85% | 79% | 68% | 52% | 68% |
| | No links with error > 25% | 0 | 0 | 0 | 0 | 0 | 0 | 4% | 1% |
| Minor Arterial | At least 65% of links must be estimated within $\pm 25\%$ | 77% | 94% | 92% | 96% | 88% | 87% | 82% | 92% |
| | No more than 10% of links with error > 50% | 10% | 2% | 4% | 2% | 5% | 4% | 6% | 1% |
| Collector | At least 50% of links must be estimated within $\pm 25\%$ | 63% | 66% | 81% | 80% | 71% | 73% | 70% | 62% |
| | No more than 25% of links with error > 50% | 19% | 19% | 11% | 7% | 14% | 13% | 12% | 14% |
| Local | At least 50% of links must be estimated within $\pm 50\%$ | 71% | 88% | 75% | 75% | 93% | 81% | 83% | 86% |
| Total Assigned Vol. vs. Count | error not to exceed $\pm 4\%$ | 3.40% | 3.00% | 2.10% | 1.20% | 1.50% | -0.30% | -4.30% | -1.50% |
| Percent Root-Mean-Square Error | error not to exceed 30% | 17.40% | 14.10% | 13.80% | 11.60% | 16.30% | 19.50% | 19.30% | 16.00% |

Table 12 – FHWA and VDOT Accuracy Criteria

| Functional Classification | FHWA MAPE | VDOT MAPE | 1998 Error | 2002 Error | 2003 Error | 2004 Error | 2007 Error | 2009 Error | 2012 Error | 2016 Error |
|---------------------------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|
| Interstate | 7% | 6% | 1% | 1% | 2% | 2% | 0.4% | 0.6% | 0.1% | 0.7% |
| Principal Arterial | 10% | 7% | 0% | 1% | 1% | 3% | 0.1% | -3.3% | -3.8% | -2.1% |
| Minor Arterial | 15% | 10% | 4% | 4% | 5% | 2% | 1.0% | 0.4% | -5.2% | -3.7% |
| Collector/Local | 20% | 20% | 9% | 11% | 6% | 5% | 5.0% | -2.6% | -7.1% | 0.5% |
| Correlation (3) | > 0.88 | > 0.949 | 0.993 | 0.996 | 0.996 | 0.997 | 0.995 | 0.993 | 0.99 | 0.993 |

Notes:

- (1) Sources: *Travel Model Development Series: Part I – Travel Model Estimation*, prepared by Cambridge Systematics, 9 June 2009 and VTM.
- (2) MAPE = Maximum Absolute Percent Error = sum of the total count divided by sum of the total assigned volume for each functional class.
- (3) Correlation between count and assigned volume at the link level.

Table 13 – Percent Root-Mean-Square Error

| Daily Volume Group | VDOT Maximum | 2012 RMSE | 2016 RMSE |
|--------------------|--------------|-----------|-----------|
| < 5 K | 100% | 34% | 35% |
| 5 – 10 K | 45% | 20% | 18% |
| 10 – 15 K | 35% | 20% | 12% |
| 15 – 30K | 28% | 13% | 11% |
| > 30 K | 20% | 5% | 5% |
| All Roads | 40% | 19% | 16% |

Notes:

- (1) %RMSE is the square root of the mean squared error calculated at the link level, divided by the average count. Lower values are better.

Shown in **Table 13**, the model is more accurate for links that have higher volumes. This is a desirable characteristic of the PWC model. The assigned volumes versus the observed volumes are also shown in **Figure 43**. It shows that the assigned versus observed points are laid out closely along the 45 degree line, which represents perfect fit.

Another measure of goodness-of-fit is the countywide and regional vehicle-miles of travel (VMT) totals. VMT is reported by regional planning agencies and state DOT’s to the Federal government for a variety of reasons, including funding, maintenance, statistical analyses. For 2015, MWCOG reported a regional total of 166,671,000 daily VMT, excluding travel on local links and centroid connectors. VDOT reported 9,581,000 daily VMT for Prince William County. The model’s estimates are 174,674,000 and 9,992,000, respectively, which are both within 5% of the reported target values.

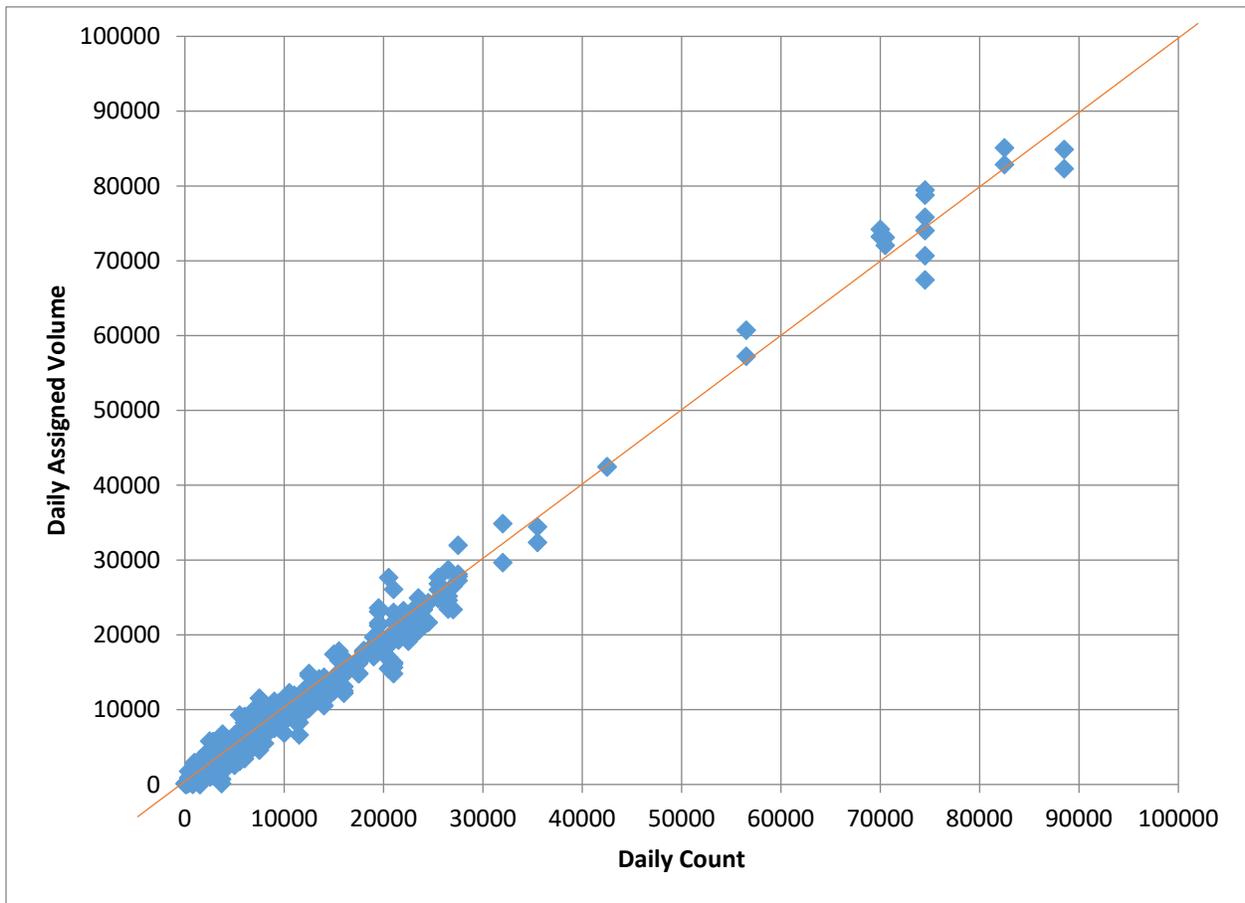
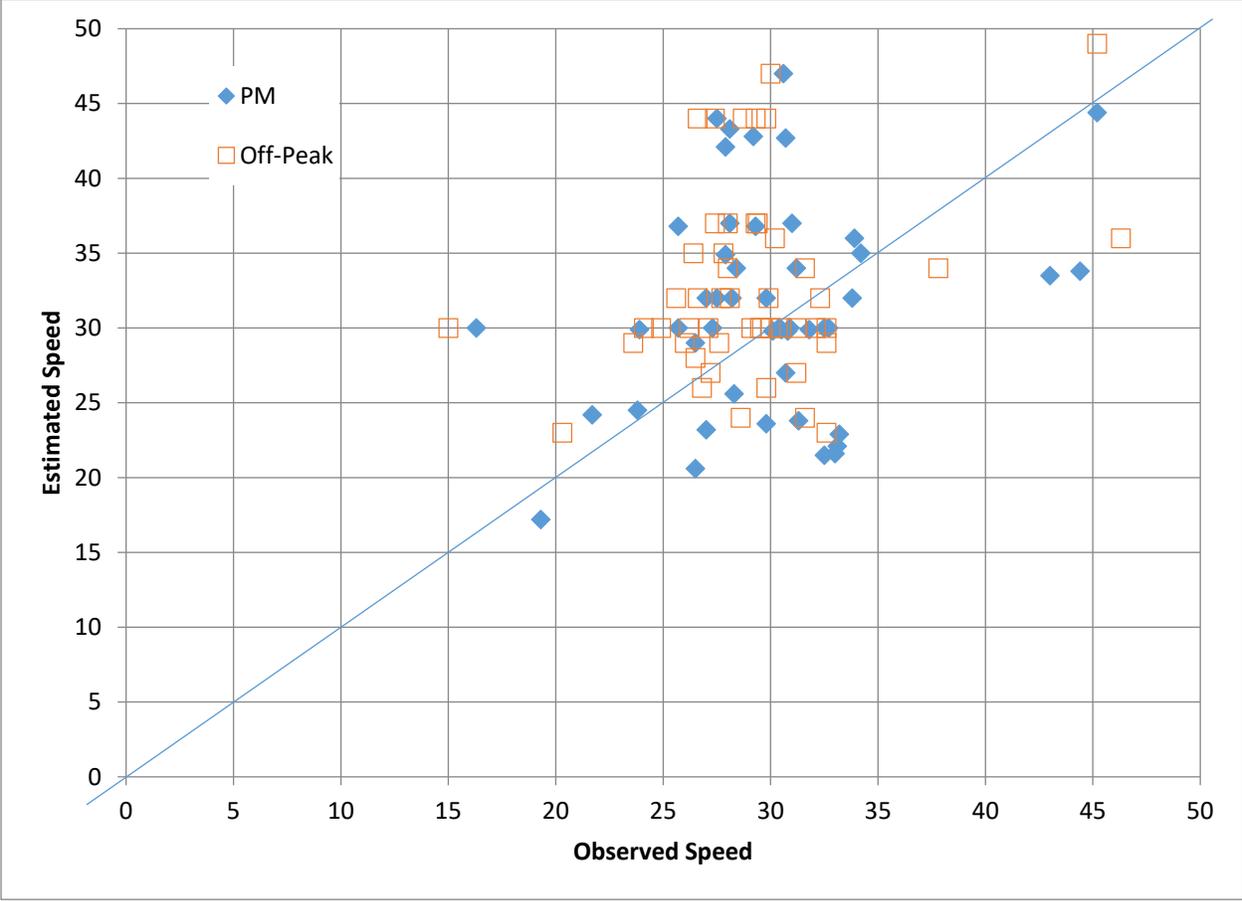


Figure 43- Observed/Estimated Scatterplot

The travel speeds are also compared for a small number of coded local and collector links, using data provided by County staff. In order to validate the travel speeds, the free-flow speeds are compared with the nighttime speeds and the PM peak hour speeds in the model are compared with the observed travel speeds. The aggregate speed of the model's 50 counted links was 5.3% high in the PM peak and 12.2% higher in the off-peak. This is shown in **Figure 44**.



11 Appendix B - Daily Traffic Volumes

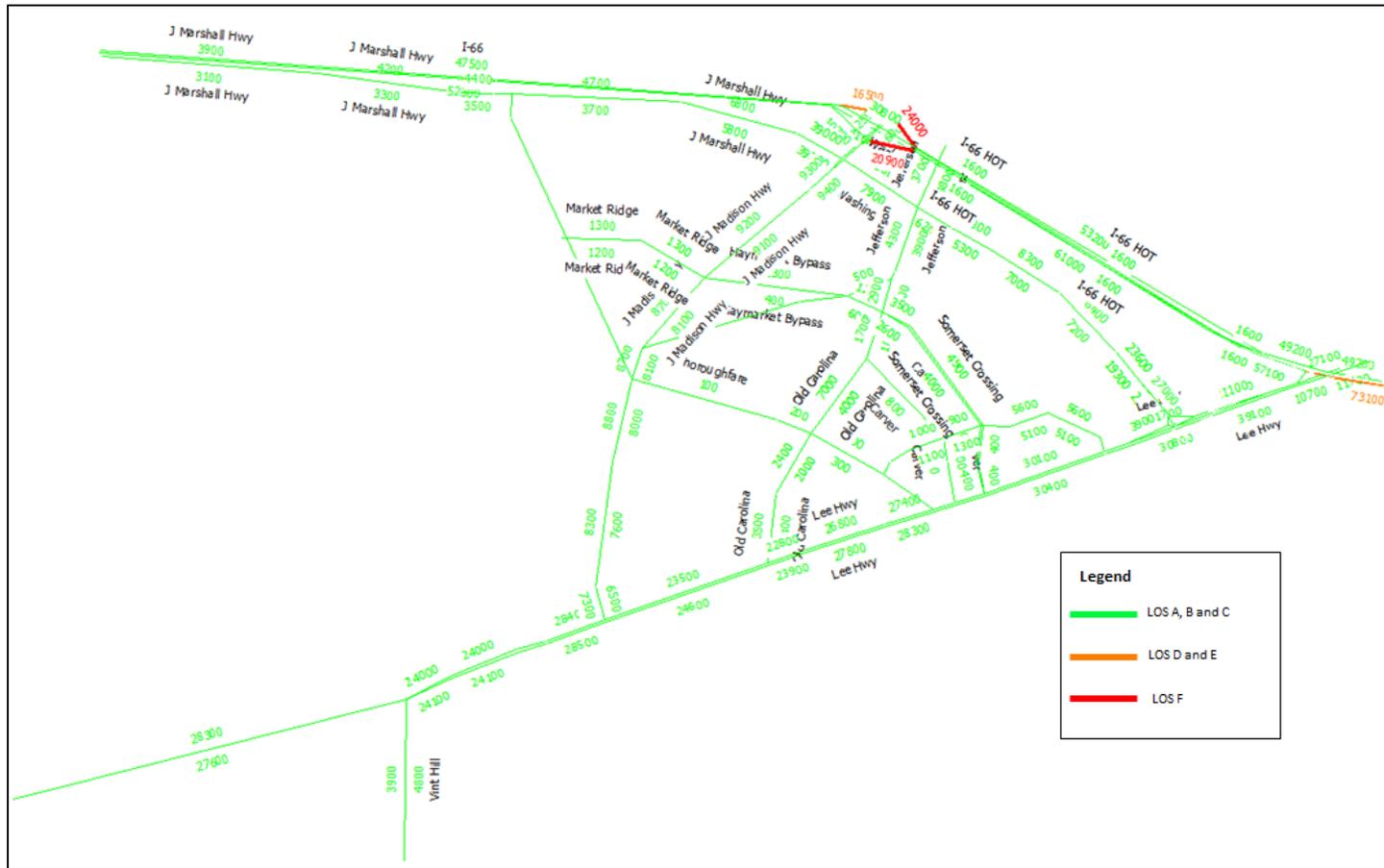


Figure 46 – Daily Traffic Assignment for Alternative 2 (Planned Improvements)

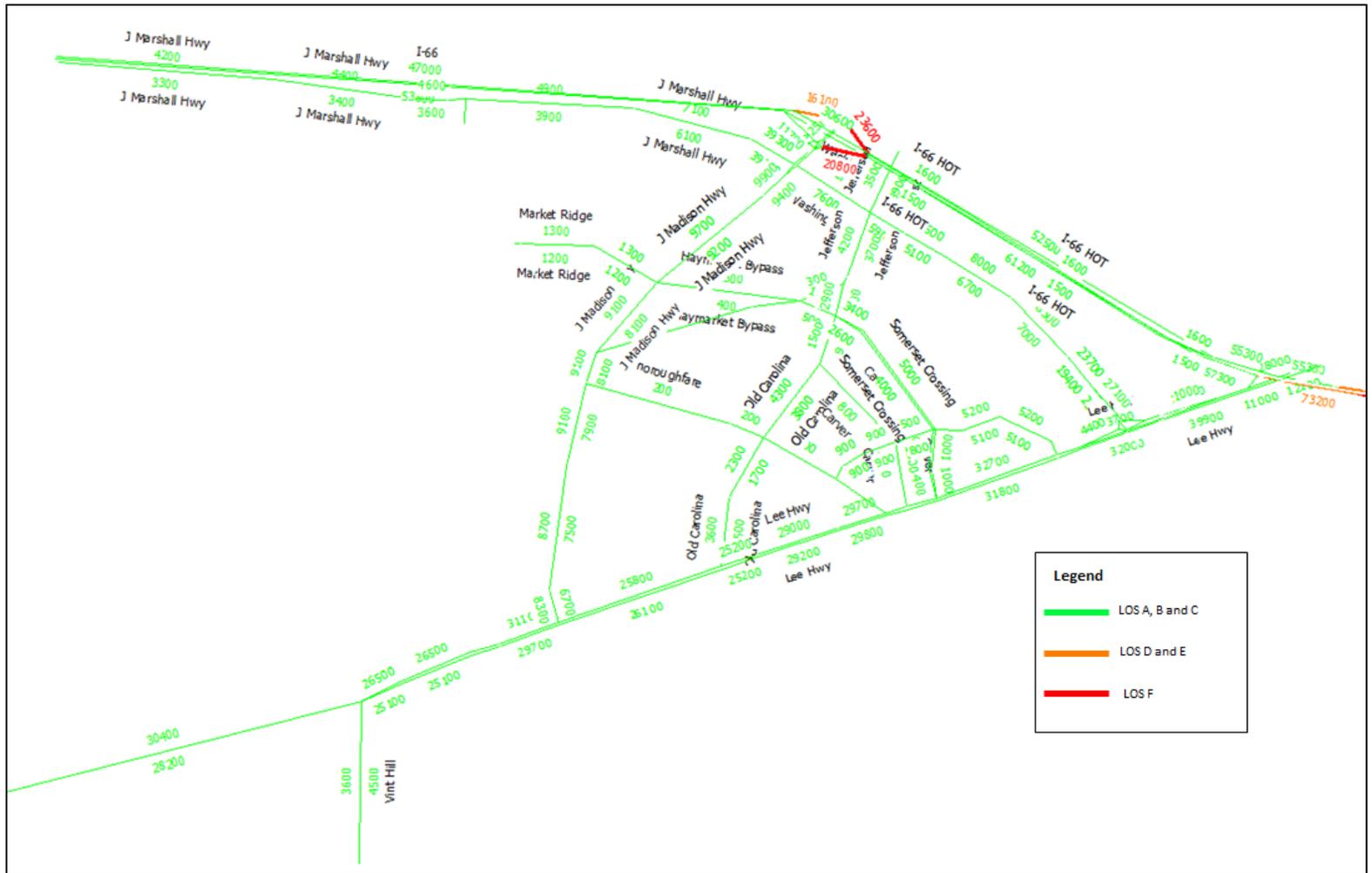


Figure 47 – Daily Traffic Assignment for Alternative 3 (Planned Improvements Plus Alternative Intersections)

12 Appendix C - Peak Period Travel Times

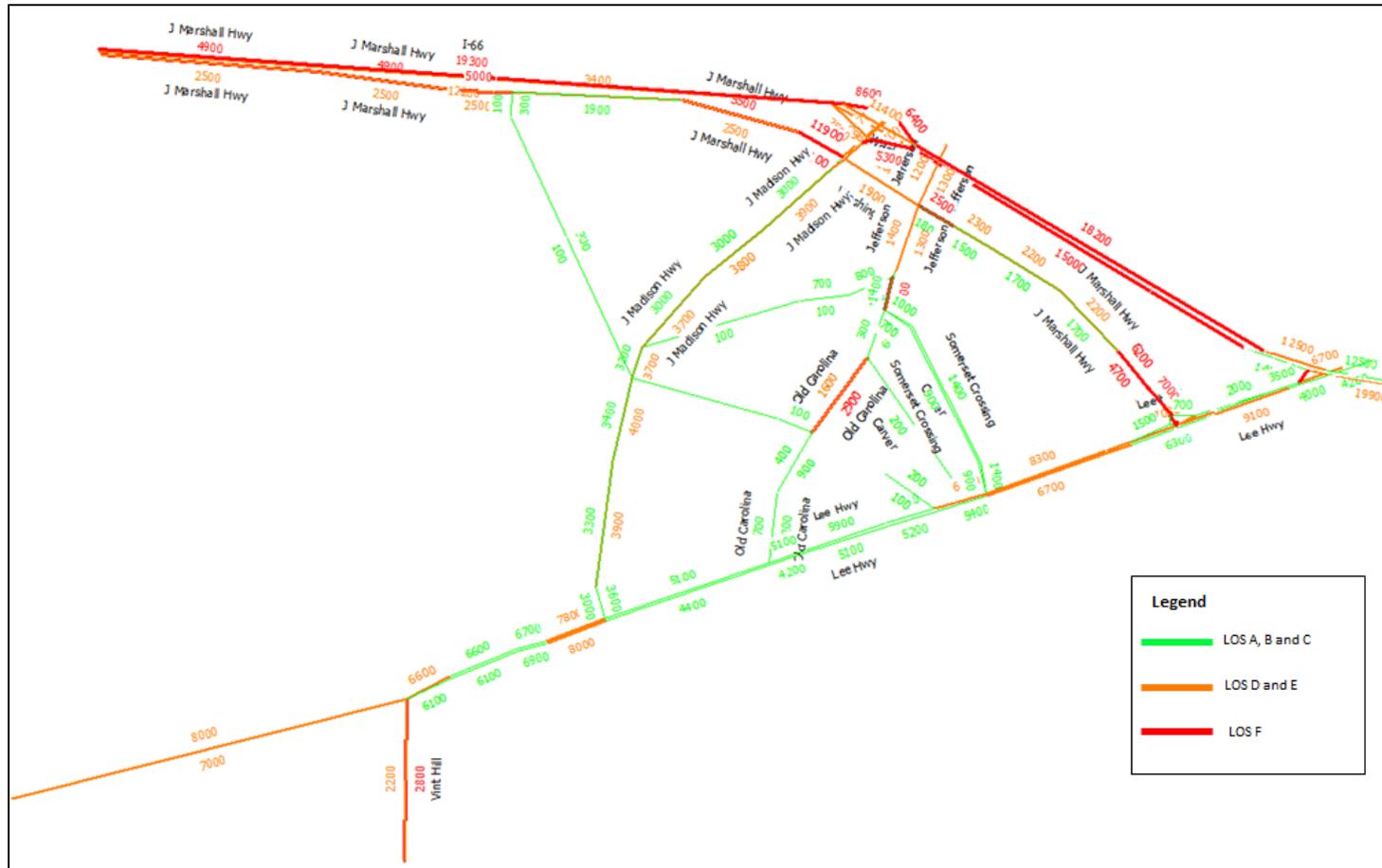


Figure 51 –PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 1 (Do Nothing)

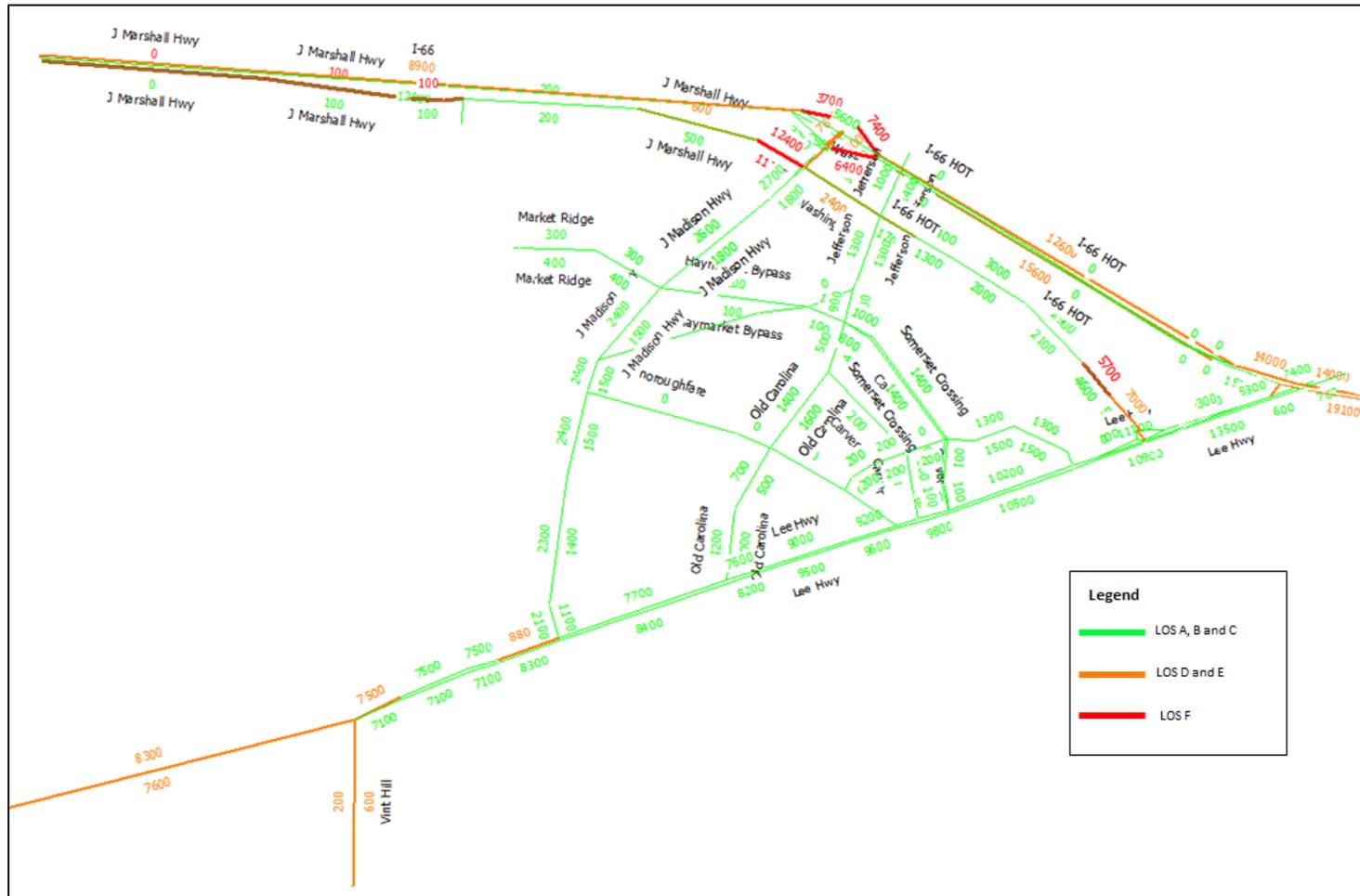


Figure 53 – PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 3 (Planned Improvements Plus Alternative Intersections)

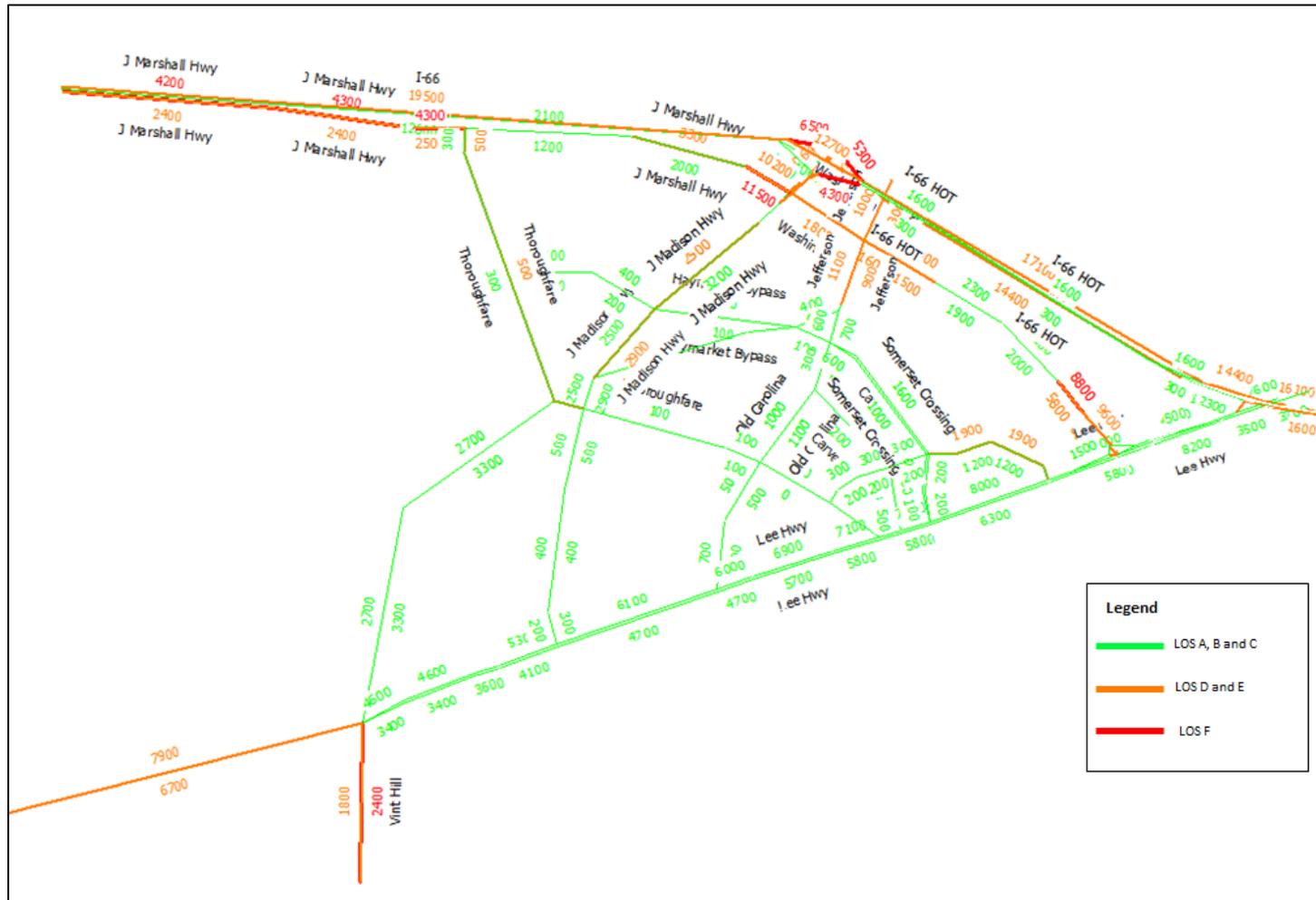


Figure 55 – PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 5 (Short Bypass option with Limited Access)

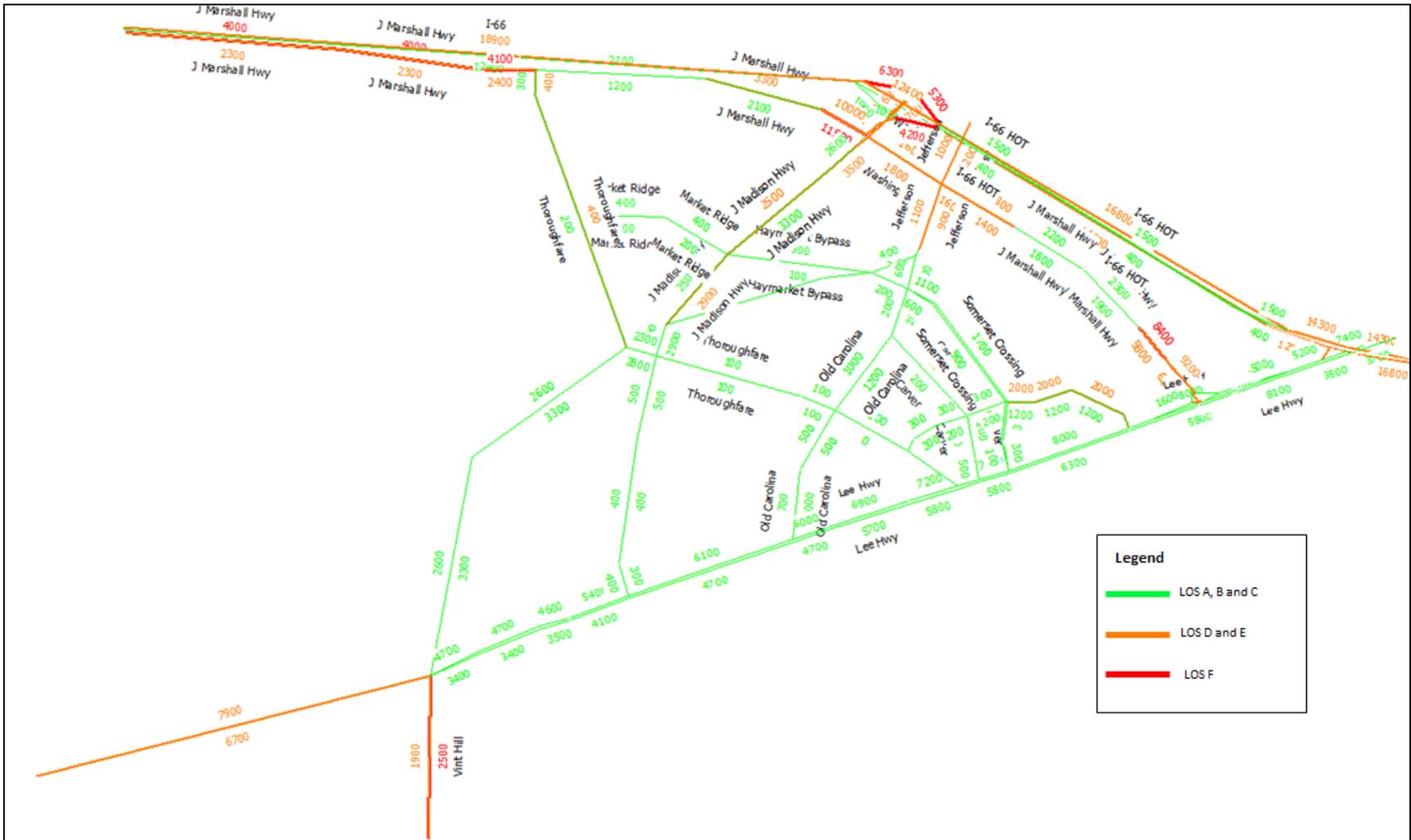


Figure 56 – PM Peak Period (3:00 to 7:00 PM) Traffic Assignment for Alternative 6 (Short Bypass option with Access Control)

13 Appendix D - Stakeholder Inputs

29by15

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Inbox

20+

-  **Charlie Grymes** 9:14am
Visitor Post
Prince William Conservation Alliance is...
-  **Stakeholder Meeting Material** Nov 5
There are no user comments on this post yet
-  **Ray Bell** Oct 11
Visitor Post
As a "total take" landowner (for new ...
-  **Short Bypass Option Access** ... Oct 10
Som Garga, Glad Prather and 5 others commented on your post
-  **29by15 added a new photo.** Oct 10
Karen Bewick - Thank you for posting the results of the study. Based on the...
-  **Martha Howard** Sep 25
Review
Hey folks correct me if I'm wrong but
-  **Friday August 25, 2017 will be the.** Sep 23
CB Salvano and Anthony Carpino commented on your post
-  **The "Do Nothing" Alternative (no.** Sep 20
Chuck Morgan - How about widening 15 and having turn lanes?...or other traffic
-  **Liz Levinson** Sep 20
Visitor Post
They don't even need to go through ...
-  **Mary Grothe** Sep 20
Review
Not even a need to widen Beverlys Mill..

 **Charlie Grymes**
about an hour ago

 **Charlie Grymes** 29by15
1 hr

Prince William Conservation Alliance is alerting the community that the county is proposing to re-plan the Route 29 corridor. Details are at http://www.pwccgov.org/.../dept/planning/pages/sap_route29.aspx
Next step is an all-day Town Hall/Charrette on January 13, starting at 9:00am at the Ronald Reagan Middle School, 15801 Tanning House Pl, Haymarket, VA 20169



Small Area Plan: Route 29

You are invited to attend a Town Hall/Charrette (Tasks 3 & 4 below) with county staff on: Saturday, January 13, 2018 from 9 a.m. – 5 p.m. at the Ronald Reagan Middle School, Cafeteria, 15801 Tanning House Pl, Haymarket, VA 20169.
PWCCGOV.ORG

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-  **Charlie Grymes** 9:14am
Visitor Post
Prince William Conservation Alliance is...
-  **Stakeholder Meeting Material** Nov 6
There are no user comments on this post yet
-  **Ray Bell** Oct 11
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Review
Not even a need to widen Beverlys MILL..

Stakeholder Meeting Material

1 reaction 1 comment Oct 6

Boost Post

29by15 added 18 new photos
Published by Navid Kalantan October 6

Stakeholder Meeting Material

US 29/US 15 Traffic Study

STAKEHOLDER MEETING
OCTOBER 10, 2017
7 PM - 9:30 PM
HAYMARKET ELEMENTARY SCHOOL

55 people reached

Boost Post

Responses to this post
Karen Bewick

Write a comment

29by15

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-  **Charlie Grymes** 9:14am
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Not even a need to widen Beverlys Mill,

Ray Bell Oct 11

Ray Bell 29by15 October 11

As a "total take" landowner (for new bridge #2), with property in both PW and Fauquier Counties, obviously I do not favor any of the "short bypass" options

Regardless of that fact, the projected numbers show (1) daily redirection (not elimination) of a potential 10,000 cars; (2) projected driving-time savings of less than 3 minutes; and (3) a projected cost exceeding \$200M. No cost-benefit here!

I'm glad at the Oct 11 meeting our elected supervisor(s) and representative termed this study DOA.

Write a comment

29by15

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Short Bypass Option Access Controlled from the area

3 reactions 34 comments Sep 13

Boost Post

20+



Charlie Grymes

9:14am

Visitor Post
Prince William Conservation Alliance is.



Stakeholder Meeting Material

Nov 6

There are no user comments on this post yet.



Ray Bell

Oct 11

Visitor Post
As a 'total take' landowner for new bridge



Short Bypass Option Access

Oct 10

Som Garga, Glad Prather and 24 others commented on your post.



29by15 added a new photo.

Oct 10

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Martha Howard

Sep 25

Review
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Sep 23

CB Salvano and Anthony Carpino commented on your post



The "Do Nothing" Alternative (no.

Sep 20

Chuck Morgan - How about widening 15 and having turn lanes?...or other traffic



Liz Levinson

Sep 20

Visitor Post
They don't even need to go through ...



Mary Grothe

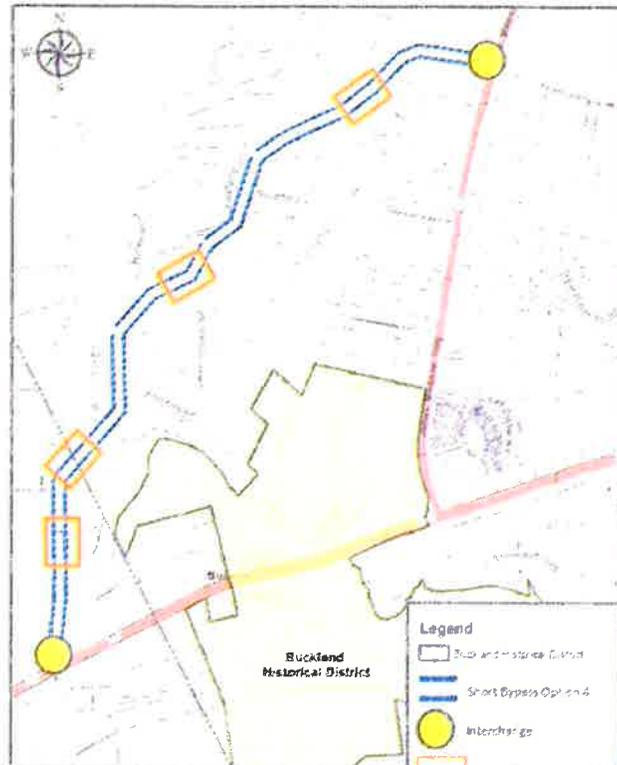
Sep 20

Review
Not even a need to widen Beverlys Mill...



Published by Leslie Thomas September 13

Short Bypass Option Access Controlled from the area west of Vint Hill Road at Route 29 to Thoroughfare Road at Route 15



Write a comment

[View 1 more comment](#)

[Anthony Carpino](#) this is a terrible plan as it impacts numerous homeowners (houses not land) and would be both costly and destroy the rural nature of the area.

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55

· [September 14 at 1:08pm](#) · [Edited](#)

[Manage](#)

[29by15](#) Got it Tony- Just a head up it's a Study only,not a Plan or construction project. No conclusions have been reached. It builds nothing. Any change to the status quo will require significant political will of citizens as well as support for local elected, State elected and Federal officials. Stay tuned for the next Stakeholder meeting date (still trying to nail it down).

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· [Reply](#) · Commented on by [George Phillips](#) · [September 18 at 2:15pm](#)

[Manage](#)

[Elizabeth Phillips](#) I'm against this. This sits right in front of my property and crosses the bus stop where my kids get on. Beyond this, this neighborhood has a ton of wildlife constantly. Deer. Bears. Red foxes. Groundhogs. Eagles. And not to mention, the history. This ...[See More](#)

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55

· [September 14 at 4:40pm](#)

[Manage](#)

[29by15](#) Thanks for your comments Elizabeth- Just a head up it's a Study only,not a Plan or construction project. No conclusions have been reached. It builds nothing. The Study will also look at a No Build alternative as well as an alternative which only assume...[See More](#)

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[Timothy Miller](#) Someone failed to review a topographical map! The first five affected properties have massive elevation changes, and two bridges to cross Mine Run and Broad Run. The back side of my private community would be cut in half and not sure how they would get...[See More](#)

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66

· [September 14 at 5:19pm](#)

[Manage](#)

[Timothy Miller](#) be a bridge, I could possibly loose my ability to discharge firearms being to close to a road.

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[516](#)

· [September 14 at 5:20pm](#)

[Manage](#)

[Brian Knobbs](#) Not only would this bring a road within 20 feet of my house, completely destroying many of my neighbors homes. it would be destroying countless old growth trees and forests in a historic district. Besides the useless destruction it would cause, the hig...[See More](#)

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[55](#)

· [September 15 at 1:13am](#) · [Edited](#)

[Manage](#)

[29by15](#) Thanks for your comments Mr. Knobbs - As I have mentioned to others, it's a Study only, not a Plan or construction project. No conclusions have been reached. It builds nothing. The Study will aslo look at a No Build alternative as well as an alternativ...[See More](#)

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· [Reply](#) · Commented on by [George Phillips](#) · [September 18 at 3:05pm](#)

[Manage](#)

[Jason Tobin](#) Not going to happen

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[33](#)

· [September 15 at 1:02pm](#)

[Manage](#)

[29by15](#) Thanks for your comments Mr. Tobin - As I have mentioned to others, it's a Study only, not a Plan or construction project. No conclusions have been reached. It builds nothing. The Study will aslo look at a No Build alternative as well as an alternativ...[See More](#)

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[11](#)

· Commented on by [George Phillips](#) · [September 18 at 2:20pm](#)

[Manage](#)

[Bradley Stevens](#) These Short Bypass options are so egregious and ill-conceived, they beg the question if any of the committee members actually visited the area in question. If they had, they would see how this plan would utterly destroy a beautiful, tranquil enclave of...[See More](#)

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99

· [September 16 at 5:05pm](#)

[Manage](#)

[CB Salvano](#) All three of these short bypass plans are devoid of any rational thought, planning or logic. You are essentially proposing to bulldoze a long existing rural community. What ever happened to the Rural Crescent? This community is on historic land, a part...[See More](#)

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66

· [September 17 at 1:52am](#)

[Manage](#)

[Karen Bewick](#) Why is the County spending more money on another bypass study whose end point is located in Fauquier who has said it never will support any bypass located in F? Also, why study a 4 lane highway that dumps traffic back onto roads (29 and 15) that can't...[See More](#)

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· [September 17 at 8:37am](#)

[Manage](#)

[29by15](#) Thanks Karen- The purpose of the Study is to evaluate a variety of options (which we have discussed over the phone/in person). Like you said, the Study may very well find that Route 15 can't accommodate the anticipated traffic and what benefits, if an...[See More](#)

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· [Reply](#) · Commented on by [George Phillips](#) · [September 18 at 2:28pm](#)

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[View more replies](#)

[Al Rolland](#) None of these Bypass Options are needed and all are unwise.

NEED...[See More](#)

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66

· [September 17 at 2:43pm](#) · [Edited](#)

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[Cynthia Giudici](#) There is absolutely no reason to cut through existing farms and neighborhoods when widening the existing roads (15 and 29) would be significantly easier and less intrusive. Improve the intersections and widen the roads. 15 is already halfway to 4 lanes anyway

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[33](#)

· [September 17 at 3:01pm](#)

[Manage](#)

[Bradley Stevens](#) The following post was written by John Kauffman, homeowner on Cerro Gordo Rd: To the commuters from Fauquier County--We, the homeowners and landowners through whose properties this absurd bypass would devastate are not unlike you; we chose to live in

...[See More](#)

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[77](#)

· [September 17 at 6:57pm](#)

[Manage](#)

[Chong Yi](#) Moving traffic through a neighborhood (Falkland Drive) will not solve the real problem. Coordinating the lights and widening 29 and 15 makes most sense.

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[11](#)

· [September 17 at 9:52pm](#)

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[Peyton Andrews-Yi](#) All of these proposed bypass options are disturbing to the homeowners and their families that would be directly affected by them.

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· [Reply](#) · [Message](#) · [September 17 at 10:25pm](#)

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[Trisha Phillips-Holbert](#) While we understand the need to improve the traffic flow through this area the proposals to alleviate the issue are less than stellar, will be very costly and take years to implement. As usual the infrastructure planning is way behind the existing and...[See More](#)

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[Manage](#)

[29by15](#) Thanks for your comments Mr Hunter. So noted. Hopefully the Study, with the variety of alternatives it reviews, will shed light on what can be done. as it looks looks at options (including a "No Build" option) to alleviate traffic on Route 29 passing through Buckland. The Study is ongoing. No conclusions have been reached yet. Stay tuned and I will let everyone know the next stakeholder meeting date.

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[11](#)

· Commented on by [George Phillips](#) · [September 18 at 3:14pm](#)

[Manage](#)

[Bradley Stevens](#) It's a mystery why administrators and elected politicians of Prince William County would be so eager to destroy the lives and homes of their constituents so that the people of Fauquier County can supposedly have an easier commute. Fauquier County wants no part of any Rt 29 By-Pass proposal. I think PW County is being out-foxed!

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[11](#)

· [September 18 at 11:36am](#)

[Manage](#)

[29by15](#) Thanks for your comments Bradley- Just a heads up that this is only a Study and that it looks at a variety of alternatives including a No-build Option as well as an alternative which only builds roads as per the adopted Prince William County Transporta...[See More](#)

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[11](#)

· Commented on by [George Phillips](#) · [September 18 at 1:07pm](#)

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[2 Replies](#)

[Glad Prather](#) You keep saying it's "only a STUDY", but we have a bad taste in our mouths from the Amazon power lines issue that seems to be running roughshod over us despite so many residents protesting the plan. Some of us are afraid you may be just going through ...[See More](#)

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[22](#)

· [September 18 at 8:51pm](#)

[Manage](#)

[Mary Grothe](#) PLEASE IDENTIFY YOURSELF(SELVES) 29by15! Why go incognito?

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11

· [September 18 at 10:26pm](#) · [Edited](#)

[Manage](#)

[Chong Yi](#) Is there any thoughts into removing that light on Market Ridge Blvd/ 15 that's triggered by 1 car? Along with other unnecessary lights like the one on 29/ WAWA, 29/ VA Oaks and the one on 29/ Rite Aid? An impact analysis utilizing technology that c...[See More](#)

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22

· [September 19 at 1:10am](#)

[Manage](#)

[Bradley Stevens](#) Dear Mr. Phillips,

My wife and I are long term residents of PWC, having raised our family here on Cerro Gordo Road and now choosing to spend our retirement years here also. These bypass proposals would totally destroy our quality of life on Cerro Go...[See More](#)

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33

· [September 19 at 5:20pm](#)

[Manage](#)

[Mary Grothe](#) As far as I can tell from my research over the past two days, PW County has been working on this "study" at least since January and there hasn't been a whisper to landowners here. This appears to be nothing more than a Western Bypass in new clothing, ...[See More](#)

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· [Reply](#) · [Message](#) · [September 20 at 9:40pm](#)

[Manage](#)

[Glad Prather](#) Vic Prather - I am not a member of Facebook so I am using Glad's account. All I see from 29/15 is a canned response. Identify yourself and put a little more thought into your responses for your "study" which could ultimately negatively impact many peop...[See More](#)

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11

· [September 25 at 6:33pm](#) · [Edited](#)

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[Som Garga](#) Just by looking at the map, it makes logical sense to improve the existing 29 and 15 intersection and also widen the 15 and 29 instead of building a new road that will impact numerous homes and wildlife. All of the proposed plans will create new bottlenecks.

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29by15 added a new photo

1 comment Oct 6

Boost Post

Charlie Grymes 9:14am
Visitor Post
Prince William Conservation Alliance is

Stakeholder Meeting Material Nov 6
There are no user comments on this post yet

Ray Bell Oct 11
Visitor Post
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Review
Hey folks correct me if I'm wrong but

Friday August 25, 2017 will be the ... Sep 23
CP Salvaon and Anthony Casino

29by15 added a new photo
Published by Navid Kaizantari October 6

Immediate Next Steps

- 1. Review of Stakeholder Input (from our meeting as well as any written comments) for consideration in the Final Report
- 2. Finalize the Study based on the inputs received during the meeting and drafting the recommendations
- 3. Preparation of the final report. The final report will include
 - Precise problem statement
 - Existing roadway network
 - Identification of alternatives
 - Travel demand model validation results
 - Travel demand forecasting results
 - Evaluation of the Alternative
- 4. Prince William County staff follow up with citizens and elected officials as needed



Boost Unavailable

Chronological

Write a comment

[29by15](#) added a new photo.

Published by [Navid Kalantari](#) · [October 6](#) ·

Boost Unavailable
[Chronological](#)

Comments

[Karen Bewick](#) Thank you for posting the results of the study. Based on the information presented here, it looks as though it makes little / no sense to build any of the bypass options. They cost much more money; they impact many more acres in the Battlefield area; they do little to improve the commenting time over that of the Improvements Plus option. Plus they destroy the homes and lives of many of the Prince William County residents.

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Martha Howard reviewed 29by15 — *1 star*

· September 25 ·

Hey folks, correct me if I'm wrong, but didn't Fauquier County consider something like this in their county awhile back? As I recall they wouldn't touch it with a ten foot pole. While I sympathize with Fauquier's desire to preserve the rural and agricultural nature of their county, my sympathy is insufficient to support building roads through my yard in order to handle their traffic, especially after they decline to do anything about the matter themselves. This is bizarre! Whose idea is this and who is behind it?

Preserving the Buckland Historic District is a bunch of hogwash too. I'm a bit of a history buff, and while some might argue that the historic district has extremely limited benefits for the general public, I do not count myself in that number. I do note that the properties that would be destroyed by a bypass are every bit as rich in Civil War history, and contain sites every bit as significant to the Buckland Races battle, and other Civil War events, as the larger properties owned by fewer people which are within the boundaries of the historic district. I would imagine that the landowners within the district had something to do with getting it set up. Although they may be the primary beneficiaries, it remains my opinion that this is a good thing. Nevertheless to destroy equally historic sites adjacent to the district, owned by people who were not sufficiently astute or perhaps lacked sufficient influence to get their properties included in it, all in the name of historic preservation is manifestly pure, unadulterated balderdash. Who came up with this reasoning anyway?

Nobody I know wants this new road. Why is it being studied? Who was pushing this? For sure, the Prince William County taxpayers are footing the bill. How much is it costing. Whose decision was it to undertake this study and why is it underway? There may be viable answers to these questions which do not sink to my darkest suspicions. I hope so, and I'd sure like to hear them. I find it hard to believe nothing could be done to improve the intersection of 29 and 15 without building new roads. This whole idea is about as popular as a bad case of flatulence in a crowded church around here; and these people will vote! I don't imagine the Prince William County taxpayers in general would be too enthused about their taxes being spent on a road that nobody wants, and which would benefit God only knows who.

Many may have guessed by now that I'm getting a little old and a little crotchety. Since I'm on a roll, I'll mention that this Facebook thing really ticks me off. Why should I have to join Facebook to comment on a public policy issue? Can't the county owned website handle something like this? I don't mind the county facilitating Facebook users, but I don't like Facebook. Why should I have to use it. Does someone in the Transportation Department own Facebook stock? Whose bright idea was this anyway?

On that happy note, I conclude my comments with the observation that if this thing goes through, it will be time to throw the rascals responsible out!

[29by15](#)

Community

48 Likes

1 talking about this

Comments

[29by15](#) Martha- You are correct that consideration of bypasses in this general area is not new. For example, I have a study, done by RDA in 2007, which looks at bypass options between Route 29 and I-66 which traverse both counties. However, none of the previous studies led to any change in the planned road network in either Fauquier County or Prince William County. The current study is headed up by the Department of Transportation in Prince William County with Federal Regional Surface Transportation Program funds allocated to Prince William County totalling \$270,000. The purpose of the study is to look at alternatives, including a No build (Do Nothing) alternative as well as only building approved/planned road improvements such as completing the widening Route 15 to 4 lanes between Route 29 and I-66. There will be a meeting on October 10 from 7-9:30 PM at Haymarket Elementary School (15500 Learning Lane in

Haymarket) to discuss findings of the study and receive input. Come on out if you can. Also, please note this is a study. It doesn't add anything to the Comprehensive Transportation Plans in Fauquier or Prince William Counties or build anything. The study may recommend that nothing be built. No conclusions have been made yet. The study is still under way. Stay tuned..

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· [Reply](#) · Commented on by [George Phillips](#) · [September 27 at 10:03am](#)

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Friday August 25, 2017 will be the end of the comment period for soliciting inputs on improvements that could be considered as part of the alternative definition phase. In order to meet the deadlines, the Consultant team should move forward and prepare the final evaluation results.

Boost Post

[11 people reached](#)

[Chronological](#)

Comments

[Anthony Carpino](#) It would have been helpful if PWC had made citizens aware of this meeting like Fauquier County did with signs on the effected roadways. Not including the property owners who are effected just seems inappropriate.

[Like](#) Show more reactions

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[Manage](#)

[CB Salvano](#) I think you are picking up on the fact that no one in this neighborhood, and not many people in the western area of Prince William County knew anything about the study or the solicitation of ideas on traffic and road infrastructure improvements. Communication really needs to improve to prevent the surprise, shock, hostility and backlash of residents feeling like we have been let down by our county and elected representatives. We want to help because we drive these roads daily and we know how things can be improved without "taking " the homes and property of some of the longest term residents in the county. We cross and travel Rt 29 and Rt 15 every day. We are the on site "experts" regarding the north/south traffic patterns. Many of my neighbors have already submitted outstanding solutions, the implementation of one or a combination of several would solve most of the the problems without unnecessarily wasting money and destroying a rural landscape which predates the Rural Cresnet. Those of us living in the Falkland, Woodridge Robledo Communities take preservation of the rural landscape very seriously. I believe that is easily demonstrated by the fact that the community has preserved our neighborhood with only one entrance/exit to insure our rural quiet lifestyle and to prevent our roads from becoming a cut through and defacto bypass.

One solution that has not had much discussion, is to stop encouraging traffic on to 29 by way of 15 but rather through signage route the traffic down Rt55 and up Beverly Mill road to Rt29. It is faster during rush hour to drive 66 to Rt 55 to Beverly mill to Rt29 than it is to take 66 to 15 to rt29 and arrive at the same intersection of Beverly Mill and 29. So much of this traffic is Fauquier residents. Fauquier needs to take responsibility for their development and the traffic they have created. We should not be forced to give up our homes for a bypass when Beverly Mill Road is already there and can be widened just like 15 has been widened. Stop the bypass and

improve the existing roads. There is plenty of capacity for cars with widening and intersection improvement.

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The “Do Nothing” Alternative (no planned improvements/ assume road network as is)

Boost Unavailable

[177 people reached](#)

[Chronological](#)

[11 Al Rolland](#)

Comments

[Anthony Carpino](#) This is just kicking the can down the road, Improvements to the existing roadways (Route 15 and 29) makes alot more sense.

[Like](#)

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[33](#)

· [September 14 at 10:59am](#)

[Manage](#)

[Al Rolland](#) Doing nothing to facilitate ever increasing traffic between Fauquier County, Gainesville and Haymarket in the Rt. 15/Rt. 29 corridor would be unwise.

[Like](#)

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11

· [September 17 at 2:27pm](#) · [Edited](#)

[Manage](#)

[1 Reply](#)

[Erica Abeles Weiser](#) We need improvements. Traffic during the week is painful and won't get any better without improved roads. More people are moving here and commuting. Keeping the beauty of existing roads and land is much appreciated. Still need to adjust to growth at the same time. 😊 👍

[Like](#)

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11

· [September 17 at 2:44pm](#)

[Manage](#)

[2 Replies](#)

[29by15](#) Thanks for your comments Mr. Rolland and Ms. Weiser- As previously noted, this Study is looking at a variety of possible improvements including No Build, only doing Planned road improvements, Planned road improvements plus intersection improvements at Route 29 at Vint Hill Road, Route 15, Old Carolina Road and Somerset Crossing and three similar short bypass alternatives between the vicinity of Route 29/Vint Hill Road and Thoroughfare Road/Route 15. The Study is ongoing and no conclusions have yet been reached. This Study does not build anything or add anything to the Prince William/Fauquier County transportation plans. Stay tuned on our next stakeholder meeting date which still needs to be nailed down.

[Like](#)

· [Reply](#) ·

22

· Commented on by [George Phillips](#) · [September 18 at 1:59pm](#)

29by15

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-  **Ray Bell** Oct 11
Visitor Post
As a "total take" landowner (for new bridge
-  **Short Bypass Option Access** ... Oct 10
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Not even a need to widen Beverlys Mill..
-  **Short Bypass Option with Right ...** Sep 19
CB Salvano and 3 others commented on your post
-  **Planned Improvements (The plans** Sep 19
Chong Yi - Is there any thoughts into removing that light on Market Ridge ...



Liz Levinson
2 reactions 1 comment Sep 18



Liz Levinson 29by15
September 18

its for fauquier county commuters but prince william homeowners are the ones affected? Let it go down Beverly Mills

Bradley Stevens and Mary Grothe

[Chronological](#)



Mary Grothe They don't even need to go through Beverlys Mill Road (600). They can get on 17N and pick up route 66 in The Plains.

[Like](#) [Reply](#) September 20 at 10:32am



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29by15

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20+

- Ray Bell** Visitor Post Oct 11
As a "total take" landowner for new bridge
- Short Bypass Option Access** Oct 10
Sam Garcia, Glad Prather and 24 others commented on your post
- 29by15 added a new photo.** Oct 10
Karen Bewick - Thank you for posting the results of the study. Based on the ...
- Martha Howard** Review Sep 25
Hey folks, correct me if I'm wrong, but
- Friday August 25, 2017 will be the ...** Sep 23
CB Salvano and Anthony Caravino commented on your post
- The "Do Nothing" Alternative (no ...** Sep 20
Chuck Morgan, Erica Abeles Weiser and 4 others commented on your post
- Liz Levinson** Visitor Post Sep 20
They don't even need to go through
- Mary Grothe** Review Sep 20
Good point Ms. Mary. Why not just widen
- Short Bypass Option with Right ...** Sep 19
CB Salvano and 3 others commented on your post
- Planned Improvements (The plans ...** Sep 19
Chong Yi - Is there any thoughts into removing that light on Market Ridge ...

Mary Grothe 2 comments Sep 19

Mary Grothe reviewed 29by15 — September 19

Within a three mile corridor there are already two roads that connect routes 29 & 55. They are 15 in Gainesville & Beverlys Mill Road (route 600) in New Baltimore. Both dispatch traffic away from the Buckland Historic area. To add yet another road for the same purpose is preposterous, expensive and environmentally ruinous.



48 Likes
1 talking about this

Glad Prather Good point, Ms. Mary. Why not just widen Beverlys Mill Rd? If this is to be for the benefit of Fauquier County commuters, why are you trying to put it in Pr. Wm. County? We don't want the construction, noise, displaced animals, and we ESPECIALLY don't want the construction, noise, displaced animals, and we ESPECIALLY don't want the construction, noise, displaced animals, and we ESPECIALLY don't want the construction, noise, displaced animals... See More

Like Reply | September 19 at 9:46pm Edited

Mary Grothe replied · 1 Reply

29by15 Write a comment

Inbox

19

- 

Planned improvements (The plans Sep 19
Chong Yi - Is there any thoughts into removing that light on Market Ridge ...
- 

Liz Levinson Sep 18
Visitor Post
 If this is for Fauquier commuters why ...
- 

Maria O'Sullivan Rafferty Sep 17
Review
 This is ridiculous and impractical
- Short Bypass Option Limited Access** Sep 17
 CB Salvario, Karen Bewick and 3 others commented on your post
- 

Debbie Zadory Pail Sep 17
Review
- 

Becky Smith Crowne Sep 17
Review
 This makes no sense what so ever. All...
- 

Planned Improvements Plus Sep 17
 Becky Smith Crowne, Al Rolland and 3 others commented on your post
- 

Ernst Ringle Sep 17
Visitor Post
 Tell me, it ain't so!!!!
- 

Karen Bewick Sep 17
Review
 Why are the reviews being removed ...
- 

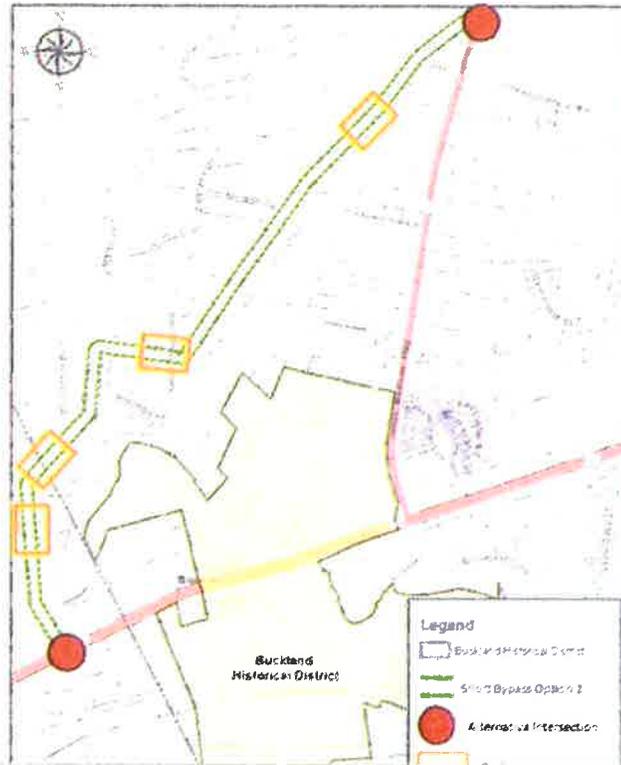
Al Rolland Sep 17
Visitor Post
 None of these Bypass Options are ...

Short Bypass Option Limited Access with alternative intersections between Vint Hill Road at Route 29 and Thoroughfare Road at Route 15 Boost Post

5 reactions 7 comments Sep 13

29by15 Published by Leslie Thomas September 13

Short Bypass Option Limited Access with alternative intersections between Vint Hill Road at Route 29 and Thoroughfare Road at Route 15



 Write a comment

[Anthony Carpino](#) Not sure who actually layed out this plan, but Bobedge Road is actually about 10 feet wide and is a chip and tar road that is an easement owned by the property owners. This path would effect multiple property owners and like the two other options is ve...[See More](#)

[Like](#)Show more reactions

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44

· [September 17 at 12:28am](#) · [Edited](#)

[Manage](#)

[Patricia Skinner](#) Thank you, Tony, for posting this important information that all our neighbors need to know.

[Like](#)Show more reactions

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22

· [September 14 at 5:31pm](#)

[Manage](#)

[Elaine Sheetz](#) And this is supposed to be progress? What about saving the beautiful countryside and historic areas. We have enough highways and byways in the world.

[Like](#)Show more reactions

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· [September 14 at 8:40pm](#)

[Manage](#)

[Patty Prime](#) Thank you Tony for posting this info.

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[Manage](#)

[Ea Lowell](#) Thank you Tony for sharing this important and disturbing information that could affect our entire neighborhood.

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11

· [September 17 at 10:22am](#)

[Manage](#)

[Al Rolland](#) None of these Bypass Options are needed and all are unwise.

NEED...[See More](#)

Short Bypass Option with Right in/Right out access between Vint Hill Road at Route 29 and Thoroughfare Road at Route 15

Boost Post

[251 people reached](#)

[Chronological](#)

[314 Patricia Skinner, Debbie Zadory Pail and 2 others](#)

Comments

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11

· [September 17 at 2:44pm](#) · [Edited](#)

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[Cynthia Giudici](#) Makes absolutely no sense to even be looking at this type of alternative when there are existing roads which can easily be widened

[Like](#)Show more reactions

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22

· [September 17 at 3:03pm](#)

[Manage](#)

[29by15](#) Thanks for your comments Ms. Giudici- In addition to the bypass alternatives, the Study includes other alternatives which assume 1. No-Build ("Do Nothing") 2. Assume the Prince William Board Adopted Plan road improvements only (such as widening Route 15 to four lanes between Route 29 and I-66 per the Prince William County Thoroughfare Plan). 3. The Planned Road improvements plus intersection improvements at Route 29 with Vint Hill Road, Route 15, Old Carolina Road and at Somerset Crossing. No conclusions yet as the Study is on going. Stay tuned and I will let everyone know when the next stakeholder meeting date is set.

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· [Reply](#) · Commented on by [George Phillips](#) · [September 18 at 3:30pm](#)

[Manage](#)

[View more replies](#)

[Ernst Ringle](#) Say, it ain't so! I thought they are done with this nonsense.



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· [September 17 at 3:25pm](#)

[Manage](#)

[Chong Yi](#) How would this save time? You'll hit the same traffic jam when attempting to get back onto route 15?

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[Manage](#)

[29by15](#) Thanks for your comments Mr. Yi- You mention that you don't think the bypass alternatives would save time by getting back on to Route 15. That may very well be the case. The Study is still on going and will look at the pros and cons of each alternative (such as the No-

Build alternative or the adopted Planned Roads alternative). Will keep everyone posted on the next stakeholder meeting. Stay tuned...

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· Commented on by [George Phillips](#) · [September 18 at 1:39pm](#)

[Manage](#)

[Doris Dwiggin Chicoine](#) As someone who doesn't live in that area, I have to ask.....what exactly is being bypassed?

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[Manage](#)

[Chong Yi](#) Is there any thoughts into removing that light on Market Ridge Blvd/ 15 that's triggered by 1 car? Along with other unnecessary lights like the one on 29/ WAWA, 29/ VA Oaks and the one on 29/ Rite Aid? An impact analysis utilizing technology that c...[See More](#)

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[Manage](#)

[CB Salvano](#) I am not sure who drew the lines for the 2 Bobedge Drive options but it is really the same option. The lines through the woods are probably about 1500 feet from rt. 15, in essence "spitting distance". It makes no sense to destroy wetlands and threaten actually 3 to 4 farms (Cerro Gordo Plantation, small horse farm, Double O Good farm, Stoney Lonesome Farm) back here for little to no return. A road that you can virtually hold hands with commuters on rt. 15.

The Prince William Conservation Alliance can't believe the bypass has been resurrected again. Their studies have shown bypasses of this nature actually threaten the historic properties they are supposed to protect.

- 1)They create excessive ground disturbance which affects protected land as well as the adjacent property.
- 2)Add to air and water pollution.
- 3)Backfire by encouraging more development and congestion and a never ending cycle of more and more development induced roads and problems.

In reviewing the study authorization it specifically directs that there be an additional exchange on 66 created. Having the the bypass junction at Thoroughfare road does not do that. The study is not even studying or fulfilling the true need if there really is one. As stated by another resident or Stakeholder it is a "road to nowhere". By the way, Thoroughfare road is home to a Historically African American Community. Check your area history. Maybe they can join with the Carver Road community to shown how there is a pattern in Gainesville and Haymarket of VDOT, utility companies and developers targeting their communities for obliteration for the convenience of our

politicians. The sad thing is that you all know this and you are trying to sneak it past by including our community I'm the package.

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[CB Salvano](#) You are sneaking it past by threading this monstrosity through Falkland Farm. I see that Stanley Martin is putting in a large development on Thoroughfare road. It does not take too much imagination to see how the modest quaint community of Thoroughfare road does not fit in with the Gentrification of Thoroughfare Road.

Everyone knows that this bypass is supposed to help alleviate Fauquier County traffic. They don't want it. If they did they would be widening Beverly Mill road, a direct shot to Rt66. Or, they would open up the 66 exit at Thoroughfare Gap. Those of us familiar with the area know there is still a roadbed there for an intended exit. It was stopped 40 to 50 years ago by the powerful and influential Fauquier landowners.

The need for a bypass is not necessary.

If it is, then save us all the agony and money by opening the I66 Thoroughfare Gap exit.

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[29by15](#)

Published by [Leslie Thomas](#) · [September 13](#) ·

Planned Improvements (The plans called for in the Prince William County Thoroughfare Plan and the Financially Constrained Long Range Plan, CLRP, such as Widening Route 15 to 4 lanes and Route 29 to 6 lanes east of Route 15)

Boost Post

[133 people reached](#)

[Chronological](#)

[314 Debbie Zadory Pail, Erica Abeles Weiser and 2 others](#)

Comments

[Anthony Carpino](#) This seems like the option with the least impact to homeowners and the rural "look and feel" of the area. I would support looking at this option over the others that go through existing communitires.

[Like](#)

· [Reply](#) · [Message](#) ·

[44](#)

· [September 14 at 10:54am](#)

[Manage](#)

[Elizabeth Phillips](#) Just widen 29 east of 66. I hardly see any backups ever of people trying to turn on 15 from 29. It's always east of 15 that's the problem.

[Like](#)

· [Reply](#) · [Message](#) ·

11

· [September 14 at 4:48pm](#) · [Edited](#)

[Manage](#)

[CB Salvano](#) This is definitely the best option. Traffic moves smoothly up 29 and it is already geared to handle transit. The other options essentially wipe out long time existing Rural Crescent designated communities and 2 farms. It is vital that rural communities be protected. That can be accomplished by well planned upgrades to the existing infrastructure and resistance to misguided interest that creates a huge additional problem rather than the simple solution. Improve 29 and 15. Once a bypass dumps everything on Thorofare and 15, you have another huge mess, ruining more communities with another massive interchange. It is clear that this is the only feasible option.

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· [September 17 at 12:46am](#)

[Manage](#)

[Al Rolland](#) Improvement of traffic flow is almost always achieved through roadway widening and intersection improvement. Traffic between Fauquier County, Gainesville and Haymarket would obviously benefit from these actions. Accordingly, we enthusiastically support this general, traditional approach.

[Like](#)

· [Reply](#) · [Message](#) · [September 17 at 2:23pm](#) · [Edited](#)

[Manage](#)

[Chong Yi](#) Utilizing this plan would have the least amount of impact to historical area and less disruptive in my opinion.

[Like](#)

· [Reply](#) · [Message](#) · [September 17 at 9:58pm](#)

[Manage](#)

[29by15](#) Thanks for your comments Mr. Rolland and Mr. Yi- A heads up that the Study is looking at a variety of alternatives, one of which is to (along with the already adopted road improvements in the Prince William County Thoroughfare Plan) improve Route 29 at it's existing intersections with Vint Hill Road, Route 15, Old Carolina Road and at Somerset Crossing. The Study is still

ongoing and no conclusions have been reached. Stay tuned for the next stakeholders meeting. I will let everyone know when we have a date.

[Like](#)

· [Reply](#) ·

11

· Commented on by [George Phillips](#) · [September 18 at 1:51pm](#)

[Manage](#)

[Chong Yi](#) Is there any thoughts into removing that light on Market Ridge Blvd/ 15 that's triggered by 1 car? Along with other unnecessary lights like the one on 29/ WAWA, 29/ VA Oaks and the one on 29/ Rite Aid? An impact analysis utilizing technology that could truly sync the lights should be performed first. We all have cell phones and WAZE and UBER found creative ways to leverage technology to solve unique business problems. I'd be more than happy to assist. Most all the drivers would offer up their location if they could spend less time sitting in traffic. Please, as a seasoned technology Exec, I can get the right people to the table. I'm all for options, but there are some staring at us right in the face and already available.

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Get Started

Get Clicks to Your Website

Get the people you care about to visit your website



Promote Website



John Browne followed 29by15.

Oct 5



Boost your event "Final Stakeholders Meeting" so you can reach u...

Oct 5

OCTOBER 2

29X15 29by15 added an event

September 27



Bradley Stevens likes a post on your timeline: "its for fauquier county commuters but..."
Final Route 29/Route 15 Traffic Study Stakeholders meeting will be held on October 10, 2017 from 7:00 PM to 9:30 PM at the Haymarket Elementary School at 15500 Learning Lane, Haymarket VA 20169

Oct 2



Bradley Stevens likes a post on your timeline: "It's for Fauquier commuters but..."

Oct 2

SEPTEMBER 27



Boost your event "Final S...

Sep 27

SEPTEMBER 25



Martha Howard has changed the rating of 29by15 to 1 out of 5 stars: "Hey folks, correct me if I'm wrong, but didn't..."

Sep 26



Martha Howard has changed the rating of 29by15 to 1 out of 5 stars: "Hey folks, correct me if I'm wrong, but didn't..."

Sep 26

OCT 10 Final Stakeholders Meeting
Tue 7 PM 15500 Learning Ln, Haymarket, VA
12 people interested

Interested

SEPTEMBER 25



Glad Prather commented on your photo.

Sep 25

Boost Unavailable



Martha Howard likes 29by15.

Sep 25

Comment



Write a comment



Martha Howard rated 29by15 1 out of 5 stars: "Hey folks, correct me if I'm wrong, but didn't..."

Sep 26

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-  **Short Bypass Option with Right** Sep 18
CB Salvano and 12 others commented on your post
-  **Planned Improvements (The plans...** Sep 19
Chong Yi and 4 others commented on your post
-  **Liz Levinson** Sep 18
Visitor Post
If this is for Fauquier commuters why are
-  **Maria O'Sullivan Rafferty** Sep 17
Review
This is ridiculous and impractical
-  **Short Bypass Option Limited Access** Sep 17
CB Salvano, Karen Bewick and 3 others commented on your post
-  **Debbie Zadory Pail** Sep 17
Review
-  **Becky Smith Crowne** Sep 17
Review
This makes no sense what so ever. All..

 **Liz Levinson**
2 reactions Sep 18

 **Liz Levinson** **29by15**
September 18

If this is for Fauquier commuters why are Prince William homeowners the ones suffering Take them down Beverly Mills

Bradley Stevens and Mary Grothe

 Write a comment

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-  **Mary Grothe** Sep 20
Review
Good point, Ms. Mary. Why not just widen
-  **Short Bypass Option with Right** Sep 19
CB Salvano and 12 others commented on your post
-  **Planned Improvements (The plans...** Sep 19
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-  **Debbie Zadory Pail** Sep 17
Review

 **Maria O'Sullivan Rafferty**
4 reactions Sep 17

 **Maria O'Sullivan Rafferty** reviewed **29by15** --
September 17

This is ridiculous and impractical. Bypassing the corner of 29/15 and dumping the traffic further up does not solve the problem. Widening 29 as they have already started on 15 makes much more sense and does not destroy some beautiful neighborhoods and many homes. This didn't make sense 10 years ago and it makes no more sense today. A complete waste of time and money!



48 Likes
1 talking about this

Weyton Andrews-Yi, Kathy Cross and 2 others

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Ray Bell Oct 11
Visitor Post
As a "total take" landowner (for new bridge
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Short Bypass Option Access Oct 10
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Martha Howard Sep 25
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Hey folks correct me if I'm wrong but
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Chuck Morgan, Erica Apeles Weiser and 4 others commented on your post
- 

Liz Levinson Sep 20
Visitor Post
They don't even need to go through
- 

Mary Grothe Sep 20
Review

Short Bypass Option Access Controlled from the area

8 reactions 34 comments Sep 13

Boost Post

29by15 Published by Leslie Thomas September 13

Short Bypass Option Access Controlled from the area west of Vint Hill Road at Route 29 to Thoroughfare Road at Route 15



Write a comment

[6 Patricia Skinner, Mary Grothe and 4 others](#)

Comments

[Anthony Carpino](#) Why is the County considering an option that impacts so many homeowners and is so close to Route 15. It would seem that it would be cheaper and have less of an impact to just improve/widen Route 15 and Route 29 .

[Like](#)

· [Reply](#) · [Message](#) ·

[44](#)

· [September 14 at 1:11pm](#)

[Manage](#)

[Patty Prime](#) This appears to be a hastily thought out alternative that is likely destructive to both the ecosystem (tree and wild life) and the hydrology of the neighborhoods. One only needs to look at recent flooding in Texas and Florida (hurricanes Harvey and Irma) to understand the consequences of more pavement and less natural filtration into the ground water that we depend on as our water supply, which is also part of the greater Chesapeake watershed. Additionally, this historic neighborhood has 250 year old trees - this predates both the Civil and Revolutionary Wars. To widen Bobedge Drive would mean taking down these sentinels of history. Clearly this is not a acceptable alternative.

[Like](#)

· [Reply](#) · [Message](#) ·

[33](#)

· [September 16 at 6:56pm](#) · [Edited](#)

[Manage](#)

[29by15](#) Thanks for your comments Ms. Prime- You can see some of my previous responses posted but to answer a couple of your specific points, the Study is absolutely not completed and has not reached any conclusions about what should (or should not) be done. It will take into account impacts of various alternatives to environmental features. It may very well recommend one of the other alternatives such as the "No build" or the alternatives which only assumes adopted Plan road improvements such as Route 29 being widened to 6 lanes east of Rute 15 and Route 15 being completed as a four lane facility between route 29 and I-66. Second, this Study does not add anything to an adopted Transportation Plan or build anything. It has no power to. There are no Bypass options in either the Fauquier County or Prince William County Transportation Plans. Only significant/unified citizen input along with local, State and Federal support can change the current status. Stay tuned... we are trying to nail down a date for the next stakeholder meeting and will let everyone know.

[Like](#)

· [Reply](#) · Commented on by [George Phillips](#) · [September 18 at 3:19pm](#)

[Manage](#)

[Al Rolland](#) None of these Bypass Options are needed and all are unwise.

NEED...[See More](#)

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[33](#)

· [September 17 at 11:35am](#) · [Edited](#)

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[Karen Bewick](#) Why are my comments being deleted? Are other comments likewise being deleted?

[Like](#)

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[11](#)

· [September 17 at 12:08pm](#)

[Manage](#)

[CB Salvano](#) Here we go again. How many times do we in the Falkland Farm, Woodridge and Robledo Communities have to waste our time and money as well as County time and money on yet another wasteful land study? We have been down this road many times before. In the 90's we were studied for a railroad line, in the last 15 years there have been 2 road bypass studies and the threat of Dominion Power's high voltage power line route. Every time it has been proven that these proposals were cost prohibitive and threatened the historic and archeological significance of military encampments and ancient Native American mounds all along Broad Run. Speaking of Broad Run, another Bridge crossing and a major bypass route which would essentially parallel this water source for the Lake Manassas reservoir is a serious threat to the drinking water of Manassas and all of the new subdivisions in Gainesville and Haymarket. It is highly conceivable that a hazardous material tractor trailer could wreck and overturn contaminating the drinking water for hundreds of thousands of county and city residents.

Our community has a long memory of all the shady bypass stunts that have been attempted. This current study is nothing less than a "sneak attack". We see your little posted timeline that is supposed to show how transparent and above board you have been, well basically our entire community has just found out and I understand that the study is probably completed. I resent the fact that big money commercial interest and well meaning but misguided historic preservation groups are taking advantage of sincere and well meaning public servants to use the heavy "jackboot" of government to swindle us and throw us off our land and out of our homes which is our lifetime investment.

I am a 40 year resident of Prince William County. Just in Falkland Farms I can count 13 families who are original homeowners and have lived in their homes for over 30 years with every intention to remain throughout retirement. The "newcomers" have been here 25, 20, 15 and 10 years.

There would be many, many Senior Citizens who would be displaced and possibly ruined by these 3 short bypass "not" options.

The only acceptable option is to improve and widen routes 29 and 15. The land is there and has been bought up years ago by speculators who want the development and highway expansion. It is not like you will be evicting residential homeowners. As has already been stated, 15 is almost already completely 4 laned. To do it you would probably not need to take any more land. The lots along 15 are very deep. If you have someone whose job it is to actually plan and forecast future road needs, it would be a novel idea to buy up some of the land on 15 for future needs and expansion so we do not have another round of this in 5 or 10 years. Just a constructive thought.

[Like](#)

· [Reply](#) · [Message](#) ·

[22](#)

· [September 17 at 7:20pm](#)

[Manage](#)

[29by15](#) Thanks for your Comments Mr.Salvano- You can see some of my previous responses posted but to answer a couple of your specific points, the Study is absolutely not completed and has not reached any conclusions about what should (or should not) be done. It may very well recommend one of the other alternatives such as the "No build" or the alternatives which only assumes adopted Plan road improvements such as Route 29 being widened to 6 lanes east of Rute 15 and Route 15 being completed as a four lane facility between route 29 and I-66. Second, this Study doesn't add anything to an adopted Transportation Plan or build anything. It has no power to. There are no Bypass options in either the Fauquier County or Prince William County Transportation Plans. Only significant/unified citizen input along with local, State and Federal support can change the current status. A couple minor things, you mention that Route 15 is almost completely four laned. However, one key part is the two lane section in the vicinity of the railroad crossing which will require an overpass. Good points you made on improving existing facilities and advance right of way purchasing on Route 15 for the future. Stay tuned... we are trying to nail down a date for the next stakeholder meeting and will let everyone know.

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[11](#)

· Commented on by [George Phillips](#) · [September 18 at 1:34pm](#)

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your post

Liz Levinson Visitor Post Sep 19
If this is for Fauquier commuters why are

Maria O'Sullivan Rafferty Review Sep 17
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This makes no sense what so ever. All..

Planned Improvements Plus Sep 17
Becky Smith Crowne, 41 Rolland and 3 others commented on your post

Debbie Zadory Pail 2 reactions Sep 17

Debbie Zadory Pail reviewed 29by15 — September 17



48 Likes
1 talking about this

Brian Knobbs and Sarah Knobbs

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-  CB Salvano, Karen Bewick and 3 others commented on your post
-  Debbie Zadory Pail Review Sep 17
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Tell me, it ain't so!!!!
-  Karen Bewick Review Sep 17
Why are the reviews being removed ...
-  Al Rolland Visitor Post Sep 17
None of these Bypass Options are ...

 Becky Smith Crowne
3 reactions Sep 17

 Becky Smith Crowne reviewed 29by15 —
September 17

This makes no sense what so ever. All it would do it dump more traffic on 15 just before 66. Not to mention destroy homes and land.



48 Likes
1 talking about this

Batty Prime, Brian Knobbs and Sarah Knobbs

 Write a comment

Planned Improvements Plus Alternative Intersection Improvements on Route 29 at Vint Hill Road, Route 15, Old Carolina Road and Somerset Crossing Drive

Boost Post

[135 people reached](#)

[Chronological](#)

[11 Al Rolland](#)

Comments

[Anthony Carpino](#) Improvements to existing infrastructure along with widening of Routes 15 and 29 would seem to make the most sense.

[Like](#)

[Reply](#) · [Message](#) ·

33

[September 14 at 1:07pm](#) · [Edited](#)

[Manage](#)

[29by15](#) Got it Tony. The Study includes a No-build ("do nothing") alternative as well as an alternative which only improves area roads included in the adopted Prince William County Plan. These widening Route 29 (from 4 to 6 lanes) east of Route 15 and widening Route 15 (from 2 to 4 lanes) between Route 29 and I-66. The No-Build and Planned road alternatives have no bypass options.

[Like](#)

[Reply](#) · Commented on by [George Phillips](#) · [September 18 at 12:41pm](#)

[Manage](#)

[CB Salvano](#) Widening routes 15 & 29 makes the most sense. Improvement of the current infrastructure works for the adjacent land which is anticipating increased traffic and welcomes commercial growth and use. There is ample space to create a state of the art interc...[See More](#)
[Like](#)

· [Reply](#) · [Message](#) ·

11

· [September 16 at 11:50am](#)

[Manage](#)

[Ea Lowell](#) Widening both Routes 29 and 15 would be the most economical and least disruptive for the county to consider.

[Like](#)

· [Reply](#) · [Message](#) ·

11

· [September 17 at 10:18am](#)

[Manage](#)

[Al Rolland](#) Improvement of traffic flow is almost always achieved through roadway widening and intersection improvement. Traffic between Fauquier County, Gainesville and Haymarket would obviously benefit from these actions. Accordingly, we enthusiastically support this general, traditional approach.

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[Becky Smith Crowne](#) I have heard that the "intersection improvements" are nothing except making them "right turn only" so if you were heading southbound, you would have to turn right and then make a U-turn somewhere. ridiculous.

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[29by15](#) Thanks for your comments Ms. Crowne- The intersection improvements being considered are more than just right turn only. They also include displaced left turns, geometry to safely accommodate U turns and modified interchange designs. The Study is still ongoing so stay tuned. Will let everyone know when the next Stakeholder meeting date is set.

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· Commented on by [George Phillips](#) · [September 18 at 2:44pm](#)

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3

UB Salvario Karen Bewick and 3 others commented on your post

Debbie Zadory Pail Review Sep 17

Becky Smith Crowne Review Sep 17 This makes no sense what so ever All it

Planned Improvements Plus Sep 17 Becky Smith Crowne Al Rolland and 3 others commented on your post

Ernst Ringle Visitor Post Sep 17 Tell me it ain't so!!!!

Karen Bewick Review Sep 17 Why are the reviews being removed ...

Al Rolland Visitor Post Sep 17 None of these Bypass Options are ...

Ernst Ringle Sep 17

Ernst Ringle 29by15 September 17

Tell me, it ain't so!!!!

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2

-  CB Salvano, Karen Bewick and 3 others commented on your post
-  **Debbie Zadory Pail** Review Sep 17
-  **Becky Smith Crowne** Review Sep 17
This makes no sense what so ever All it
-  **Planned Improvements Plus** Sep 17
Becky Smith Crowne, Al Rolland and 3 others commented on your post
-  **Ernst Ringle** Visitor Post Sep 17
Tell me it ain't so!!!!
-  **Karen Bewick** Review Sep 17
Why are the reviews being removed from
-  **Al Rolland** Visitor Post Sep 17
None of these Bypass Options are ...

 **Karen Bewick**
7 reactions Sep 17

 **Karen Bewick** reviewed **29by15** —
September 17

Why are the reviews being removed from public view after they are viewed?

The shortened bypass options not only do not solve the real traffic issues (volume of traffic coming N / S on 29 due to development further south of Gainesville), but they destroy unique neighborhoods located in the area designated the Rural Crescent. They do irreparable damage to the environment, areas of archeological and historical value, and cost Prince William County taxpayers a lot of money for little true benefit.

If reducing traffic in Prince William County along 29 / 15 is the real issue, then why isn't PWC looking at solutions of the future? Mass transit for example? Why isn't PWC looking at expanding either the VRE or other rail systems like those used in Europe and elsewhere? Or maybe expanding bus routes with commuter lots.

Why isn't PWC working w adjoining jurisdictions? Fauquier consistently has said they will not support a bypass. So why is PWC spending \$\$\$ to design bypass options ending in Fauquier?



 Write a comment

Al Rolland to 29by15

· September 17 ·

None of these Bypass Options are needed and all are unwise.

NEED

1. Improvement of traffic flow is almost always achieved through roadway widening and intersection improvement. Traffic between Fauquier County, Gainesville and Haymarket would obviously benefit from these actions. Accordingly, we enthusiastically support this general, traditional approach.
2. The Bypass Options appear intended to preserve and protect the Buckland Historical District and the (little known) Buckland Mills battlefield from anticipated ground disturbance and the disruption of extant military terrain defining features. The Bypass Options are proposed in order to eliminate travel through this area entirely. However, building any of the Bypass Options would not remove the existing Rt. 29 incursion into the Buckland Historical District. Therefore, no Bypass Option would have any value whatsoever. Further, any relocation away from the Buckland Historical District of the existing Rt. 29 route would affect Rt. 15 and adjacent property owners severely. Unless ALL traffic currently passing through the Buckland Historical District is re-routed via a Bypass Option, there is no reason to build such a (massive) detour.

WISDOM

1. Keeping Rt. 29 where it is (passing through the Buckland Historical District) provides for needed traffic flow, while providing public access to the Buckland Historical District. It would seem wise and logical to make Buckland known to citizens through this existing, ready access. Any attempt to relocate Rt. 29 way from the Buckland Historical District would be confusing to motorists and be both highly disruptive (to both motorists and to property owners) and excessively expensive.
2. Building any of the Bypass Options would be disruptive and costly, and would decimate existing communities. In particular, Falkland Farms would be lost as a haven for residents and wildlife, and as a significant portion of the Prince William County tax base. Some of these homeowners currently pay over \$8,000 per year in property tax, while placing minimal demands on the County, since a) Subdivision roadways are maintained at no cost to the County; b) Most residents have no children in the school system and therefore incur no associated costs; and c) Residents require virtually no police protection since the crime rate is nil. While not all properties would be taken, all would be affected – and adversely so. The neighborhood would be bisected by any of the Bypass Options.

SUMMARY

The idea of building a 'Road to Nowhere' to bypass the obscure and little known Buckland Historical District seems reminiscent of Sarah Palin's 'Bridge to Nowhere'. Why do it when any return is small? This would be wasteful spending. There can be no defense for spending heavily, disrupting widely, and achieving little. One can see the adverse citizen reaction, negative press coverage, and political fallout for such an unwise move.

Comments

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16

-  **Karen Bewick** Sep 17
Review · Why are the reviews being removed ...
-  **Al Rolland** Sep 17
Visitor Post · None of these Bypass Options are ...
-  **Sarah Knobbs** Sep 17
Review · This would destroy unique homes and
-  **The goals and objectives of the ...** Sep 17
Don Richardson and Anthony Carpino commented on your post
-  **Jason Tobin** Sep 16
Review ·
-  **Bradley Stevens** Sep 16
Visitor Post · These Short Bypass options are so ...
-  **Bradley Stevens** Sep 16
Review ·
-  **29by15** added a new photo. Sep 16
Karen Bewick · In addition to my other comments, now are people living on the

 **Sarah Knobbs**
1 reaction · Sep 17

 **Sarah Knobbs** reviewed **29by15** —
September 17

This would destroy unique homes and communities, not to mention countless natural habitats. This is not a practical or cost-effective solution, and it is clear why the original plans were shelved in 2009.



48 Likes
1 talking about this

Brian Knobbs

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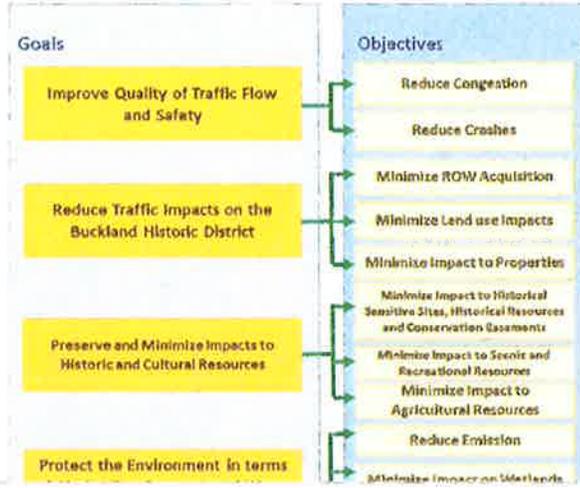
The goals and objectives of the US. Rte. 29/U S. Rte. 15 traffic study is to improve the quality of traffic flow and safety, reduce the traffic impact on the Buckland historic district, preserve and minimize impacts to historic and cultural resources, and to protect the environment. 2 comments Jul 28 Boost Post

15

- Karen Bewick** Sep 17
Review · Why are the reviews being removed ...
- Al Rolland** Sep 17
Visitor Post · None of these Bypass Options are ...
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Review ·
- Bradley Stevens** Sep 16
Visitor Post · These Short Bypass options are so ...
- Bradley Stevens** Sep 16
Review ·
- 29by15 added a new photo.** Sep 16
Karen Bewick - In addition to my other comments, how are people living on the ...

29by15 Published by Leslie Thomas July 28

The goals and objectives of the US. Rte. 29/U S. Rte. 15 traffic study is to improve the quality of traffic flow and safety, reduce the traffic impact on the Buckland historic district, preserve and minimize impacts to historic and cultural resources, and to protect the environment.



Write a comment

The goals and objectives of the US. Rte. 29/U.S. Rte. 15 traffic study is to improve the quality of traffic flow and safety, reduce the traffic impact on the Buckland historic district, preserve and minimize impacts to historic and cultural resources, and to protect the environment.

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Comments

[Anthony Carpino](#) Why isn't one of the stated "Goals" "To minimize and take into account the impacts to existing homeowners?"

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[22](#)

· [September 17 at 12:25am](#) · [Edited](#)

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[Don Richardson](#) I think they probably figured they had that covered by the third Objective under the "Reduce Traffic Impacts" goal.

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14

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Karen Bewick
Review ·
Why are the reviews being removed ...

Sep 17
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Al Rolland
Visitor Post
None of these Bypass Options are ...

Sep 17
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Sarah Knobbs
Review
This would destroy unique homes and

Sep 17
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The goals and objectives of the US...
Don Richardson and Anthony Carpino
commented on your post

Sep 17
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Jason Tobin
Review

Sep 16
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Bradley Stevens
Visitor Post
These Short Bypass options are so ...

Sep 16
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Bradley Stevens
Review ·

Sep 16
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29by15 added a new photo.
Karen Bewick · In addition to my other
residents, both are people living in the

Sep 16

Jason Tobin
2 reactions · Sep 16

Jason Tobin reviewed 29by15 ---
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Brian Knobbs and Sarah Knobbs

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13

-  **Karen Bewick** Sep 17
Review ·
Why are the reviews being removed ...
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Visitor Post
None of these Bypass Options are ...
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Review
-  **Bradley Stevens** Sep 15
Visitor Post
These Short Bypass options are so
-  **Bradley Stevens** Sep 16
Review ·
-  **29by15 added a new photo.** Sep 15
Karen Bewick · In addition to my other
comments, how are people living on tra

 **Bradley Stevens**
Sep 16

 **Bradley Stevens** **29by15**
September 15

These Short Bypass options are so egregious and ill-conceived, they beg the question if any of the committee members actually visited the area in question. If they had, they would see how this plan would utterly destroy a beautiful, tranquil enclave of unique and historic homes. The Cerro Gordo/Falkland Farm neighborhood is more than a designation on a map: it is a thriving community of families with children, pastoral animals and pets. It is also a neighborhood of entrepreneurs and artisans, many of whom work from home.

In addition, this plan would have a devastating environmental impact on the innumerable streams and springs in the neighborhood that feed into Broad Run.

Making improvements to Routes 29 and 15 is a far more reasonable, efficient and economical solution to managing traffic flow along these roads.

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12

- 

Karen Bewick
Review ·
Why are the reviews being removed ...

Sep 17
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Al Rolland
Visitor Post
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Sep 17
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Sarah Knobbs
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Bradley Stevens
Visitor Post
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Sep 16
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Bradley Stevens
Review

Sep 15
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Karen Bewick - In addition to my other
comments, how are people living on the

Sep 16

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2 reactions · Sep 16

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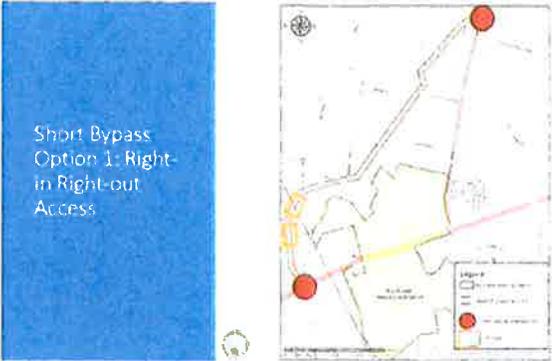
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-  **None of these Bypass Options are** ...
-  **Sarah Knobbs** Sep 17
Review
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Karen Bewick In addition to my other comments now are people living on the
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Karen Bewick - Again, more of the same! Fauquier County opposes any ...
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29by15 added a new photo
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Comments

[Karen Bewick](#) In addition to my other comments, how are people living on the other side of the bypass supposed to access their homes?

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[29by15](#) Karen- Each of the Alternatives in the Study are assumed to provide for connections. We can talk about it tomorrow when I visit.

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-  **Bradley Stevens**
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Karen Bewick - In addition to my other comments how are people living on the
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Karen Bewick - Again 'more of the same' Fauquier County opposes any bypass in
-  **29by15 added a new photo.**
Karen Bewick - Similar issues!
Fauquier County opposes any bypass...
-  **29by15 added a new photo.**
Karen Bewick - Fauquier County opposes any bypass in its jurisdiction...
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-  **Karen Bewick**
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Short Bypass
Option 2: Limited
Access with
Alternative
Intersections



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Comments

[Karen Bewick](#) Again, more of the same! Fauquier County opposes any bypass in its jurisdiction because (as they said) they don't see any real benefit. This bypass just dumps traffic back on Rt 29. Plus the traffic also is dumped on Rt 15 and the I-66/Rt 15 interchange can't handle existing traffic volume well. Lastly, for little / no value, this bypass destroys a quiet neighborhood located in the Rural Crescent. Spend money making real improvements!

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Karen Bewick - Fauquier County opposes any bypass in its jurisdiction...
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Review
- Karen Bewick**
Visitor Post
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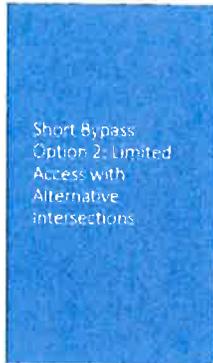
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Boost Post



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Short Bypass Option 2: Limited Access with Alternative Intersections



WFS

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[Karen Bewick](#) Similar issues! Fauquier County opposes any bypass in its jurisdiction because (as they said) they don't see any real benefit. This bypass just dumps traffic back on Rt 29. Plus the traffic also is dumped on Rt 15 and the I-66/Rt 15 interchange can't handle existing traffic volume well. Lastly, for little / no value, this bypass destroys a quiet neighborhood located in the Rural Crescent. Spend money making real improvements!

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Karen Bewick - Again - more of the same! Fauquier County opposes any bypass in
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Karen Bewick - Fauquier County opposes any bypass in its jurisdiction because ras
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-  **Karen Bewick**
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1 reaction · Sep 15

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-  **Bradley Stevens** Visitor Post
These Short Bypass options are so Sep 15
-  **Bradley Stevens** Review
Sep 15
-  **29by15 added a new photo.** Karen Bewick - in addition to my other comments how are people living on the Sep 15
-  **29by15 added a new photo.** Karen Bewick - Again more of the same! Fauquier County opposes any bypass in Sep 15
-  **29by15 added a new photo.** Karen Bewick - Similar issues! Fauquier County opposes any bypass in its Sep 16
-  **29by15 added a new photo.** Karen Bewick - Fauquier County opposes any bypass in its jurisdiction because (as Sep 15
-  **Brian Knobbs** Review
Sep 15
-  **Karen Bewick** Visitor Post
Please include information on the shorter Sep 13

 **Karen Bewick**
Sep 13

 **Karen Bewick** **29by15**
September 13

Please include information on the shorter bypass options now being considered. These bypass options would run from Vint Hill Rd/Rt 29 to Thoroughfare/Rt 15 and all would dramatically affect the Falkland Farm neighborhood. Thank you

 Write a comment