Anticipated Cost – $10.1 million

Purpose – Improve safety and traffic flow

Location – Intersection of Route 33 (Spotswood Trail) and Route 29 (Seminole Trail)

Total Length – 0.38 mile

Improvements – Widen Route 33, east of Route 29, to provide two left turn lanes and widen Route 33, on the west side of Route 29 to provide two right turn lanes. A five-foot-wide sidewalk and a five foot bike lane will be provided on the east side of Route 29.
VDOT proposes widening Route 33 at Route 29 to improve safety and traffic flow at the busy intersection in Ruckersville.

Between 2014 and 2016, there were a total of 32 crashes at the intersection resulting in 14 persons injured.

Route 33 will be widened on the east side of Route 29 to provide two left turn lanes for traffic turning onto southbound Route 29. An additional through lane will also be provided for westbound traffic crossing Route 29. Bicycle lanes and concrete sidewalk will also be added.

On the west side of Route 29, the project will widen Route 33 to provide two right turn lanes for traffic turning onto southbound Route 29. These improvements will reduce congestion during peak commuting hours and reduce the trend of rear-end crashes. The dual left turn lanes will prevent traffic queues from blocking the Moore Road / Jennings Loop intersection.

To reduce the trend of angle (“T-Bone” crashes), the project will also include:

- Construction of a raised median along Route 33 between Route 29 and Moore Road.
- Minor re-alignment of Moore Road and Jennings Loop to provide a single full access intersection.

Construction is anticipated to begin in late 2022 and will take about two years. Periodic lane closures will be required.

During construction, all reasonable efforts will be made to protect the environment with respect to dust control, siltation and erosion. Stormwater management strategies will be incorporated in this project.

Moore Road is anticipated to be temporarily closed for 14 days during construction. A proposed detour route is included in the public hearing plans.

The public will be notified about traffic impacts and changes through media reports, social media and 511.

Route 33 carries about 18,500 vehicles daily on the west side of Route 29 while approximately 7,400 vehicles use Route 33 on the east side every day.
The widening of Route 33 will require the relocation of approximately 40 to 50 businesses and five families. As the project is further developed, additional right of way for utility relocation or construction may be required beyond the proposed limits shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT's Right of Way and Utilities brochure, “A Guide for Property Owners and Tenants.” Copies of this brochure are available on the VDOT website and from any VDOT Right of Way agent.

Right of Way

The widening of Route 33 will require the relocation of approximately 40 to 50 businesses and five families.

As the project is further developed, additional right of way for utility relocation or construction may be required beyond the proposed limits shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT's Right of Way and Utilities brochure, “A Guide for Property Owners and Tenants.” Copies of this brochure are available on the VDOT website and from any VDOT Right of Way agent.

After the public hearing, information regarding right of way may be obtained from the Right of Way contact listed on the back of this brochure.

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information with regard to your civil rights on this project or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed on the back of this brochure.

<table>
<thead>
<tr>
<th>Estimated Project Cost</th>
<th>Anticipated Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total cost: $10,100,000</td>
<td>The following schedule has been proposed:</td>
</tr>
<tr>
<td>Engineering of roadway plans: $1,050,000</td>
<td>Public hearing: April 5, 2018</td>
</tr>
<tr>
<td>Right of way acquisition and utility relocation: $4,300,000</td>
<td>Public comment period ends: April 15, 2018</td>
</tr>
<tr>
<td>Construction: $4,750,000</td>
<td>Right of way acquisition and utility relocation: Late summer 2019</td>
</tr>
<tr>
<td>Cost is subject to change as the design is developed.</td>
<td>Construction begins: Winter 2022</td>
</tr>
<tr>
<td>Construction completion: Late fall 2023</td>
<td>Project schedule is subject to change.</td>
</tr>
</tbody>
</table>

Environmental Review

VDOT's Culpeper District Environmental office has performed environmental reviews and coordination to obtain information about environmental resources in the project vicinity; to provide natural and historic resource agencies an opportunity to review and comment on the project during its development; and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts.

The National Environmental Policy Act (NEPA) is applicable to this project and a Categorical Exclusion has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines. The NEPA document includes information from various technical reviews including those related to natural resources, water quality, threatened and endangered species, air quality and noise. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is also provided in the environmental documentation.

The project will continue to be coordinated with the appropriate federal, state and local agencies as part of environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals and implementation of VDOT's specifications and standard best management practices will protect the environment during construction.

The NEPA document and the results of other environmental studies are available at the public hearing. Representatives are available to discuss this information and to answer questions.

Anticipated Schedule

The following schedule has been proposed:

Public hearing: April 5, 2018

Public comment period ends: April 15, 2018

Right of way acquisition and utility relocation: Late summer 2019

Construction begins: Winter 2022

Construction completion: Late fall 2023

Project schedule is subject to change.
Jennings Loop Access Route

Detour Route During 14-Day Closure of Moore Road