The Project Team

- Federal Highway Administration
- Virginia Department of Transportation
- Dewberry Consultants, LLC
- Shirley Contracting Company
Objectives

- Project Location
- Project Purpose and Need
- Provide an Overview of Design Features
- Describe Construction Sequence
- Discuss the Project Schedule
- Answer Your Questions
Project Location
Project Purpose and Need

- Significantly reduce the number of rear end collisions
- Increase overall safety
- Improve capacity & reduce congestion
- Interconnect multiple roadways by way of one interchange
- Provide parking for commuter traffic.
Interchange Configuration

- Continuous-Flow Grade Separated Interchange
- Alignment and Right of Way for Ultimate 6 Lane Configuration of Route 15/17/29 Bypass
Changes from VDOT Concept

- Roundabout has been Shifted Further to the Southeast
- Ramp to NB Bypass has been Relocated to Eliminate a Retaining Wall Adjacent to Turkey Run Residents
Changes from VDOT Concept

- 20 Space Park and Ride has been Relocated to be within VDOT Right-of-Way Eliminating the Need to Acquire Property for the Lot
Changes from VDOT Concept

- SB Business to SB Bypass Ramp Alignment Maximizes Reuse of Existing Pavement Area
- Improves Shared Use Path by Reducing Vehicle and Pedestrian Conflict Points
Grade Separated Interchange

- Two-Span Bridge Over US Route 15/17/29 Bypass
- Two Lanes of Travel and Raised Shared Use Path on Bridge
- Galvanized Steel Railing and Vinyl Coated Bridge Fence
- Dry-Stacked Stone Architectural Finish on Bridge Barrier and Walls
Roundabouts Servicing All Points of Traffic Allowing for Continuous Flow through the Interchange
Park and Ride Facility

- 20 Parking Spaces for Commuters
8’ Wide Shared Use Path from Travelers Way to the Awlington Farm Property
In Coordination with The Journey Through Hallowed Ground and the Living Legacy Project, Fauquier County, Town of Warrenton, and VDOT the project is providing 70,000 SF of Landscaping.
Sequence of Construction
Lord Fairfax to South Bound Bypass Detour

DETOUR TO ELIMINATE TEMPORARY SIGNAL AT NORTHERN BYPASS U-TURN
Length = 3.5 miles

Approximate location of eliminated median crossover

Detour is for outbound Lord Fairfax Rd traffic only (low volume), not NB US 15/17/29 traffic destined for US 15/17/29 Business

Lord Fairfax Rd
Project Metrics

- **Total Project Budget**: $26.93 Million
- **Construction Value**: $19.59 Million
- **Project Length**: 1.5 Miles
- **Right-of-Way Acquisition**: 2 Parcels
- **Adjustments to Utilities**: 4 Utilities
- **Project Duration**: 32 months
<table>
<thead>
<tr>
<th>Date Range</th>
<th>Event Description</th>
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<tr>
<td>March 2018</td>
<td>Notice To Proceed</td>
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<td>March 2018 - Winter 2018</td>
<td>Complete Design / Permitting</td>
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<td>Winter 2018</td>
<td>Construction Commences</td>
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<tr>
<td>Winter 2018 - Summer 2019</td>
<td>Right of Way Acquisition</td>
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<td>Spring 2019 - Winter 2019</td>
<td>Utility Relocations</td>
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<td>Interchange Partially Opens</td>
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<td>Meetze Road Detour</td>
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<td>Park and Ride / Project Complete</td>
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For More Information About Warrenton Southern Interchange Project:

http://www.virginiadot.org/projects/fulpeper/warrentoninterchange.asp

(this webpage will be updated throughout the project development)

Or Google: “Warrenton Southern Interchange”

Questions and Answers