

**MINUTES OF  
FAUQUIER COUNTY TRANSPORTATION COMMITTEE**

**May 25, 2016**

**5:00 P.M.**

*2<sup>nd</sup> Floor Conference Room – Warren Green Building*

*10 Hotel Street*

*Warrenton, VA 20186*

**Members Present:** Acting Chair, Matthew Sheedy, Adrienne Garreau, Peter S. Eltringham, Chris Butler, Dave Newman, Rick Gerhardt, Mark Nesbit, Patrick Mauney

**Members Absent:** Chair, Jim Stone

**Guests Present:** Roy Tate, Virginia Department of Transportation  
Nathan Umberger, Virginia Department of Transportation  
Sergeant Steven Lewis, Fauquier County Sheriff's Office  
Sheriff Robert P. Mosier, Fauquier County Sheriff's Office

**Staff Present:** Marie Pham, Andrew Hopewell, and Maureen Williamson

**1. Approval of March 30, 2016 Committee Meeting Minutes**

***ACTION:*** *On a motion made by Ms. Adrienne Garreau and seconded by Supervisor Chris Butler, it was moved to approve the March 30, 2016 meeting minutes. The motion carried unanimously.*

**Staff Updates:**

**Waterloo Bridge Update**

- Ms. Pham noted that a resolution was adopted by the Board of Supervisors (BOS) at its April 14, 2016 meeting to demonstrate the BOS's support of the rehabilitation and reuse of the Waterloo Bridge. She said that Culpeper County has adopted a similar resolution. She said that staff has heard from both counties that there is no interest in pursuing a Virginia Department of Transportation (VDOT) revenue sharing application for this project and added that if the counties were interested in pursuing a revenue sharing application each county will likely be asked to contribute in excess of one million dollars. She stated that State of Good Repair funding is not available for this project as it would require the removal of the structural deficiency rating for the bridge and the rehabilitation that has been outlined would not do that. She reminded the Committee that at the request of County Administrator, Paul McCulla and the BOS, the rehabilitation of the bridge was added to the FY 2017-2022 Secondary Roads Six-Year Plan (SSYP); however, without full funding, the project will not get included in the SSYP.

**2. May 2016 – VDOT Monthly Report**

Mr. Mark Nesbit gave a brief overview of the May 2016 monthly report and touched upon the following highlights:

## **Projects in Development:**

### **Route 15/17/29 Business Interchange**

- Project up for Commonwealth Transportation Board (CTB) action in June for hopeful approval of House Bill 2 (HB2) funding.

### **Route 602 – Rogues Road**

- One-mile segment between Edington Drive (Route 1653) and Finch Lane (Private) is the busiest section and it is proposed that this segment be reconstructed first.
- Right-of-way date fall 2017
- Construction date fall 2020
- Possible room for acceleration

Mr. Eltringham noted that due to the recent rainy weather, he asked Mr. Nesbit what steps VDOT takes to combat standing water. Mr. Nesbit said that one of the major components of VDOT's responsibilities is to replace drainage pipes and cleaning drainage ditches.

### **3. New Business**

- Route 29 in Opal

VDOT's Regional Traffic Engineering Manager, Nathan Umberger, discussed safety improvements proposed for the Route 29 corridor in Opal. He noted that in the fall of 2015, VDOT staff submitted for funding through a Highway Safety Improvement Program (HSIP) application and received approximately three million dollars to improve the corridor from the intersection of US-29/15 and US-17 to the intersection of US-29/17/15 and County Route 1013 (Burke Lane). He said a study was initiated last summer that analyzed the most recent five years of available crash data and utilized GIS mapping to identify median crossover locations that could benefit from roadway design improvement. As a result of the study, nine locations that included a high concentration of correctable crashes were selected. Each location was analyzed based on factors including but not limited to:

- Type and severity of crashes,
- Roadside environment,
- Distance to the nearest intersection/median crossover, and
- Roadway geometry at and around the improvement location.

Mr. Umberger displayed a map of the corridor showing each of the crossovers and a proposal of how VDOT may address each one. He noted that the crossover at the truck stop is a highly visible project and the current proposal is to convert the crossover to a Green T which would provide trucks turning left onto Route 29 southbound with an acceleration lane.

Mr. Umberger said that project funding for professional engineering is slated for federal fiscal year 2019 with design work to begin the summer of 2018. He noted that there is a possibility that when HSIP applications are submitted this fall, projects may be shuffled and an escalated start date for professional engineering and design work to begin the summer of 2017 may be possible.

Supervisor Butler asked if any of the proposed improvements include a stoplight at General Excavation Incorporated to let trucks in and out so they are making protected left hand turns. He also asked about the possibility of reducing the current forty-five mile-per-hour speed limit. Mr. Umberger said VDOT is proposing as part of this plan an R-CUT or median U-turn type design. However, VDOT is not wanting to add any full movement signals on Route 29 as the CTB, on a statewide level, is making it harder to get new signals.

Mr. Eltringham noted that businesses will be impacted by the design of median crossovers and therefore, County staff needs to ensure that an outreach program includes residents and businesses along the corridor. He also suggested presenting the project to the community so they understand the entire concept of the corridor rather than one aspect presented at a time.

Mr. Umberger quoted sixty-nine crashes that are directly attributable to access management issues. He clarified that there are many more crashes, but at the threshold of sixty-nine, VDOT was able to justify funding.

Mr. Umberger said that there are eleven crossovers and VDOT proposes to completely close four with the remaining receiving some restriction or improvement. He presented concepts only to show the issues and the potential for improvements. The corridor will need to be fully designed and these concepts need to be looked at for feasibility.

Supervisor Butler asked on behalf of those who live and travel through Opal if there are any plans to cut off the left hand turn lane to go Route 17 south and force all the traffic to go down Route 17 and to use the flyover. Mr. Umberger said that VDOT has done some traffic engineering improvements at the intersection including changed signal phasing to try to encourage traffic to use the flyover. A cul-de-sac design could be implemented as businesses would continue to have access to the signal with the ability to make a left in and left out.

Sheriff Robert P. Mosier of the Fauquier County Sheriff's Office, asked about reportable crash data vs. non-reportable crash data. Mr. Umberger confirmed VDOT uses the Department of Motor Vehicle's data which is reportable crash data. Sheriff Mosier said that since the first of the year, the Sheriff's Office has been publishing both reportable and non-reportable crash data statistics and they have found that in each district that there is a leveling of about the same number. Therefore, he said the Sheriff's Office might be reporting double what VDOT is reporting.

Sheriff Mosier, addressing speeding in Opal, suggested locating flashing forty-five mile-per-hour speed limit warning signage inside the area for northbound traffic where the speed limit changes from sixty miles-per-hour to forty-five miles-per-hour. He mentioned the recent kick-off of public service announcements related to aggressive focused traffic enforcement efforts and that Route 29 Opal is on the list of focus areas.

Mr. Eltringham suggested that the Sheriff's Office and VDOT work together to achieve data driven decision making and data interoperability. Mr. Umberger reported that he currently works with Captain Lowell Nevill of the Fauquier County Sheriff's Office and plans to have

regular meetings as law enforcement is an important part of the four components of safety which include engineering, emergency response, public education, and law enforcement.

- Route 29 Alternatives Discussion

Mr. Umberger said that the New Baltimore Stakeholders Group has been working since January to try to come up with solutions for the New Baltimore area. He said that on April 19, 2016, County staff and VDOT conducted its fourth meeting with stakeholders on the Route 29 corridor alternatives between Old Alexandria Turnpike (Route 693) and Vint Hill Road (Route 215). He reported that this meeting focused on design alternatives to address the safety concerns at the intersection of Route 29 and Vint Hill Road (Route 215).

He described the safety issue as centering on the fact that there is limited sight distance on the northbound lanes of Route 29 as drivers approach Route 215 resulting in a significantly high crash rate. Seven designs focusing on three general options were discussed to improve this condition:

1. Slow drivers down so they have additional stopping time to avoid accidents.
2. Reduce the traffic that has to stop at the bottom of the humps to reduce the risks of accidents, and
3. Remove the humps and improve visibility for northbound traffic.

Mr. Umberger said that the group looked at the underlying causes of the existing conditions of the corridor and noted developing a range of alternatives for this intersection. He said that alternatives as simple as speed reduction to a full geometric rebuild were considered and the group has analyzed everything that is in the current traffic engineering toolbox on a nationwide level looking for different solutions that are being tried for these types of scenarios.

Several alternatives were discussed in length and included:

- Alternative 1 – Speed Reduction Techniques
  - Slow Pavement Legend
  - Optical Speed Bars
  - Advanced Signal Flasher Improvements
  - Longitudinal Rumble Strips
  - Speed Activated Warning Sign

Mr. Eltringham inquired as to the posted speed limit within the corridor and asked if there had been discussion on lowering the speed limit in the vicinity of Riley Road (Route 676). Mr. Umberger said that lowering the speed limit, which is currently fifty-five miles-per-hour, may be a false sense of security and said that it would not be a long term solution. However, Mr. Eltringham said that pairing speed reduction with other traffic calming techniques may have a cumulative effect.

- Alternative 2 – Continuous Green T
  - Alternative intersection design
  - Provides an acceleration lane so southbound would free flow

- Approved safety for northbound Route 29 during PM
- Alternative 3B – R-CUT with Relocated Vint Hill Left Turns to Riley Road
  - Restrict left out and provide a U-turn opportunity
  - Signal to operate more effectively and allow reduction of queues and hopefully reduce the risk
  - Working on an R-CUT in Culpeper and Madison counties
- Alternative 4 – Michigan (Displaced) Lefts
  - No right of way change requirement
  - Provide a small truck build-out for truck turning movements
- Alternative 5 – Correct Vertical Curves

Mr. Eltringham asked if the New Baltimore Service District Plan is being taken into account by design engineers. As the service district builds out it is going to continue to pressurize Route 29. Mr. Umberger said that the County is well represented on the stakeholder committee and is an integral part of the discussion. Vint Hill has been the dominant topic and the Committee has not yet discussed how the service district fits with the access and median closures. The next meeting is scheduled for a longer time period and they hope to discuss Routes 600 and 693.

Supervisor Gerhardt asked if VDOT is going to use the Route 29 north U-turn lane that is controlled by a signal. He asked if traffic traveling southbound can access that lane as a crossover to come into the parking lot, as an example. Mr. Umberger said that there would be no access. Mr. Eltringham pointed out that presently it is a full movement crossover.

Mr. Umberger told the Committee that the cost to rebuild the road is estimated at \$12.5 million. He said that VDOT is not opposed to rebuilding the road, but an alternative could be completed in approximately two years. He noted that Alternative 4 provides equal safety benefit with the relocated U-turn and the dips are a not a factor because the signal has been relocated past the dips. Ms. Pham, addressing VDOT's estimated cost to rebuild the road, said that the County consulted an independent construction firm in order to compare project estimates and the independent firm's estimates were comparable to VDOT's estimate.

Mr. Sheedy asked if there are examples of Michigan (Displaced) Lefts or R-CUT within the area. Mr. Umberger replied that VDOT is currently working on R-CUT designs in Culpeper and Madison counties.

Ms. Garreau added that when the County did community outreach, the dominant response was the need to correct the vertical curves and not shut down the entrance to Route 215, which is essentially what the Michigan Left does as a function.

Mr. Umberger confirmed that Route 29 is not expected to be widened in Fauquier County.

Mr. Umberger discussed possible funding sources for the project saying that the County could apply for VDOT's HSIP funding, Revenue Sharing Program, or submit an HB2 application for the funding to rebuild the road. In regard to HB2 funding, Mr. Umberger estimated the project would score approximately two hundred out of two hundred and forty and only the top one hundred and forty projects were funded last year. Ms. Pham mentioned that in addition to not scoring well through HB2 due to the cost, once scores were normalized throughout the state any

improvements from this project would be significantly minimized compared to larger projects in the state.

Mr. Gerhardt asked if the Michigan U-turn or the R-CUT cause a reduction in crashes. Mr. Umberger said that the percentages vary but they typically result in a 25 to 45 percent reduction in crashes.

Currently one additional meeting is scheduled. The goal for the next meeting is to come to a consensus on solutions or an agreement on what is supported.

#### **4. Old Business**

##### Transportation Chapter of the Comprehensive Plan

Ms. Pham noted that staff emailed a revised draft copy of the Thoroughfare Plan to the Committee on May 4, 2016. She said that the revised plan included the proposed roads in the various service district plans as well as the Town of Warrenton proposed Timber Fence Parkway. She reminded the Committee that any of these projects are up for discussion. She said that staff is open to suggestions to edit and/or remove projects.

Ms. Pham noted that roads have been color coded to match the VDOT functional classification map that will also be included in the document for consistency. She pointed out she continues to update the model for some of the proposed roads, as there is no data yet for level of service and volume. The text of the chapter is in revision.

Mr. Hopewell noted that in regard to Timber Fence Parkway, after speaking with Supervisors, staff will likely include this project at this time. The concern is that there may be a preference for VDOT to focus on the Broadview Avenue project first. If Broadview Avenue is addressed, it may remove the need for Timber Fence Parkway as well as the prohibitive cost associated with this project.

Ms. Garreau reminded Ms. Pham of two roads previously discussed outside of this meeting. Ms. Pham confirmed that Vint Hill Parkway and Cunningham Farm Drive in Marshall are being addressed.

#### **5. Staff Updates**

##### **Belvoir Road (Route 709)**

Ms. Pham said that at the July 29, 2015 Transportation Committee meeting, Mr. Scott Filling requested to be added to the October 28, 2015 agenda to discuss concerns he has along Belvoir Road (Route 709) including a reduction in the speed limit from 45 mph to 35 mph and posting anti-littering signs with a fine. Since this time, VDOT conducted a speed study and posted one additional anti-littering sign. Mr. Filling has since sent photographs of the trash that collects along Belvoir Road (Route 709) that he has asked staff to distribute to the Committee and is continuing to request additional anti-littering signs be posted and that a second speed study be conducted. There has been no recent development in the area or changes to traffic patterns since the speed study was issued by VDOT on June 30, 2015. Given that the study is less than a year old with no changes in the area that would impact the study's findings, it is not VDOT's practice

to conduct another study again this soon. However, VDOT is looking into Mr. Filling's request for posting of additional anti-littering signs with a fine and has offered to meet with Mr. Filling to discuss his concerns.

Mr. Sheedy suggested that this agenda item be incorporated into the VDOT Monthly Update. Mr. Eltringham made a suggestion that when staff is working on a citizen request, staff notifies the Committee member whose district the request pertains.

### **Fauquier/Prince William County Joint Planning Commission Work Session**

Ms. Pham said that on April 21, 2016, the Fauquier County Planning Commission conducted a joint work session with Prince William County to discuss projects and potential future development of the two counties, particularly adjacent to the counties' shared border. A summary of the road projects that were discussed at the joint meeting was reviewed.

Mr. Eltringham asked for clarification of the Vint Hill realignment. Ms. Pham said that the realignment will tie in further south on Route 28 than it currently does.

Ms. Garreau asked Ms. Pham to obtain additional information and timing of Buckland Bypass. Ms. Pham said that Prince William County is planning on building the Buckland Bypass to improve traffic flow and the connections to US 29 and Interstate 66.

### **House Bill 2 Update**

At the April 12, 2016 Commonwealth Transportation Board workshop, a third possible funding scenario was presented for the HB2 process that keeps Step 3, the step that recommends funding the Warrenton Interchange. This new scenario was developed based on the concern of CTB members during the February 16<sup>th</sup> and March 15<sup>th</sup> workshops. The new funding scenario continues to recommend funding for the Warrenton Interchange, but for a total of \$26 million, and not the requested \$43 million.

### **FY 17-22 Six-Year Plans and Priorities**

On May 12, 2016, the BOS considered the FY 17-22 Six-Year Plan Priorities for the Interstate and Primary Roads and also conducted the public hearing for the FY 17-22 Six-Year Plan for Secondary Roads and Budget. During the public hearing, only Mr. Martin Sharp spoke requesting that Shipmadilly Lane (Route 744) be added to the plan.

## **6. Citizens' Time**

Ms. Elizabeth Austin reported traffic incidents occurring along a curve in Dumfries Road (Route 605) at and in the vicinity of her home at 4127 Dumfries Road. Ms. Austin told the Committee that she contacted VDOT and submitted an incident report related to numerous traffic incidents. Ms. Pham said that staff and VDOT are currently reviewing the incidents. She told Ms. Austin that it may take up to a month for VDOT to research the incidents and to come up with some solutions. Mr. Nesbit agreed to meet with Ms. Austin after the meeting to continue the discussion and obtain additional details.

Mr. John Ward of Cemetery Road in Remington, presented his concern about Kings Hill Road (Route 657) which is at the intersection of Route 28 and Route 29 in Bealeton. He said that

coming off of Route 29 southbound to turn right onto Kings Hill Road (Route 657), there is no turn lane at the state road. He noted that it is the only state road in Fauquier County that does not have a turn lane off of it. An issue described by Mr. Ward is that when you come to make a right hand turn at Kings Hill Road, there is an S-curve and the road is divided by double yellow lines which would make it impossible for two school busses to pass each other without one of the busses crossing the double yellow lines or running off the road. Mr. Ward also noted that it is impossible to make a ninety degree turn off Route 29 with a 30' trailer behind you and there is somebody sitting at the light.

Mr. Ward noted taking this issue to the BOS, has discussed the issues with VDOT and has spoken to the transportation board by phone.

Mr. Nesbit reported that VDOT has reviewed the right hand turn in question. He said that power line issues impede the construction of a turn lane. He added that the standards for power lines today do not allow VDOT to build a lane that close to the power pole without moving it. Mr. Nesbit agreed to meet with Mr. Ward after the meeting to continue the discussion and obtain additional details.

Ms. Pham added that staff is reviewing the issues and considering adding the project to the six-year plan for funding.

**9. *Member Comments***

There were no member comments.

**10. *Adjournment***

There being no further business, the meeting was adjourned at 7:05 p.m. The next meeting will be held on **Wednesday, October 26, 2016.**