

**MINUTES OF  
FAUQUIER COUNTY TRANSPORTATION COMMITTEE  
March 22, 2017**

**5:00 P.M.**

*2<sup>nd</sup> Floor Conference Room – Warren Green Building  
10 Hotel Street  
Warrenton, VA 20186*

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

**Guests Present:** Roy Tate, Virginia Department of Transportation  
Ben Davison, Virginia Department of Transportation  
Hal Jones, Virginia Department of Transportation  
Andrew Scott, Virginia Department of Transportation  
Sheriff Robert P. Mosier, Fauquier County Sheriff's Office  
Lieutenant Mike Zeets, Fauquier County Sheriff's Office

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

**1. Citizens' Time**

Ms. Julie Bolthouse informed the Committee that in 2016 the Piedmont Environmental Council (PEC) received a grant from the PATH Foundation to improve park, trail, and pedestrian opportunities in the Town of Remington. She said that the grant included two parts: 1) \$19,000 toward creating public access on the Rappahannock Station Battlefield Park and 2) \$45,000 for the Remington Walks planning project.

Ms. Bolthouse said that the PEC, in partnership with the Town of Remington, is hosting the Remington Walks Workshop, April 19th – 21st, 2017, to develop a plan for future walking routes, trails, sidewalks, parks and bikeways. She informed the Committee that there would be a series of initiatives presented over the three-day time span, including two public presentations. The PEC website has additional details on dates, times, and locations on the upcoming meetings.

Ms. Bolthouse highlighted PEC's effort in preparing a statewide bridge inventory of the County's historic bridges. PEC has significant concerns about the loss of metal truss, concrete, and stone arch bridges both within Fauquier County and throughout the state. She referenced the Waterloo Bridge, as the oldest metal truss bridge within the state and said it was the last one within the Culpeper District. The two-page letter written to VDOT includes a list of bridges that PEC feels are threatened. If there are questions regarding the letter and/or the list of threatened bridges, please contact Ms. Bolthouse.

## 2. *Approval of the February 22, 2017 Committee Meeting Minutes*

***ACTION: On a motion made by Ms. Garreau and seconded by Mr. Eltringham, it was moved to approve the February, 22, 2017 meeting minutes. The motion carried unanimously.***

## 3. *March – VDOT Monthly Report*

### **Projects in Development:**

- **Route 15/17/29 Median HSIP Improvements (Phase I)**

Mr. Davison updated the Ad date for this project from spring 2017 to May 2017.

### **Construction Activities:**

- **Bridge on Route 245 Bridge Over Broad Run (NFO) 0245-030-806, B615 (UPC108173)**

Ms. Garreau asked for confirmation of the contract completion date. Mr. Nesbit confirmed the contract completion date of April 2017.

### **Traffic Engineering Studies**

#### **Under Review:**

- **Route 17 interchange with Route 66 and Carters Run Road, Signing and Safety Review**

Mr. Nesbit discussed a conceptual drawing of an improvement at the intersection. There is an acceleration lane that overlaps the right-hand turn lane at Carters Run Road (Route 691). The improvement would eliminate the acceleration lane and bring the right hand turn lane up to a ninety degree angle. The improvement would eliminate the weaving and the interaction between these two movements. This improvement can be done internally with state forces and safety money. Additional engineering and design work is expected. All work is to be done within the existing right-of-way. This may be a 2019 project.

- **Route 617, Blackwells Mill Road, Speed and Safety Review**

VDOT completed a speed study at the request of a citizen who lives on Blackwells Mill Road (Route 617) between Goldvein Road (Route 813) and Sillamon Road (Route 752) in Bealeton. Blackwell Mills Road (Route 617) is currently posted at 55 miles per hour and the resident requested it be lowered to 35 miles per hour. The speed study found that a lower speed limit is not warranted and the current speed limit will be retained. There is no crash history for the location.

Mr. Eltringham noted that there is a long-standing concern for safety on this road with regard to pedestrian traffic as well as concern with farm traffic.

Sheriff Mosier noted that Lieutenant Zeets researched past, Traffic Enforcement and Monitoring (TEAM) assignments for the time period from September 2016 until this

citizen request was made, and three TEAM assignments had been done for this stretch of roadway and it was found that no summonses were written.

- **Route 688 (Leeds Manor Road) and Route 742 (Wheatley School Road), Intersection Safety Review**

Wheatley School Road (Route 742) was part of the Rural Rustic Program and the road was hard surfaced in the fall of 2016. During the Rural Rustic treatment, VDOT made adjustments to curve signage, but there are horizontal and vertical curves that are difficult and expensive to correct from a construction project review perspective. There was one accident during the safety review timeframe.

- **Route 616 (Bristersburg Road), Casanova Area, Speed Study**

A citizen requested that VDOT review the speed limit within this area. The study results are not back from VDOT Traffic Division.

Sheriff Mosier informed the Committee that traffic enforcement monitoring at this location for the past five years has produced a significant amount of summonses specifically for speed enforcement. This is in part because of citizens letting County law enforcement know where to focus their efforts.

- **Route 29 from Route 651 to Route 28 – Safety Review**

At the February Committee meeting, Supervisor Butler told the Committee that due to a recent fatal crash and citizen concerns, a review of Route 15/29 was conducted to determine if additional safety measures are warranted. Mr. Nesbit said that the review has been completed and it resulted in several improvements that have been initiated or are planned.

In March, VDOT held a meeting with the Remington Town Council to discuss the results of the safety study. VDOT invited concerned citizens to attend this meeting, which included the citizen who requested that rumble strips be added to the approach to Route 651. At the meeting, Mr. Nesbit reviewed what is going on within the area from construction, operation and maintenance standpoints. VDOT explained that rumble strips do not have good results especially at this type of intersection where there are no sight distance issues. Rumble strips typically do not produce positive results in these kind of situations and cited examples of where crash history either stayed the same or increased after rumble strips were implemented.

He reported that citizens were appreciative of the improvements discussed which also included the reflective back plates on the signal heads and the intersection improvements that VDOT said were coming in the next year to be funded with safety money. Mr. Eltringham asked how long it would be before the law enforcement median crossover will be in use. Mr. Nesbit said that VDOT plans to have this done by mid-summer.

#### 4. *Old Business*

- **Warrenton Interchange Update**

Project Manager, Hal Jones, reported that VDOT has continued to develop the concept plans for the public hearing scheduled for Tuesday, May 9 from 5:00 p.m.–7:00 p.m. at Lord Fairfax Community College in the Fauquier Campus, Barn. VDOT identified areas on the plans where right-of-way is needed and they are currently coordinating with utility companies. He noted working with small groups of stakeholders including PEC, Journey Through Hallowed Ground, Fauquier Chamber of Commerce, the County's Economic Development Department, and a couple of large landowners within the area of the proposed interchange.

Mr. Jones updated the Committee saying that the request for qualifications from contractors wishing to bid on the project will be issued at the end of April. He said that this is a three-month process where VDOT will look at qualification packages from various design and build contractors and short-list three contractors from whom VDOT would request a proposal.

Mr. Jones displayed an updated concept plan that showed a maintenance of traffic concept. Temporary signals will be installed at both the north and south ends of the project to facilitate traffic during the construction of the bridge. Mr. Eltringham asked how long VDOT expected there to be temporary traffic restrictions on Route 29 during this process. Mr. Jones said that the project is currently going through a time determination and he would have an answer within a couple of weeks. He added that the design builder will prepare a schedule that will be more definitive as to timing of the project.

Mr. Jones told the Committee that a few pieces of right-of-way have been identified and will need to be obtained from the church and the Arrington properties due to steep slopes. He said that VDOT is meeting with property owners directly following this meeting and it was noted that acquiring the necessary right-of-way will be a topic of discussion.

Mr. Jones also presented a concept plan of the proposed twenty-space park and ride lot on Bingham Road, which is on County property. The Virginia State Police are considering locating operations within this general area on Bingham Road.

Mr. Eltringham asked if pedestrian access and walkways from the college to the business areas are still part of the overall plan. Mr. Nesbit said that a shared use path is proposed within the project limits and will be subject to what project funding can afford. However, he added, that the project would be designed with pedestrian access and walkways connecting the college and local businesses.

Mr. Jones said that the traffic analysis showed very good levels of service in the opening year as well as design year 2040. He said that VDOT expects to have the design/build team on the project a year from now. He said that it is Commonwealth Transportation Board (CTB) that will award the contract to the design/build team, which will hopefully be made by late January 2018 or early February 2018. Mr. Nesbit said that this is a potential two-year project and should be completed by the end of 2020.

- **FY 18-23 Six-Year Improvement Program (SYIP) Priorities for Interstate and Primary Roads**

Ms. Pham presented the current Six-Year Improvement Program for Primary Roads and the Six-Year Improvement Program for Interstates. Distributed at the meeting were a map and VDOT's most current 2011-2015 Top 100 Intersections and Road Segments. She said that there is a significant change in the way VDOT prioritizes intersections and road segments and added that they now focus on severe injury accidents and fatalities. She noted that there has been some shuffling in terms of where these projects are ranked based on the number of severe injury accidents and fatalities at specific intersections and road segments. She said that this material provides current information to keep in mind as we start to move forward with discussing the interstate and primary road priorities. She noted that this information will be included in the Transportation Chapter as an appendix as well as being presented to the BOS for its approval even though project prioritization is no longer a requirement of VDOT.

Mr. Eltringham asked Ms. Pham what stood out that would compel action by the County. She said that the drop in Route 29/Route 600 was so surprising that she contacted Nathan Umberger, VDOT Regional Traffic Engineer, to verify the change. He explained that staff may want to view this as a point system as Smart Scale awards points based upon the severity of the accident. He explained that crashes with fatalities get a much higher score, or more credit, serious injury accidents fall slightly below accidents with a fatality, and if there is property damage only, less points are given and this new process resulted in a reorganization of the projects. She said that members will notice other projects throughout the district added to the list. Mr. Eltringham asked Ms. Pham if there is information here that would compel changes in our priorities that are not listed in the recommendations provided. Ms. Pham said that she has not had the opportunity to cross reference this list with the Thoroughfare Plan, but believes that pretty much all of these projects are included in the plan and nothing jumps out in terms of needing immediate focus. The higher the project is ranked, the more significance needs to be put on it because the higher ranking projects are seeing a higher incidence of accidents involving serious injuries or fatalities.

Ms. Pham asked the Committee to review the Six-Year Improvement Program for Primary Roads and the Six-Year Improvement Program for Interstates and determine if the priorities on each plan are in the correct order. She said that using the 2011-2015 Top 100 Intersections and Segments lists may be of assistance in determining the correct order for the projects within the plans. In the Transportation Chapter, within the meeting packet, she said members will find the Thoroughfare Plan which identifies projects in terms of safety information, Comprehensive Plan, Six-Year Plan, and projects identified on our model as having congestion issues in the future.

Ms. Garreau commented that the 2011-2015 Top 100 Intersections and Miles of Segments are the top 100 within the Culpeper District. Therefore, she said, Route 29 and Route 600 could still be a very high priority for Fauquier County. Ms. Pham agreed.

Ms. Pham reviewed the Six-Year Improvement Program for Interstates:

### **Interstate Priorities**

1. Interstate 66 – Interchange improvements including a realignment of the west bound off ramp, and a series of roundabouts at Exit 28 in Marshall, Virginia.
  - Per Mr. Nesbit, a recommended change and a concept plan is in development.
  - Two-year timeframe
2. Interstate 66 – Extend the acceleration lane that leads from Route 17 southbound to Interstate 66 eastbound, at Exit 23 south of Delaplane, Virginia
  - The Committee made no changes to the interstate priorities.

Ms. Pham reviewed the Six-Year Improvement Program for Primary Roads:

### **Primary Roads**

1. Route 15/29 and Route 215
  - Ms. Pham said that this project has stayed at the top of the priorities list for quite some time. The project is currently in the Thoroughfare Plan and is also discussed in the New Baltimore Service District Plan on p.52.
  - Mr. Eltringham asked for verbiage related to vertical alignment be added.
2. Route 28
  - Complete Phase I corridor improvements, from Route 15/29 to Route 17
    - Mr. Nesbit said that VDOT is planning on resurfacing this section of Route 28 and adding edge line rumble strips.
    - Mr. Nesbit informed the Committee that paved shoulders are being added.
    - Mr. Eltringham added that there are other Route 28 improvements that need to be done and asked how we add other projects to this document. Ms. Pham said that staff could add additional priorities to this document, as requested.
    - Ms. Garreau asked for the timeframe for the resurfacing and Mr. Nesbit said the work is under contract now with a start date of within the next 2-3 months.
    - Mr. Newman asked for details of the culvert pipework being done as part of Phase I. Mr. Nesbit said that it is a replacement project that will be done in advance of the resurfacing. He confirmed that the work will be done at night.
3. 15/29/East Shirley Avenue (near Lord Fairfax Road):
  - Replace existing signal with a grade-separated interchange at the intersection of Route 15/17/29 and Business Route 15/17/29
    - This project is currently under construction and fully funded and therefore could be removed from the plan. Mr. Eltringham asked if there are reasons to leave it on the plan as it may assist the Committee in tracking VDOT's achieving all of the safety goals the County has asked them to achieve at the intersection. The Committee agreed to leave the interchange project on the plan.
4. Vint Hill Road (Route 215) and Broad Run Church Road (Route 600):
  - Intersection improvements to Vint Hill Road and Broad Run Church Road to accommodate turning movements.

- The County intends to apply for VDOT Revenue Share funding for the project this fall. The project includes a mini-roundabout to address the intersection and to have VDOT study alternatives. Mr. Nesbit reminded the Committee that this is a context sensitive area and Ms. Garreau added that it is the entry way to the battlefield and a nicely developed entrance could enhance the area.
5. Route 28:
- Initiate Phase II corridor improvements, from Route 17 to the Prince William County line.
  - Improve throughput on Route 28 from Route 17 east to Station Drive (Route 853).
  - Improve safety and visibility at the intersection of Route 28 and Bristersburg Road (Route 616), Bastable Mill Road (Route 603).
    - Ms. Pham noted that VDOT has reported heavy congestion that needs to be alleviated on Route 28 from Route 17 east to Station Drive (Route 853). Mr. Eltringham said that he would rather see the safety and visibility bullet over the throughput bullet as he feels it is a higher priority and sends a consistent message to the CTB and VDOT.
    - The County applied for FY 18-23 Smart Scale funding for a roundabout at this intersection and the project did not score high enough to be recommended for funding this year.
6. Route 15/29
- Accelerate the planning process for the area of Route 15/29 from Route 15/29/17 Bypass north of Warrenton, to the Prince William County line. Establish a distributed road network, explore alternatives to interchanges and traditional signalized intersections, and manage access on Route 15/29, while ensuring the appropriate measures are taken to protect the Buckland Mills Battlefield and the historic Village of Buckland.
    - A Route 29 stakeholders group met during 2016 to determine improvements for this area; however, no consensus for improvements was reached. Staff has discussed holding a community meeting to discuss the support needed to move forward with a design solution for this area.
    - Mr. Eltringham would like the verbiage to read the “Buckland Races Battlefield area.”
    - Mr. Eltringham asked if the ruins of the historic bridge are in the right-of way. He asked VDOT to confirm this at the next meeting of the Committee.
7. Business 17:
- Add sidewalks on Winchester Road (Business 17) in Marshall
    - The Fauquier County Connections Plan identifies trails planned for Winchester Road (Route 17) in the Marshall Service District from the intersection with Old Stockyard Road (Route 1001) south to the service district boundary.
    - Ms. Garreau noted that the project is close to being completed. Mr. Nesbit said that sidewalks are in through to Old Stockyard Road (Route 1001).
    - The Committee discussed removing the project from the list.

8. Route 17 through Bealeton:

- Include bicycle and pedestrian improvements enabling safe movement across Route 17 at Bealeton Road (Route 805), Catlett Road (Route 28) and at Old Marsh Road (Route 837).
  - Ms. Pham noted a few areas where bicycle and pedestrian improvements are shown in the Fauquier County Connections Plan that would cross Route 17.
  - Staff does not have anything specific in the Transportation Plan, addressing or referring to the bicycle or pedestrian improvements.
  - Ms. Garreau and Mr. Butler noted that the Committee needs to review the specifics of this project and consider removing it from the list.

9. Route 17 (North of Warrenton):

- Intersection improvements to Route 17/Blantyre Road (Route 628) which might include signalization and re-grading to improve sight conditions.
  - Committee agreed to leave this project in the plan.

**5. New Business**

- **Comprehensive Plan Update: Transportation Chapter**  
Ms. Pham provided the Committee with a highlight of some of the major changes to Chapter 10, which include the addition of the Thoroughfare Plan and the Private Street Policy. She added that the chapter's content has been updated and reorganized to improve the flow of information. In addition, several maps and Appendices III through V were added including an appendix on Bridges, Roads Meeting the Rural Rustic Road Criteria, and the Six-Year Priorities.

Mr. Hopewell confirmed that the current language of the chapter is a mixture of language taken from the existing language found in the Transportation Chapter, the Comprehensive Plan, and the various sections of the Service District Plans, but numerous updates to the new material have been made.

Mr. Stone confirmed that there was a lot of material to go through including detail and policy questions and he suggested that rather than try to tackle any one of those things at this meeting, the Committee do so as individuals and share their thoughts with Ms. Pham, members of staff, and/or other Committee members.

Mr. Eltringham had the following questions/observations/suggestions:

- He asked Ms. Pham why staff chose to use the word "thoroughfare" as in the Thoroughfare Plan. Mr. Hopewell and Ms. Pham explained that the use of the word is industry standard when speaking of this type of plan.
- On page 2, under Roman numeral I, within the Introduction section, he asked that staff insert language pertaining to the audience of the document. The plan should highlight that it is aimed at state, local, and federal resource allocation processes.
- Mr. Nesbit confirmed that VDOT has participated in the revision of Chapter 10.
- On page 5, under Roman numeral II, A Brief Summary of Current Transportation Efforts, under the Existing Commuting Services, he suggested adding the word "buses"



to the Rideshare/vanpool section. Mr. Mauney confirmed that the Rappahannock Rapidan Regional Commission offers regional bus service.

- In the Bicycle and Pedestrian Planning section, there are several non-governmental organizations like PEC that are active in the county that are involved with pedestrian and bicycling and he suggested recognizing them.
- On page 45, under the section titled, U.S. 15/29 Coordination, the Chapter refers to an emerging regional bottleneck and he does not believe that we, the Region, are a regional bottleneck and disagrees with staff for referring to ourselves as a regional bottleneck.
- On page 46, under the section of U.S. 17, he recommends that staff figure out a way to address speed. While it is a corridor of significance for commercial transportation, there are residents along the road that are very concerned with the speed and the noise.

Mr. Eltringham noted that Fauquier is a rural county with service districts cut through by significant statewide corridors of significance and believes this is one of the main challenges of the County.

Mr. Hopewell said that at times the County has gone through the Comprehensive Plan updates and staff has lagged behind with the actual ordinance amendments that help to implement those proposals. Staff's plan is to package the Transportation Chapter along with changes to the Subdivision Ordinance, Zoning Ordinance, and Design Standards Manual and take these all through concurrently.

## **6. Staff Updates**

On Friday, March 10, 2017, members from the Transportation Committee and County staff met with CTB representatives Alison DeTuncq and Greg Yates as well as members from VDOT to discuss concerns regarding the Smart Scale process. Ms. Pham said staff reviewed the normalization of scores and looked at the raw scores and how the Culpeper District is competing against the high scoring localities. It was explained that rural areas are not recovering when normalized since we score so low to start with. She believed that the County's message was hit home by a specific PowerPoint slide that depicted a statewide analysis of all the projects that were submitted and projects that received a normalized score of one or more.

Ms. Pham said that the County's concern is that rural areas were not receiving points from the Accessibility and Economic Development measures and added that urban areas, on the other hand, scored fairly strong. She said that Category C measures, rural areas, saw a considerable decrease in higher scores. She said the rural areas scored better in the Economic Development measure than Accessibility, the weakest measure for rural areas. In Category D, only two out of one hundred twenty projects received a normalized score of at least one, which she says is very telling that the Accessibility score is not working for rural areas.

Ms. Pham said that in all of the categories Safety is scoring consistently, which is what staff expected given the way the score has been developed.

Ms. Pham said that the next steps included accepting Chad Tucker's offer to assist staff by discussing ways that the state might look at revising its measures. Mr. Tucker was involved in developing the Smart Scale process. The County's concern is that Accessibility is twenty-five percent of the total score and we are not receiving points. For Category D, the more rural areas of

the state, it is only fifteen percent and that is still a pretty large portion of your score where rural areas cannot compete.

Mr. Eltringham asked if the next steps included requesting that the region be moved from Category C to Category D. Mr. Mauney said the request to change categories has been discussed; however, there is a concern of asking to be moved too early as the CTB may make changes to the percentages. He added that since the next Smart Scale cycle is not until next summer, he feels it is better to wait to see if the CTB makes changes. Ms. Pham and Mr. Mauney suggested that the district request the category that is going to give us the most safety points.

The Secondary Road Six-Year Plan will go to the Board for public hearing on April 13, 2017. Staff will be notifying property owners along the roads that are on the list for hard surfacing.

Ms. Garreau shared a March 17, 2017 Washington Post article titled “*Plans for VRE Expansion to Haymarket Crumble.*” She asked Ms. Pham to send the article digitally to Committee members.

Mr. Eltringham asked Ms. Pham if she had heard anything related to the Buckland Bypass Study. Ms. Garreau said that the study has not been abandoned and the County needs to diligently watch for updates. Ms. Pham said that she had not been informed of any updates.

**7. *Member Comments***

There were no member comments.

**8. *Adjournment***

There being no further business, the meeting was adjourned at 6:23 p.m. The next regular meeting will be held on **Wednesday, June 28, 2017.**