



## **ROUTE 29 / NEW BALTIMORE ADVISORY PANEL MEETING #15**

**January 23, 2020**



## U.S. 29 New Baltimore Advisory Panel Agenda, Meeting #15

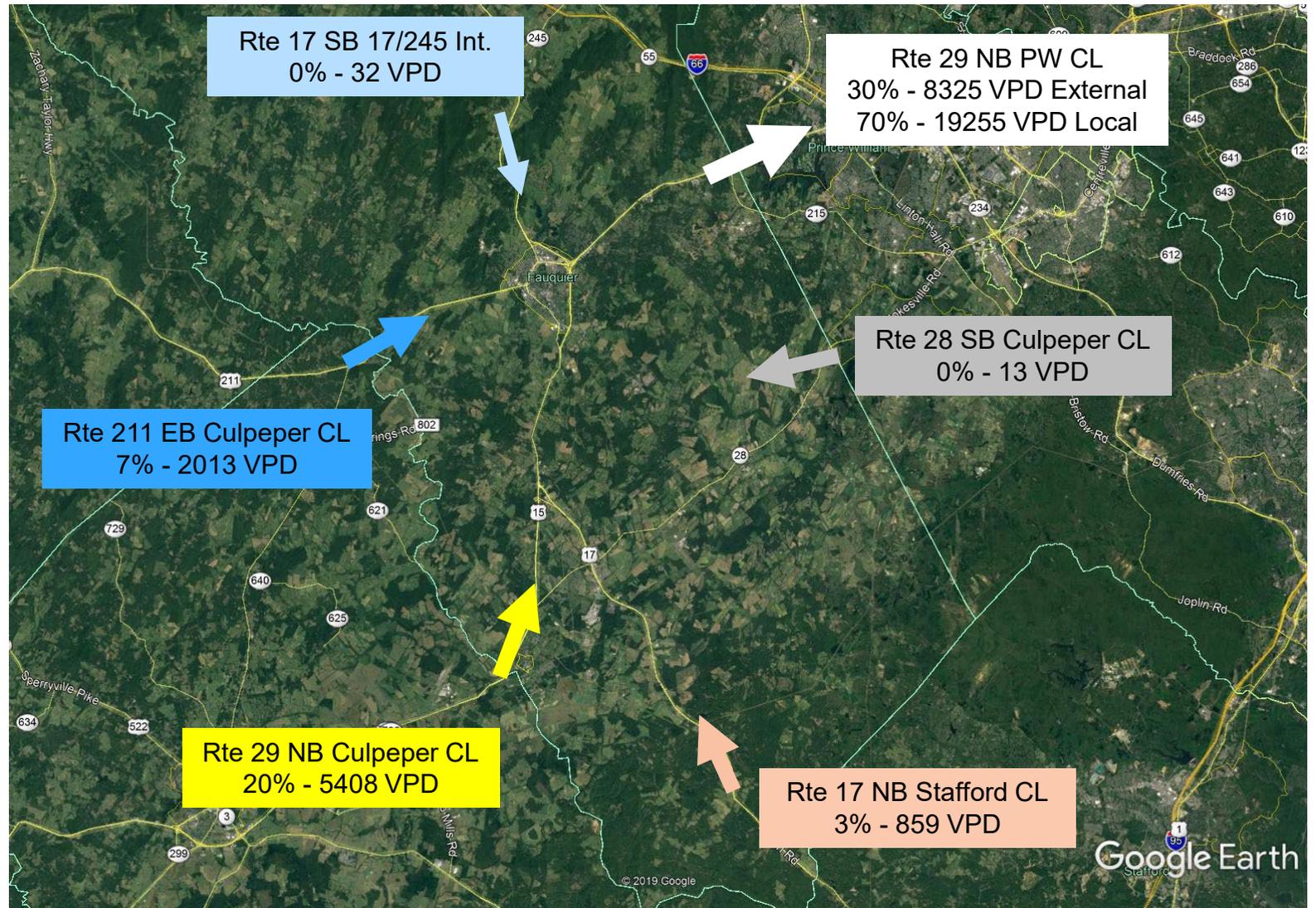
January 23, 2020  
1 p.m. – 3 p.m.

Warren Green Building  
10 Hotel St., Warrenton

- |  |            |
|--|------------|
| 1. Introductions/ Panel Comments   | 5 minutes  |
| 2. Meeting #14 Summary and Review of Minutes   | 5 minutes  |
| 3. Public Feedback and Follow-ups  | 30 minutes |
| a. Action items from stakeholder meeting   |            |
| 1) Current traffic patterns  |            |
| 2) Summarize previous studies  |            |
| 3) Review proposed solutions from previous studies                                     |            |
| 4. Phase 2 Projects: Rt. 29/600 & 29/215 intersection improvements                     | 30 minutes |
| a. Environmental update for Section 106/NEPA process                                   |            |
| b. Funding update  |            |
| c. Schedule and process update   |            |
| 5. Meeting Calendar:   | 10 minutes |
| • April 23, 2020   |            |
| • July 23, 2020  |            |
| • October 22, 2020   |            |
| <i>All meetings 1-3 p.m., Board of Supervisors meeting room, Warren Green Building</i> |            |
| 6. New business and wrap-up  | 5 minutes  |

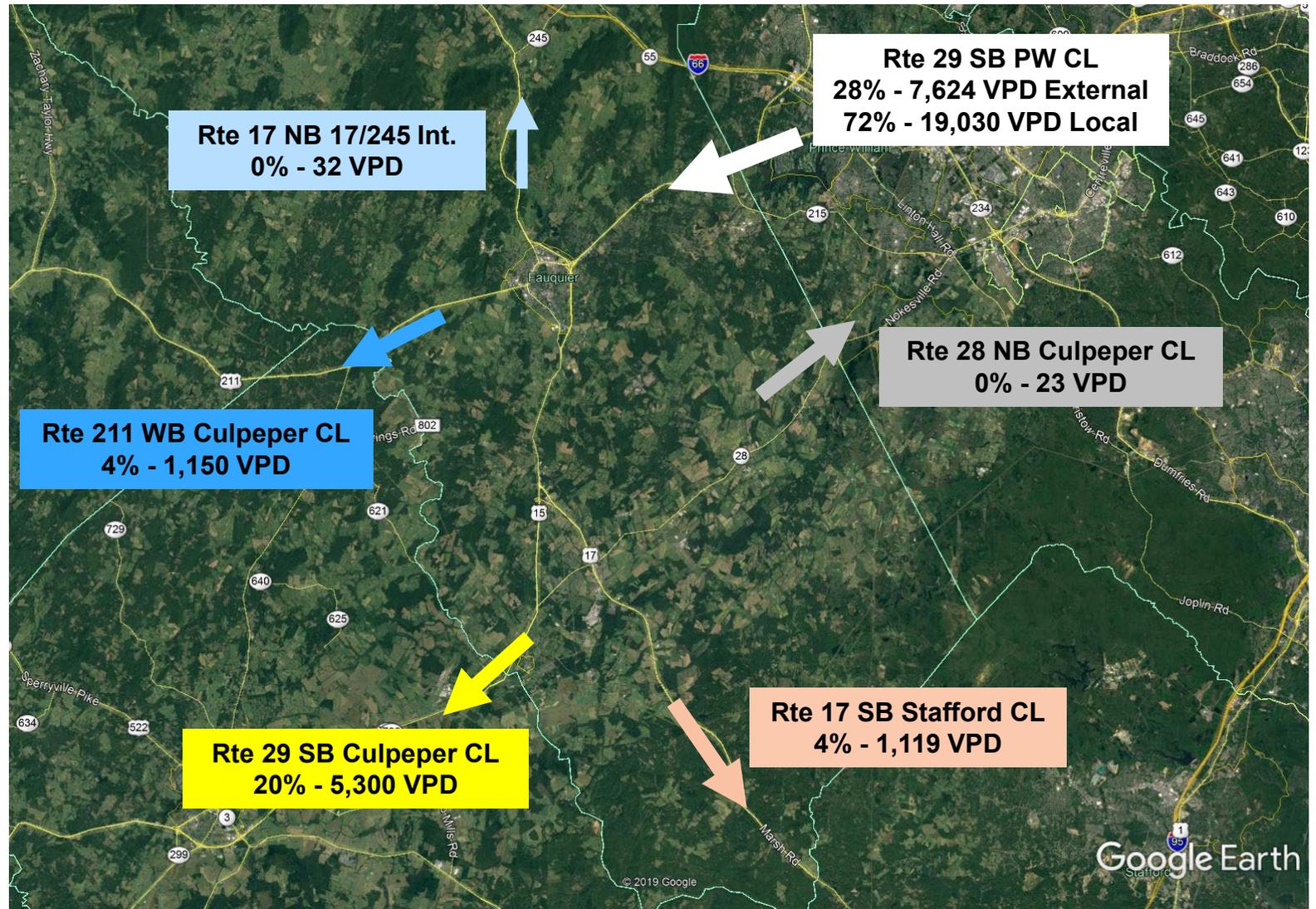
# Origin-Destination Study – Northbound 29 at PW CL

- The map show the external to external volumes that make-up the US 29 NB movement at the Prince William County line
- 30% or 8,325 VPD of the NB traffic volume are **Pass Through**
- 70% or 19,255 VPD of the NB traffic originate from Fauquier County and the Town of Warrenton
- Volumes are based on 2018 VDOT count data



# Origin-Destination Study – Southbound 29 at PW CL

- The map shows the external to external volumes that make up the US 29 SB movement at the Prince William County line
- 28% or 7,624 VPD of the SB volume is **Pass-Through Traffic**
- 72% or 19,030 VPD is bound for destinations in Fauquier County and the Town of Warrenton
- Volumes are based on 2018 VDOT count data



# Previous Study Recommendations

## 2007 – Buckland/Gainesville Bypass Study Report (Rinker Design Associates)

- Connection to interchange at Route 29/215 intersection that becomes a bypass between I-66 and Route 29 (Option A)

## 2009 – Route 29 Corridor Study (Requested by CTB)

- Develop Route 29 from Warrenton to Route 15 as controlled access (without signals) roadway

## 2010 – VTrans 2035 Final Report to General Assembly (OIPI)

- Capacity, traffic operation and access management improvements on the Route 29 Seminole Corridor (Corridor of Statewide Significance)
- Safety improvements recommended for high crash rate locations

## 2011 – Route 29 North Corridor Improvement Study (The Louis Berger Group)

- Continuous Green-T intersection at Route 29/Vint Hill Rd intersection
- Signalized Directional Left with Median U-Turns (R-CUT)
- Close median to restrict Route 29/Vint Hill Rd intersection to right-in/right-out movements, providing Median U-Turns both north and south of the Intersection (MUT)

# Previous Study Recommendations

## 2015 – Route 29/215 Alternatives (VDOT)

- Remove signal at Route 29/Vint Hill Rd intersection
- Vertical alignment correction (remove hills on NB intersection approach)
- Restricted Crossing U-Turn (R-CUT) intersection improvement at Route 29/Vint Hill Rd (right-in/out left-in only at intersection; left-out would make a right-out and U-Turn)

## 2016 – New Baltimore/Rte. 29 Community Stakeholder Team - Final Report

- Speed reduction strategies
- Continuous Green-T (CGT) intersection improvement at Route 29/Vint Hill Rd
- Restricted Crossing U-Turn (R-CUT) intersection improvement at Route 29/Vint Hill Rd (right-in/out left-in only at intersection; left out would make a right-out and U-turn)
- Median U-Turn (MUT) intersection improvement at Route 29/Vint Hill Rd (Close median restricting movements to right-in/out. Left-in and left-out would have to make U-Turns)
- Correction (removal) of vertical curves

## 2018 – US 29/US15 Traffic Study Prince William County

- Study assumed R-CUT option for the Route 29/215 (Vint Hill Road intersection) based on previous study and safety project that was previously under development

# Section 106/NEPA Schedule & Study Limits

- **Cultural Resource field work scheduled between February 17 and March 17**
  - AECOM/Dovetail consultants scheduled to complete CR fieldwork
- **VDOT/VDHR coordination on effect: Mid March to Mid June 2020**
- **NEPA Studies: April to August 2020**
  - To include water quality, hazmat, endangered species, etc.
- **Environmental Risks to Schedule**
  - **Additional Cultural Resource field work if phase I CR study identifies a need for a phase II CR study: Add approximately 2 months**
  - **VDHR Adverse Effect Determination: Add 6-8 months to complete Section 106 and NEPA process.**

# Project Financials

Line Item	Project Budget	Project Expenditures
<i>Preliminary Engineering*</i>	<b>\$ 612,138</b>	<b>\$580,469</b>
<i>VDOT Right of Way Acquisition</i>	<b>\$ 500</b>	<b>\$162.59</b>
<b>Construction Total</b>	<b>\$4,007,151</b>	
Design Build Bid	\$3,544,568	\$3,525,252
Construction CEI & Admin.	\$ 210,083	\$287,432
Construction Contingency	\$ 100,000	\$0
Incentive	\$ 150,000	\$0
State Police	\$ 2,500	\$50,011
<b>Project Total</b>	<b>\$4,619,789</b>	<b>\$4,393,316</b>

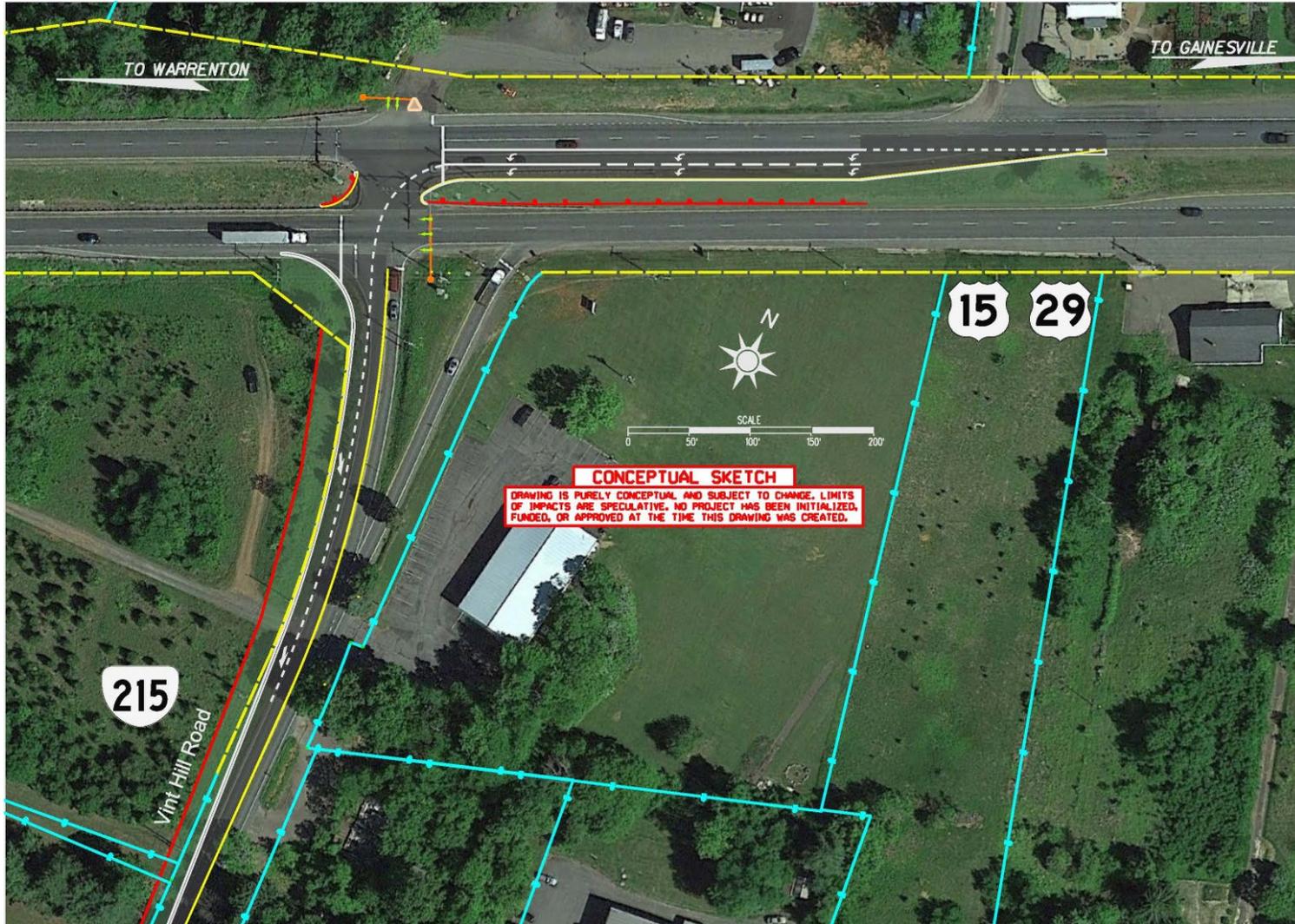
**\* Includes Alternative Analysis, Traffic Analysis, Procurement Documents and Plans, Survey  
Geotechnical and Cost to Cure Parcel #001**

**Financials Run Date 1/23/20**

**UPC 114713**

# Panel Priority #1

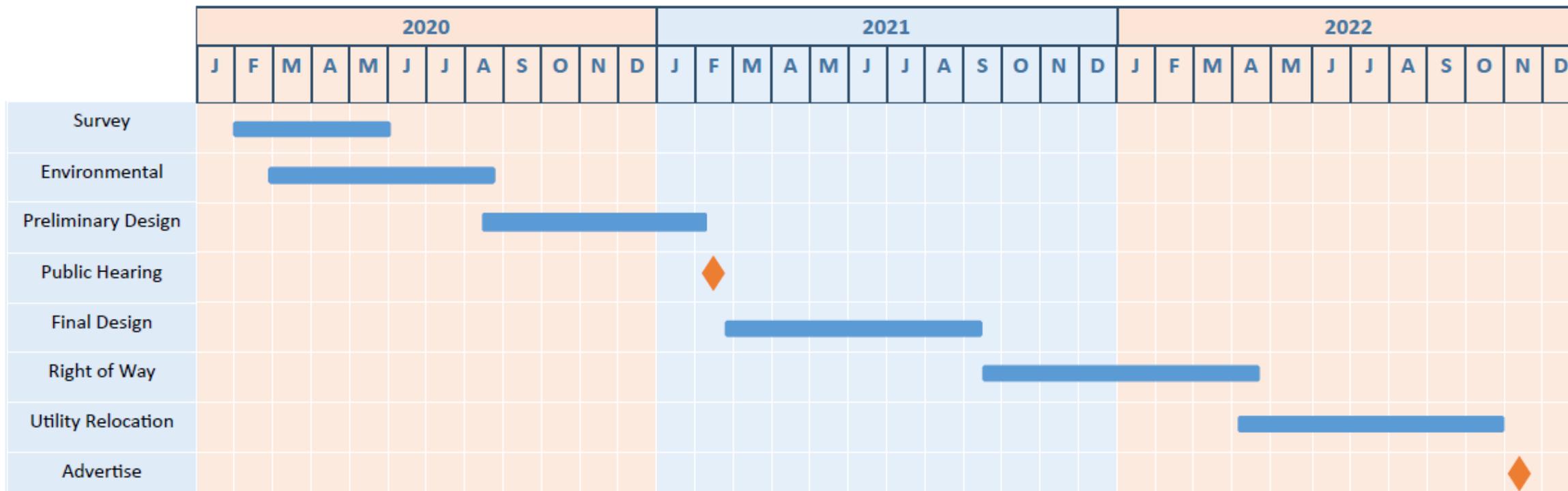
## Route 29 / Vint Hill Rd Dual Left Turn and Merge Lane



Project Phase	Estimated Cost
<i>Preliminary Engineering</i>	\$653,075
<i>Right of Way Acquisition &amp; Utility Relocations</i>	\$400,000
<i>Construction</i>	\$1,500,000
<b>Total</b>	<b>\$2,553,075</b>

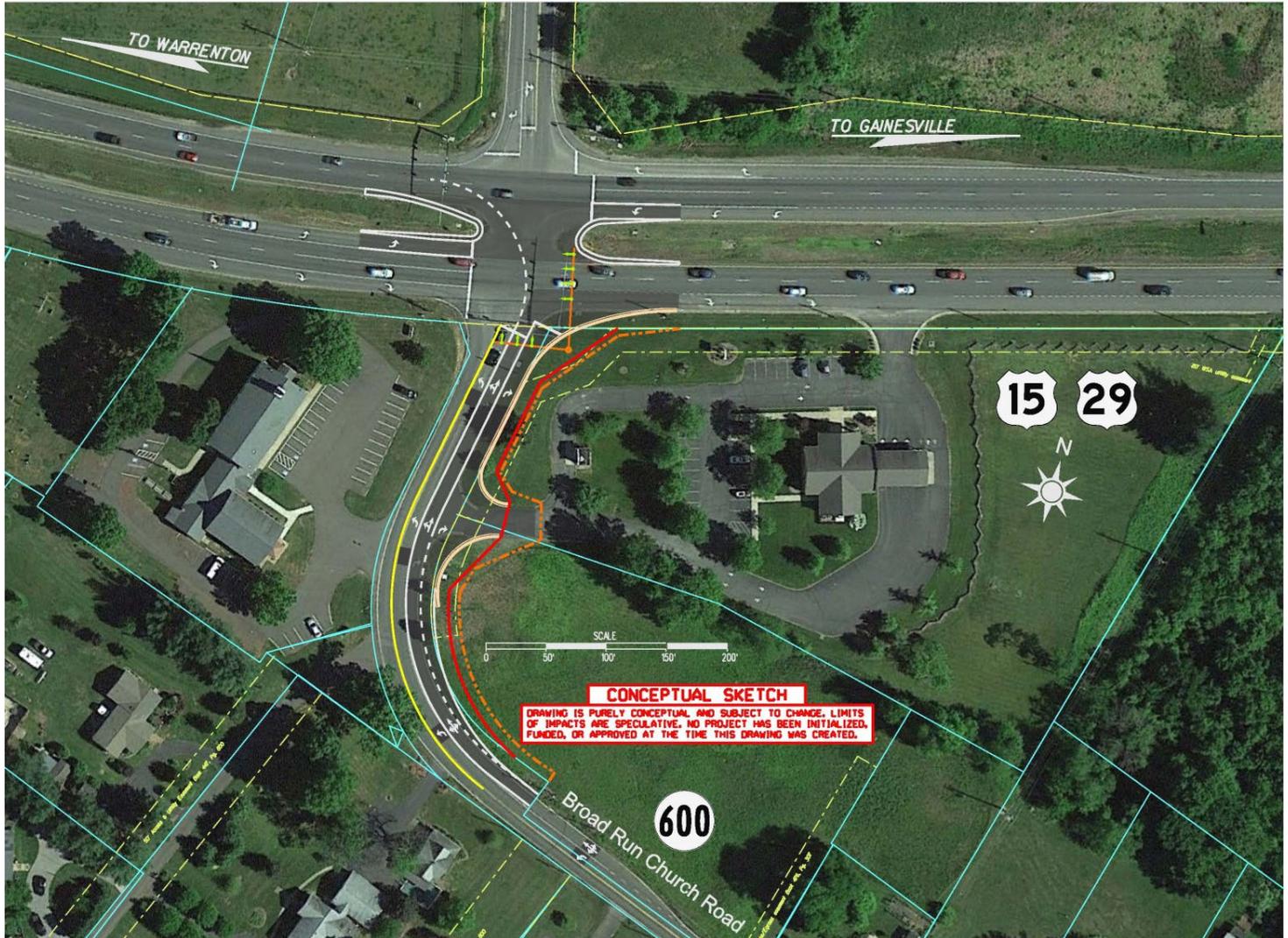
# Route 29/215 Preliminary Schedule

## (P-1 Dual Left-Turn Lanes & S-1 Signal Improvements)



# Panel Priority #2

## Route 29 / Broad Run Church Rd Dual Left Turn Lanes



Project Phase	Design-Bid-Build Approach	State Forces-HE Approach
<i>Preliminary Engineering</i>	\$400,000	\$400,000
<i>Right of Way and Utilities</i>	\$545,000	\$545,000
<i>Construction</i>	\$856,000	\$364,000
<i>Signal Work</i>	\$149,000	\$165,000
<b>Total</b>	<b>\$1,950,000</b>	<b>\$1,474,000</b>

*Note: All costs are in 2020 dollars*

# Panel Priority #3

## Route 29 / Vint Hill Road Dual Right Turn Lanes



Project Phase	Design-Bid-Build Approach	State Forces-HE Approach
<i>Preliminary Engineering</i>	\$300,000	\$300,000
<i>Utilities</i>	\$55,000	\$55,000
<i>Construction</i>	\$245,000	\$245,000
<i>Signal Work</i>	\$80,000	\$90,000
<i>Total</i>	\$680,000	\$690,000

# Phase 2 Improvements: Rt. 29 / Rt. 215 & Rt. 29 / Rt. 600 Intersections

Project	Preliminary Engineering	Right-of-Way & Utilities	Construction	Total Costs
<i>Priority 1: Rt. 29 SB dual left turn lanes</i>	<i>\$653,075</i>	<i>\$400,000</i>	<i>\$ 1,500,000</i>	<i>\$2,553,075</i>
<i>Priority 2: Rt. 600 to 29 SB left- turn lanes</i>	<i>\$400,000</i>	<i>\$545,000</i>	<i>\$1,005,000</i>	<i>\$1,950,000</i>
<i>Priority 3: Rt. 215 dual right turn lanes</i>	<i>\$300,000</i>	<i>\$55,000</i>	<i>\$325,000</i>	<i>\$680,000</i>
<i>Phase 2 total project costs</i>				<i>\$5,183,075</i>
<i>Current available funds for Phase 2</i>				<i>\$2.8 million</i>

*Cost estimates are current dollar values*

