

**MINUTES OF
ROUTE 29 NEW BALTIMORE ADVISORY PANEL**

Meeting #10: May 23, 2019

1:00 – 3:00 P.M.

1st Floor Conference Room – Warren Green Building

10 Hotel Street

Warrenton, VA 20186

Members Present: Tim Hoffman, Vint Hill HOA; Pete Eltringham, Poms Farm; Craig Oakley, New Baltimore Fire Department; Ike Broaddus, Vint Hill Business Community,

Members Absent: Steven Combs, state veterans home (Puller Veterans Care Center); Haven Melton, FAA Vint Hill; Natalie Erdossy, Brookside HOA; George Phillips, Prince William County; Garrett Moore, VDOT; Holder Trumbo, Fauquier County; Cristy Thorpe, C. Hunter Ritchie Elementary School

Staff Present: Lou Hatter, VDOT; John Lynch, VDOT, Mark Nesbit, VDOT; Holly Meade, Fauquier County; Kara Krantz, Fauquier County

1. Introductions/ Panel Comments

John Lynch opened the meeting at 1:00 p.m. with introductions and reviewed the agenda.

John asked if there were any comments or questions from the Advisory Panel. There were no comments or questions. John noted that Pete Eltringham emailed questions/comments prior to the meeting and noted that those will be addressed later in the meeting. John asked Lou Hatter if he received any public feedback regarding the communications plan and VDOT's efforts to get the word out about the closure. Lou replied that he had not and that he would give his monthly update later in the meeting.

Mark Nesbit and Pete discussed resident locations that Pete thought were close to the blasting zone. Pete thought one resident's well may be within the 300 feet of a blasting location. Mark responded that the contractor's investigation found one location to be within the sphere of influence.

2. Meeting #9 Summary – Review of Minutes

Ike Broaddus and Pete Eltringham commented that the minutes from the April 25 meeting were excellent and provided a detailed synopsis of the meeting for those not able to attend.

3. Public Feedback and Follow-Up

There was no public feedback and no follow-up to discuss.

4. Cut and Fill the Hills Project

a. Schedule & Funding Update

Regarding the construction schedule, John confirmed that work will begin Monday, June 3. The work being performed prior to the three-week closure period is to address the rock outcroppings and drainage within the median. The work will be performed at night and one lane will be closed.

On Tuesday, June 11, VDOT will host a “Pardon Our Dust” meeting. The contractor, Chemung Construction and Volkert staff will be introduced and will address questions, comments and concerns from the community regarding the work plan. The town hall meeting will be at Baptist Battlefield Church from 6:30 p.m. until 8:00 p.m. Lou added that a news release will be sent.

John said the only change in the project funding from last month included the receipt of consultant vouchers, which brings preliminary engineering project expenditures to \$487,019 with the overall project budget line item being \$522,638. He reported that any money not used on this project will be rolled into the next phase.

b. Construction Update

John restated the northbound lane closure dates of July 8-August 2 with the project completion date set for September 30. The design plans are moving along smoothly and are approximately 90% complete. The contractor is in part responsible for a messaging campaign and will begin placing message boards soon.

5. Update Traffic Management Plan, Detours & Truck Restrictions

Lou presented regional detour flyer, which highlights the regional detour map and verbiage detailing what to expect during the closure. The flyer was distributed statewide to all nine regional VDOT districts (who sent it to their constituents) and chambers of commerce up and down the corridor. This flyer will be included in all future VDOT news releases to try to encourage traffic to use the regional detour. Chemung Construction started placing message boards advertising the closure period as part of their messaging campaign responsibility. Maps will be available and display boards will be located at local events like Culpeper Fest in mid-June.

Mark Nesbit said that VDOT is continuing to meet and coordinate with local law enforcement regarding the closure and have a draft agreement in place for off duty officers to work during the closure period. Pete asked that the Sheriff’s Office and State Police be invited to the June 11 “Pardon Our Dust” meeting, as residents will see their presence at the meeting as helpful. Tim Hoffman agreed and suggested that they be prepared to answer questions regarding monitoring and managing traffic. VDOT has requested increased law enforcement resources for the first few days of the closure with the aim of tapering down the added presence as the closure period progresses. Tim expressed concern for tapering down presence and sees the need for a regular, heavy presence throughout the closure period particularly for the motorists who are not local to this area. Mark assured the group that there will be noticeable law enforcement coverage seven days a week particularly during peak travel times. VDOT has coordinated with multiple agencies and the VDOT Safety Service Patrol and Instant Tow resources will be in place during the closure period. These resources are in addition to what is normally in place.

Ike Broaddus asked about temporary truck restrictions and if the restrictions are for all trucks. Mark confirmed that all trucks greater than three axles will be restricted. Concessions will be made for delivery vehicles, but trucks greater than three axles will be restricted. The restriction is not for through trucks but all truck traffic greater than three axles. Tim commented on the extraordinary amount of dump trucks in the vicinity of Vint Hill and suggested warning construction companies of the restriction ahead of the closure. Pete asked for confirmation of the roads with temporary restrictions. Mark confirmed the following roads will restrict trucks with three or more axles during the three-week closure period: Route 600 (Broad Run Church/Beverleys Mill) east and west of Route 29, Route 628 (Blantyre Road), Route 245 (Old Tavern Road), and Route 602 (Rogues Road). Ike asked for further clarification on the truck restrictions and its impact to trucks over three axles who

need to make a delivery to a residence, business or job site. Mark said that temporary restriction is to take care of a short-term issue. Ike asked if it was correct to say that since there is no law that achieves the goal so VDOT has chosen to use the closest one. Mark explained that the normal process for a truck restriction requires a public hearing and resolution from the County stating that they will provide law enforcement for the through truck restriction.

Raymond Bell said that at prior meetings, the Advisory Panel discussed three potential pinch points: Route 600 and Route 55, as traffic will flow this way seeking the right-hand turn at Route 55, potential backups at Route 55 and Route 15 in Haymarket and when it changes over to Prince William County. Mark assured Raymond that Fauquier County law enforcement is coordinating with Prince William County law enforcement.

Bill Downey, business owner in Vint Hill, employer, property owner, resident of Scott District and New Baltimore, expressed concern for the maintenance of traffic plan. He asked VDOT what the maintenance of local traffic plan is for roads on which school busses travel. He expressed concern for local truck issues, there being no shoulders and poor drainage on Route 600. The T intersection onto Vint Hill Road from Broad Run Church Road is problematic. He asked what the requirements are for the contractor in respect to maintenance of traffic and any improvements to the roads on which there will be temporary truck restrictions. John said that the closure time period was chosen because school is not in session, limiting the traffic to and from school. The only way to do the project was to completely close Rt. 29 northbound. Bill asked if in the requirements of the design build process, did VDOT schedule general maintenance including improvement to shoulders and drainage on Route 215 and Route 600. John clarified that it is VDOT's responsibility to make improvements not the contractor and added that VDOT is in the process of making improvements to Route 215 and Route 600. Pete noted that very early on in this process there was a discussion of the improvement alternatives to cutting and filling the hills and the Advisory Group, VDOT, Board of Supervisors and County staff agreed to this approach because of all the alternatives presented, this one was affordable and quickly executable. As soon as this alternative was chosen, the Advisory Panel, VDOT and County staff began to discuss and compile a list of roads that have been for decades in need improvement and are going to be shouldering additional traffic during the closure period including Beverlys Mill Road, Dumfries Road, Route 215, and Broad Run Church Road. Pete noted that VDOT has been working on these roads already with the understanding they may need to revisit them for repair after the closure period. Tim added that the Advisory Panel has identified specific highly trafficked roads and intersections that are going to be inherently dangerous because of the heavy traffic and the intent is to have a law enforcement presence at these designated locations.

Bill expressed that a maintenance of traffic plan is a document and asked what the design build contractor's responsibility for getting that approved. John responded that the maintenance of traffic plan is the regional detour. Bill asked about a detour for local traffic for the approximately 8,000+ residents of the New Baltimore Service District. John said that the Advisory Panel discussed this previously and felt that local traffic will know their way around the detour and therefore it was decided not to post or advertise local detours so not to stress the local roads. Pete noted that residents in the areas have had to find a detour in the past due to crashes at the intersection. Ike commented that Bill is not saying that the Advisory Panel made a poor choice. Bill said that the maintenance of traffic is the big concern for the local businesses and the residents of the area. Pete asked Bill what additional things he would like to see in such a plan. Bill said he would like to see wayfinding direction, detour enunciation locations and where this will direct local residents as to which roads to take to get from New Baltimore to Prince William County, for example. He asked if there will be detour signs to direct residents through the traffic or if shoulder and drainage improvements will be

made. Ike said that he has not seen a document listing which roads are being improved prior to the closure and he would like to see something outlining the improvements along with a timeline. John said that VDOT will do significant patching on main roadway and as they are doing the patching, if they find shoulders that drop off, those will be fixed. It will not be an extensive roadway improvement program. Mark has the list of roads and improvements and an estimate of the cost. The majority of the work is going to be patching of crumbled or distressed pavement and if safety issues are found, those will be addressed at that time. Bill asked about drivers approaching from the south who ignore the Route 17 detour signage and arrive in New Baltimore – where are the signs to get that driver out of the local road network? Pete said that for the first few days, this may happen until motorists heed the detour signs. VDOT noted that the maintenance of traffic plan has not yet been formally approved and confirmed that when it is it will be available for public review. The maintenance of traffic plan approval should happen in the next couple of weeks. Pete said that he would like to see the maintenance of traffic plan from the contractor and actions that VDOT may take regarding improvements to local roads on the agenda for next month and is hopeful these topics will be brought to the June 11 “Pardon Our Dust” meeting. Raymond added that at one time it was discussed that VDOT was going to contact companies providing GPS directional services advising them of the closure. John said VDOT will follow up on the status of this and added that VDOT has an agreement with WAZE and Google Maps. Pete added that the directional finder software applications interface with and draw data from VDOT’s 511 application which will show the closure.

Ike asked for additional detail on the temporary truck restriction saying that there are multi-axle trucks that originate from Vint Hill and will need to return to Vint Hill such as Aaron’s Towing, beer delivery trucks and trucks serving Gaithersburg Cabinetry. John asked which roads are on the list that these trucks are using for access. Ike informed him that Rt. 600 (Broad Run Church Road) and Rt. 602 (Rogues Road). Ike acknowledged that trucks could theoretically use alternate routes. Pete asked that since the temporary truck restriction is being enforced by the County Sheriff and State Police could there be an accommodation made for local trucks greater than three axles that call Vint Hill home. Pete mentioned businesses along Route 29 like Pepsi and Universal Stones should be notified in advance of the temporary truck restrictions. Ike commented that a delivery truck coming from Warrenton going to Vint Hill is not going to take a twenty-mile detour. Tim expressed concerned about the higher than normal truck traffic he is already seeing on local roads.

6. Draft Communication Plan

Lou informed the group that WTOP is the most recommended avenue to advertise the closure. He said that an advertising plan is being developed, which will include WTOP and in speaking with their news division, he was told that the closure will be covered extensively starting in June. Tim mentioned that WMAL and WAMU both have traffic reports and recommended that both be on the advertising plan. Pete said that it would be helpful if the advertising message included the temporary truck restrictions for the closure period.

Bill asked for an illustrative plan showing the limits of disturbance for the project particularly what is happening at the intersection of Route 29 and Route 215. Lou said that one exists and it is on the VDOT project website. Pete said that Route 29 north will be closed from Battlefield Baptist Church to the intersection of Route 29 and Route 215. The intersection will remain open during the closure period with the closure of the northbound lanes only. Traffic in the southbound lanes will be open and restricted only during blasting operations.

Pete said that after each blasting, there will be an email sent to a designated contact list and hopefully members of the advisory group will be included. Ike asked how the names for the designated contact

list are being compiled. Lou said that this is one of the contractor's responsibilities. This topic will be added as an agenda item for next month. Mark said that the contractor will be putting out press releases and media notices on the blasting.

Action Item: Review the contact list for blasting at the June meeting.

Lou addressed how widely the news releases are being distributed and said that information is sent to the following: Fauquier County Government, Fauquier County Schools, Fauquier County Emergency Responders, everyone in this room and the entire technical team, anyone who has requested to be a part of the email list, and anyone who has attended a public meeting and provided their email address. All information that VDOT sends out includes a notation at the bottom telling folks that they can receive project emails by contacting Lou and his email address is included. The most recent news releases have been sent to everyone along the corridor, every local government in our district, nine district VDOT offices, media in each county, Fauquier County Chamber of Commerce resends news releases to other chambers offices along the corridor, and planning commissions throughout the corridor are sending the message out to their constituents. Lou commented that VDOT is trying to push the message out as widely as they can.

Bill asked if there are any per day liquidated damages on the contract. John did not know of any off hand and Ike added there is an incentive for the contractor to complete the project early. John said that if there is an incentive there is always going to be a disincentive which is equivalent to the incentive. If they do not finish on time, there are liquidated damages including VDOT's cost of personnel that has to be on the project for an extended period of time. Bill asked if there are any environmental hurdles left to clear. John confirmed there are not. The VDOT project website provides additional details on the environmental requirement.

7. Phase 2 Projects: Rt. 29/600 & Route 29/215 Intersection Improvements

a. Funding Update

John informed the group that the VDOT project team met with the VDOT Program Manager for Highway Safety Improvement to discuss the improvements at Rt. 29/215 and Rt. 29/600. John reviewed the funding available for the various improvements for Phase 2. Previously, \$2.8 million was allocated for the intersection improvements at both Rt.29/Rt. 215 and Rt. 29/Rt. 600. However, this funding must demonstrate a benefit to cost ratio of at least 1 to be available for the improvements. The proposed intersection improvements only generate enough of a benefit to allow \$860,000 of the \$2.8 million to be available. VDOT is working on an estimate for the project using hired equipment and/or state forces as these options would be less expensive. VDOT is also working on exchanging the \$2.8 million of federal safety funding for state funding which does not have the same requirements at the federal HSIP funding.

8. Meeting Calendar – month, time, location

John reviewed the upcoming meeting calendar to include the following dates:

- June 27, 2019
- July 25, 2019

It was confirmed that the June and July meetings will meet from 1:00 p.m.-3:00 p.m. in the Board of Supervisors meeting Room, Warren Green Building, 10 Hotel Street, Warrenton.

9. New Business & Wrap-up

Pete inquired about the potential for locating a sensor pad at Route 625 to work in conjunction with the southern u-turn signal on Rt. 29 in Phase 2. John noted that VDOT typically does not do this but will follow up on this request.

Pete also asked if there is a temporary signal system that can be used if Riley Road becomes overwrought with traffic and throughput. Mark responded that there is a temporary signal but VDOT would prefer to reroute traffic rather than install a temporary signal. This has been discussed with law enforcement. Pete asked if this would be included in the maintenance of traffic plan. Mark confirmed that it will be included.

Given that there were no additional items to discuss, the meeting was adjourned at 2:15 p.m.