

Purpose

Tonight's meeting is an open house to share concepts for improving the Route 29 corridor north of Warrenton. These concepts focus on the following goals:

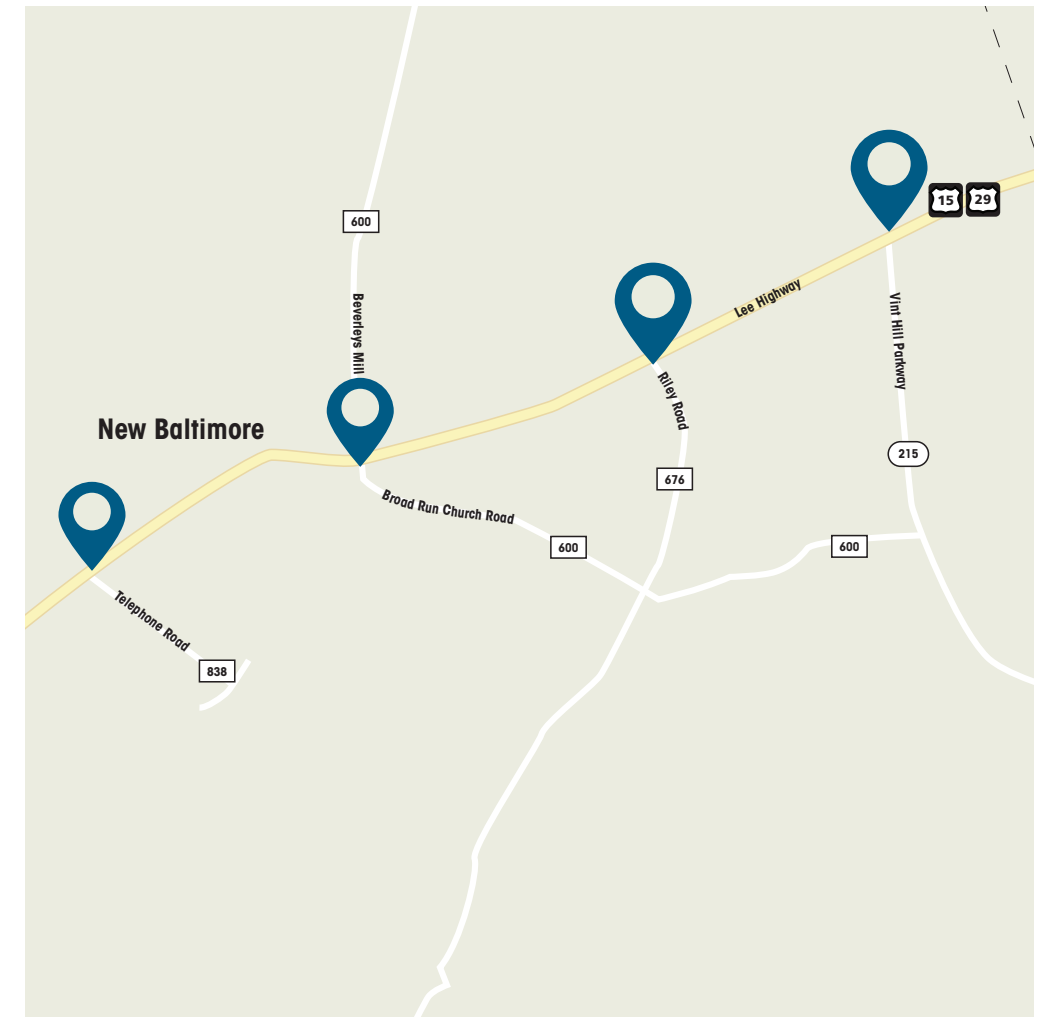
- Maintaining continuous traffic flow
- Reducing current and future congestion
- Improving safety
- Implementing the improvements in a timely and cost-effective manner

The concepts presented are in line with several goals of Fauquier County's New Baltimore Service District Plan, which strives to maintain the current four-lane highway while improving capacity and safety along the corridor. The New Baltimore Plan also seeks to preserve historic character and design a "sense of place" for the New Baltimore commercial area. To ensure successful corridor preservation efforts, new governance of the Commonwealth Transportation Board states that before major expansions and new traffic signals are considered on the state's arterial network, alternative designs will be considered.

Numerous studies over the past 10 years have ruled out other options to accomplish the goals above, including widening Route 29 to six lanes; converting Dumfries Road and Vint Hill Road to grade-separated interchanges; adding traffic signals; and building roundabouts and other designs.

With your feedback, the county and VDOT intends to apply for funding to complete a series of high-impact transportation projects that will improve the Route 29 travel experience.

Fauquier County seeks your input on conceptual improvements for better mobility and safety along Route 29.



Get Involved

Your feedback will help to shape the future of Route 29. Share comments in writing on the enclosed comment sheet, which can be submitted at this meeting or by mail to Marie Pham, Fauquier County Department of Community Development, 10 Hotel Street, 3rd Floor, Warrenton, VA 20186. You may also email comments to Marie.Pham@FauquierCounty.gov.

Please respond by September 29, 2017.

Additional information is available on the county website at www.fauquiercounty.gov/government/departments-a-g/community-development.

COMMUNITY MEETING:

Alternative Intersection Concepts on Route 29 in Northern Fauquier County

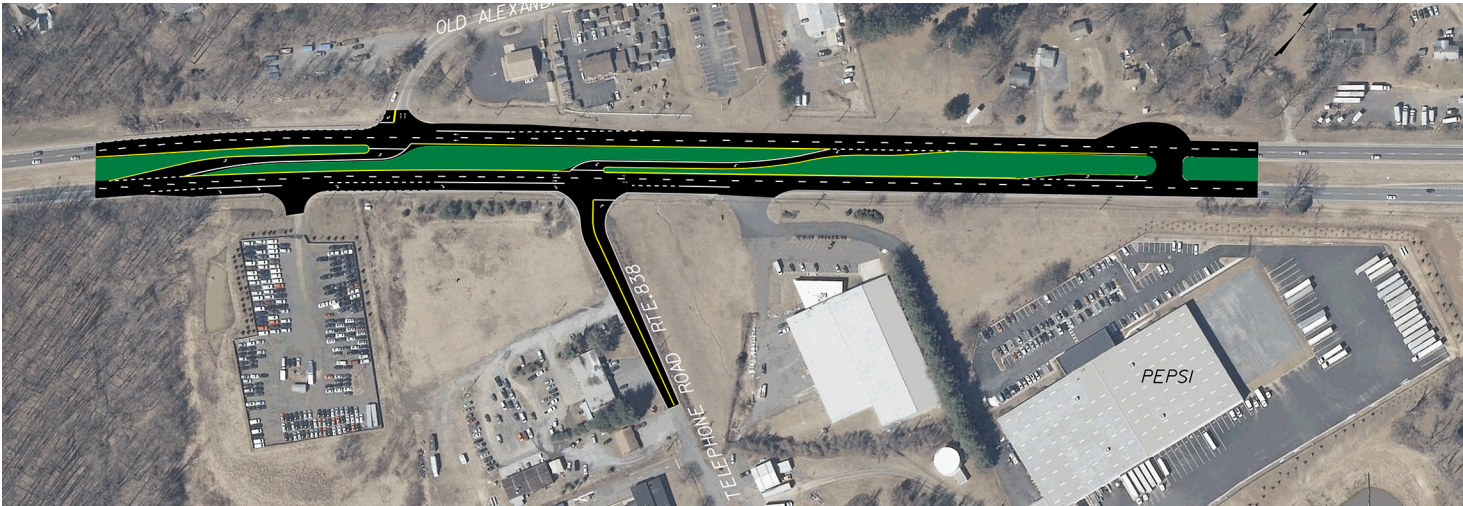
Tuesday, September 19, 2017 | 6-8 p.m.
Auburn Middle School, 7270 Riley Road, Warrenton



Concept Drawings

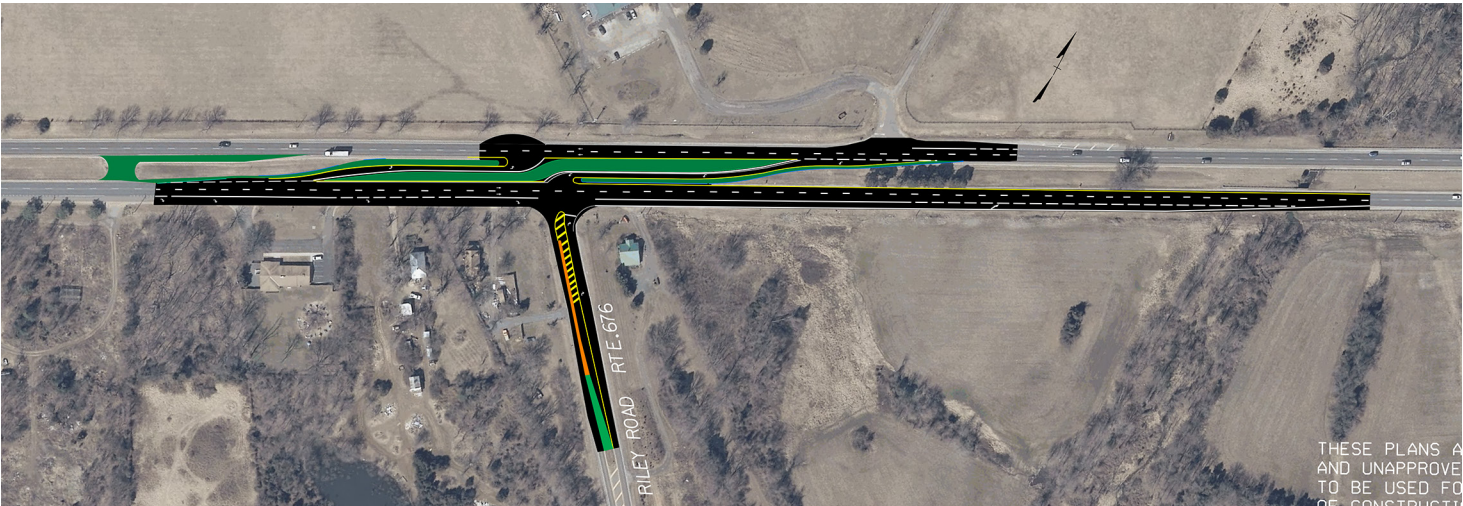
Larger-scale versions of the intersection concepts are available on the [county website](#).

Route 29 at Telephone Road



A restricted crossing U-turn (RCUT) design at the intersection of Route 29 and Route 838 would ease the flow of through traffic on Route 29 as well as improve access into the adjacent Mill Run Business Park. By eliminating left turns from Route 838 and Old Alexandria Turnpike, drivers instead turn right and U-turn at one-way median openings just north and south of the intersection.

Route 29 at Riley Road



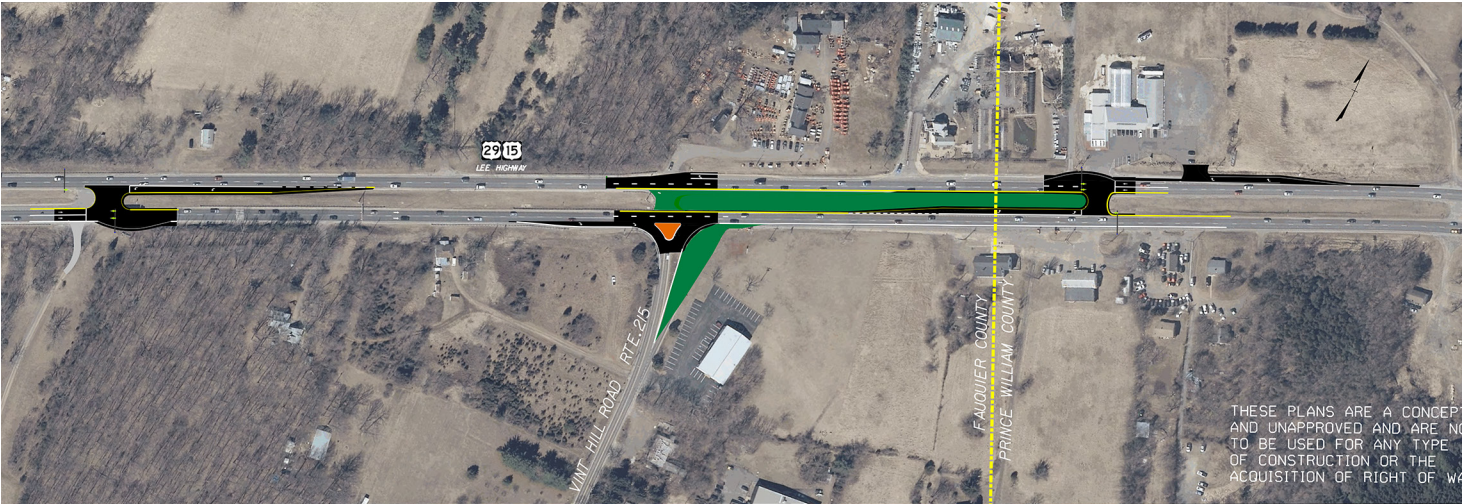
At the T-intersection of Route 29 and Route 676, installing a restricted crossing U-turn (RCUT) would create a safer condition for traffic turning left out of Riley Road. The design reduces the number of conflict points that may cause crashes, as well as minimizes delays for motorists entering Route 29.

Route 29 at Beverleys Mill Road/Broad Run Church Road



VDOT has secured \$2.48 million in funding through the federal Highway Safety Improvement Program to install a restricted crossing U-turn (RCUT) at Route 29 and Route 600. This design eliminates left turns from the side streets and replaces the existing traditional traffic signal with two-phase signals at the intersection and at each U-turn facility. This concept reduces red-light time and improves traffic flow, as well as addresses the frequent rear-end and turning-related crashes at the busy intersection.

Route 29 at Vint Hill Road



The hilly nature of Route 29 at Route 215 limits sight distance of vehicles stopped ahead, resulting in a significant history of northbound rear-end collisions. A SMART SCALE candidate project to shave down the Route 29 grade did not score well enough on the congestion mitigation or safety measures to be funded. Instead, a “Michigan left” concept converts the left-turn movements to right turns paired with downstream U-turns. The current signal location would be eliminated and replaced with signals at the two U-turn locations, which have better visibility and roadway geometry.