



Fredericksburg Area Metropolitan Planning Organization
2045 Long Range Transportation Planning Advisory Committee Meeting #7 – Part 2
November 17, 2017

Committee Members Present:

Mr. Craig Pennington, Caroline County
Mr. Doug Morgan, Spotsylvania County
Mr. Joey Hess, Stafford County (In at 1:45 p.m.)
Mr. Todd Horsley, Department of Rail and Public Transportation (DRPT) (Call-In)
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC) (Call-In)
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)
Mr. Rupert Farley, Citizens Transportation Advisory Group (CTAG)

Others in Attendance:

Mr. Ram Jagannathaw, Baker
Mr. Paul Prideaux, Baker

George Washington Regional Commission (GWRC) Staff:

Mr. Paul Agnello, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Ms. Kari Barber, FAMPO
Mr. John Bentley, FAMPO (Call-In)
Ms. Diana Utz, GWRC
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

Welcome and Purpose of Meeting

Mr. Agnello thanked everyone for attending today's seventh meeting (part 2).

Revised Existing Conditions & Future No-Build Operations Analysis - Mr. Paul Prideaux, Baker

Mr. Prideaux advised the process of the highway study began in January and will be completed in December. Mr. Prideaux stated that work that has been completed since the September 27th meeting includes the following items:

- Continued coordination with VDOT on the revisions to the traffic counts and forecast assumptions which resulted in the need to revise the data from existing conditions and the future no-build alternatives
- Revised travel demand forecast data to reflect no-build scenario
- Revised preliminary modeling of a no-build scenario in VISSIM in determining travel demand forecasts

Mr. Prideaux advised that data was captured and studied for time periods in both the north bound and south bound directions and travel time performance on I-95 utilized most recent data counts from June & October 2016. Mr. Prideaux stated the percent difference data was compared to free-flow speed/travel times for the following three time periods:

- Weekday a.m. peak travel times (6:30 a.m. to 7:30 a.m.)
- Weekday p.m. peak travel times (4:15 p.m. to 5:15 p.m.)
- Sunday p.m. peak travel times (4:00 p.m. to 5:00 p.m.)

Mr. Prideaux advised the study defined the existing conditions which is factual data, prior to an additional 20 years of future growth for the region. Mr. Prideaux stated that point locations at specific intersections and not road segment data was utilized in providing study results for future no-build ramp interchanges and terminals.

Mr. Prideaux advised the existing conditions and level of service at specific intersections was studied. The interchanges studied were Exit 126 (Massaponax/South Point); Exit 130 (Route 3); Exit 133 (Route 17); & Exit 136 (Centreport Parkway). Mr. Prideaux relayed that data available from individual localities, FAMPO (Smart Scale) & VDOT (STARS study) was also incorporated into the study being done by Baker, Associates.

Mr. Prideaux stated that in order for the modeling to be accurate and work effectively that it is critical to have the no-build assumptions correct as this is the base line for all build alternative testing.

Mr. Prideaux advised that for the purpose of the study, the no-build alternative is defined as the future conditions with all of the planned and programmed improvements included, other than the changes expected to be tested as part of the study. Mr. Prideaux stated that for the study purposes, everything is like it is today, plus the new projects already added and/or being considered, will be included in determining the future's no-build alternatives.

Mr. Prideaux stated the current future no-build assumption includes the following infrastructure:

- I-95 corridor as it currently exists today
- Southbound CD-lane project between Exits 133 & 130
- FredEX proposal to extend reversible express lanes further south of Exit 133

Interchange modification at Exit 130

Mr. Prideaux advised Baker would like to receive feedback on study details to date, as well as current proposed projects, bundling proposal for improvement projects, etc. by December 1st. Mr. Prideaux advised that data was compiled for no-build alternatives in both FY2030 and FY2045. Mr. Jagannathaw, with Baker, also advised that study alternatives will look at both interchange improvement projects and main-line improvements.

Mr. Prideaux stated that with the alternative evaluation criteria being developed by Baker, that when the candidate alternative projects are tested the following criteria will be considered;

- The forecasted increase in person movement compared to the no-build conditions
- The forecasted decrease in person travel delays when compared to the no-build conditions
- The physical footprint impacts
- The need to remain consistent with local, state & federal policies and plans

The inclusion of planning level cost estimates

In regard to point #5, Mr. Haynes asked if there is a way data can be compiled with no constraints included. Mr. Baker stated that he would need to make sure from Baker staff; however, felt Mr. Haynes' request could be accommodated.

Mr. Prideaux advised the next steps in the study process will be as follows:

- Receive committee feedback by December 1st
- Complete modeling and calibrations for future no-build alternatives that also includes Sunday data analysis
- Test the build alternatives by utilizing the VISSIM Modeling tool
- Report the comparative results to the Advisory Committee
- Screen alternatives to work towards obtaining preferred solutions and recommendations

Proposed Bundling of Alternatives for Performance Testing – Mr. Paul Prideaux, Baker

Mr. Prideaux provided a spread-sheet at today's meeting that provides new or bundled options the committee can ultimately approve and forward to the FAMPO Policy Committee for endorsement. Mr. Prideaux stated the ideas/alternatives have study data for future scenarios for both FY2030 and FY2045.

Mr. Prideaux stated the study provided six alternatives for future scenario improvements in FY2030 and FY2045. The potential improvements include the following alternatives: Low Cost Ramp Improvements from Exits 126-136 (this alternative is already a work in progress for Smart Scale projects within the region); ITS improvements (technology based to measure traffic flows and includes things such as signage, etc.); I-95 River Crossing Improvement project (NB crossing and express lanes); New access point at Exit 131; Route 3 Interchange eastbound to northbound I-95 flyover); 4th lane widening project between Exits 126-130; New interchange project at Harrison Road and Harrison Road widening project; Major Exit 126 improvements or new interchange at 124; and Stafford Parkway.

Mr. Prideaux advised the ITS improvements provided three options: Option 1 – Low cost; Option 2 – Medium Cost; & Option 3 – High Cost. The I-95 River Crossing improvement option to include the northbound crossing and express lanes provided the following 3 options:

- T1 – new nb express lane toll road from Exit 130 to Exit 133 – project includes 2 lanes near Exit 133 with braided ramps to median with fork to 1-lane to FredEX (if applicable) & 1 lane to nb general purpose traffic
- NTI – new nb cd road from Rt 130 to 133 – 2 lanes (traditional nb River Crossing design)
- T2 – new NB Express Lane toll road south of Exit 130 to Exit 133 – 2 lanes to a new exit point at Exit 131 (Central Park) with 3 lanes from the nb access exiting at 133

Mr. Prideaux advised the following 2 options were recommended for options at Exit 131:

- C1 – new sb cd lane off-ramp only
- C2 – new sb cd lane off-ramp and new nb on-ramp to Option T2 for Northbound River Crossing project

Mr. Prideaux stated that options for widening at I-95 between Exit 130 & 126 include:

- S1 – 4th gp lane sb from mile marker 128.7 to Exit 126 where a gap remains after the sb River Crossing project has been completed
- S2 – 4th gp lane sb and nb between Exits 130 and 126 where a gap remains after committed sb River Crossing project will be

In regard to Harrison Road improvements, Mr. Prideaux stated the following 2 scenarios are submitted:

- H1 – expansion of bridge to accommodate I-95 widening
- H2 – expansion of bridge and road between Salem Church and Route 1 with a new full interchange being built

Mr. Prideaux stated that for Exit 126 area interchange improvements, the following is recommended:

- M1 – improvements to existing Exit 126 with braided super ramps to/from Route 17
- M2 – construction of new full interchange at Exit 124

Finally, regarding the Stafford Parkway, the study recommended a new 2 or 4 roadway from Exit 136 to Exit 133 west and necessary Exit 136 interchange improvements

Mr. Prideaux advised all of the above are scenarios the study showed that would make transportation improvements throughout the region and are recommendations for the committee.

Schedule Update – Mr. Paul Agnello

Mr. Agnello advised the 8th LRTP Advisory Committee will be held on Monday, December 11th. Mr. Agnello stated the FAMPO Technical Committee will meet prior to the LRTP Advisory Committee meeting and this meeting will begin at 10:30 a.m. Lunch will be provided from 12:00 to 12:30 p.m. and the 8th LRTP Advisory Committee meeting will begin at 12:30 p.m. Mr. Agnello

stated that final presentations on both studies, as part of the LRTP update process that includes the highway study and transit/TDM study, will be provided at the upcoming December 11th meeting.

Questions & Input from Advisory Committee Members

None given at today's meeting; Mr. Agnello asked that committee members submit any additional comments on today's meeting to him by December 1st.

Next Steps & Adjourn

Mr. Agnello advised the next advisory committee meeting will be scheduled for December 11th beginning at 12:00 noon and lunch will be provided.

The 7th 2045 LRTP Advisory Committee meeting, part 2, was adjourned at 2:16 p.m.