

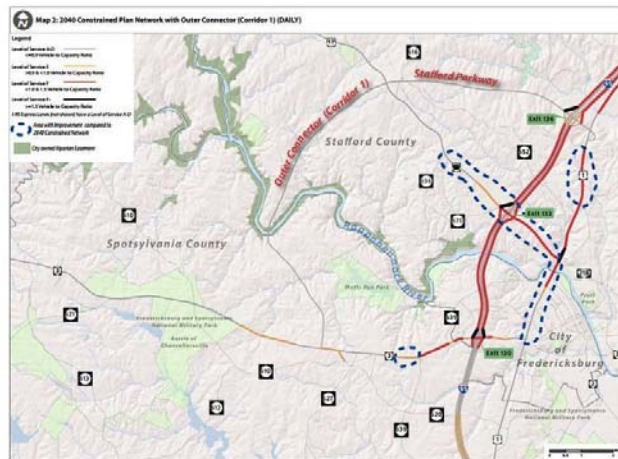
FAMPO to consider I-95 corridor plans to send to state

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The impacts of Fredericksburg-area officials' various suggested improvements to the Interstate 95 corridor are literally all over the map, according to FAMPO traffic modeling. FAMPO, however, will take up the matter Monday night, and vote up or down on three scenarios the modeling suggests have the best impact on the interstate and arterial roads.

The modeling shows that the Rappahannock River Crossing project, including the controversial Rappahannock Parkway, along with a western outer connector might have the best impact on I-95 traffic flow, as well as traffic on U.S. 17 and State Route 3, two of the most heavily congested roads in the region.

Below you will find maps of three scenarios FAMPO modeling determined would be the best overall fit (considering traffic improvement and cost) to help fix congestion along the I-95 corridor.



FAMPO-choice-3-Constrained-plan-with-outer-connector.jpg

This option includes the Western Outer Connector.

Here's a little background:

The Rappahannock River Crossing project: It has funding and approval, would include improvements to the I-95 interchanges at U.S. 17 and Route 3, plus add collector-distributor roads along the interstate between the exits. The parkway, originally included as a toll road, would run from the Welcome Center on I-95 and tap into Route 3 at Gordon Road. The outer connector would run from Centreport Parkway in Stafford, cross U.S. 17 and the Rappahannock River and connect to Route 3 west of Gordon Road. This project, if the Rappahannock Parkway were included, has an estimated cost of \$300 million.

Rappahannock Parkway: The parkway would run from the Virginia Welcome Center on Interstate 95, through Celebrate Virginia South and between the Rappahannock River and Route 3. It would tie back into Route 3 at Gordon Road. At the time, plans have called for the parkway to be a toll road.

Western Outer Connector (as proposed by the Stafford Board of Supervisors): This road would be a 13-mile, four-lane divided highway that would tie in with the proposed Berea Parkway. It would then continue south from U.S. 17 in Stafford, cross the Rappahannock River into Spotsylvania and tie into Route 3 in the area of Gordon Road. The Stafford proposal estimates that this connector would cost \$431 million.