

Measure could keep I-95 interchange/toll road project alive

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Cord Sterling has come up with a way to possibly save the controversial Interstate 95 interchange project, or at least parts of it.

Sterling, a Stafford County Board of Supervisor and Commonwealth Transportation Board member, has drawn up a resolution—for the George Washington Toll Road Authority—to divide the project into two phases, which would separate the divisive Rappahannock Parkway from the interstate and U.S. 17 portions of the proposed project, which aims to fix congestion along I-95 and on U.S. 17 and State Route 3.

The estimated \$300 million project was put in jeopardy after a new majority of the Spotsylvania Board of Supervisors voted against supporting the parkway, which critics say was too expensive and wouldn't have enough impact on congestion on Route 3.

That move put the project, and more than \$14 million set aside for studies, in jeopardy. Sterling's move could salvage funding and at least parts of the project.

The project calls for a new interchange at the welcome center and rest area and an improvements to the interchange at U.S. 17 in Stafford.

Plans also include feeder roads along I-95 from U.S. 17 to the new rest area exit. Those roads would include a pair of two-lane bridges next to the existing bridges over the Rappahannock River.

The parkway portion of the project would connect to the new Spotsylvania exit, run through Celebrate Virginia in the city, continue west between Route 3 and the Rappahannock River and tap back into Route 3 near Gordon Road. Plans called for a possible toll on the parkway.

Sterling said the resolution, if passed, would keep the interstate and U.S. 17 interchange portions of the project in line for funding and construction.

As for the parkway, the resolution would put that on the back burner, keeping it as an "option"

Fredericksburg City
Spotsylvania County
Stafford County



Mary Katherine Greenlaw
Chair
Lloyd Robinson
Director

GWTRA RESOLUTION 11-06

GEORGE WASHINGTON TOLL ROAD AUTHORITY (GWTRA)
RESOLUTION PHASING THE REST AREA ACCESS/TOLL ROAD PROJECT

WHEREAS, VDOT and FHWA have conditionally approved an Interchange Justification Report (IJR) for the "Rest Area Access/Toll Road project," and

WHEREAS, the "Rest Area Access/Toll Road" project, as presented in the approved IJR, includes improvements to the I-95 interchange at Route 17 in Stafford County, increased capacity to I-95 to the south (including new capacity across the Rappahannock River), a new I-95 Interchange just north of the Welcome Center in Fredericksburg and a new arterial/toll road extending from the new interchange, southwesterly to the intersection of Gordon Road and Route 3, and

WHEREAS, in addition to funds dedicated to the project by the Fredericksburg Area Metropolitan Planning Organization (FAMPO), the Commonwealth Transportation Board (CTB) has programmed nearly \$15 million in State and Federal funds to complete the "Preliminary Engineering" (PE) phase of the project, including preliminary design, environmental analysis and financial analysis, and

WHEREAS, the George Washington Toll Road Authority (GWTRA) has agreed to manage the project in accordance with an executed Locally-Administered Project Agreement with VDOT and desires to move forward, and

WHEREAS, in January 2012 the Spotsylvania County Board of Supervisors voted to object to the toll road portion of the project, while supporting the I-95-proper improvements.

NOW THEREFORE BE IT RESOLVED BY THE GWTRA BOARD THAT IT DESIRES TO DIVIDE THE PROJECT INTO PHASES, WITH ONE PHASE BEING THE NEW INTERCHANGE AND A NEW ARTERIAL/TOLL ROAD TO ROUTE 3 AT GORDON ROAD AND THE OTHER PHASES BEING THE I-95-PROPER IMPROVEMENTS, AND

BE IT FURTHER RESOLVED BY THE GWTRA BOARD THAT NO WORK ON THE INTERCHANGE AND TOLL ROAD, AS DESCRIBED ABOVE, BEYOND THE PRELIMINARY ENGINEERING (PE) PHASE, WILL BE UNDERTAKEN WITHOUT THE SUPPORT OF THE SPOTSYLVANIA COUNTY BOARD OF SUPERVISORS.

Adopted by the GWTRA Board at its meeting on March 5, 2012.

Toll-Road-Resolution-copy.jpg

should the Spotsylvania supervisors change their stance.

Prior to the Spotsylvania supervisors' vote, the project had been supported by local elected officials and the Federal Highway Administration.

The toll authority, which was created to oversee the project, meets on March 5.