

Print this Page

[Return to story](#)

Spotsy supes ask for details

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By Dan Telvock

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Spotsylvania supervisors said last night that if they are going to support a toll road authority, they will need to see more details about the concept.

Supervisors didn't get any details last night during one of two required public hearings on the creation of a George Washington Toll Road Authority that would have the power to build roads and pay for them with tolls. No one spoke during the public hearing.

One project the toll road authority could fund is a new Interstate 95 interchange near the Virginia Welcome Center that would connect to a toll road that bypasses State Route 3 to Gordon Road. This project is estimated to cost \$250 million.

"I do look forward to some detailed analysis and justification for when and where we will build this road," said Supervisor Gary Jackson.

Supervisor Benjamin Pitts was also disappointed that there were not any details available last night about any toll road projects. He said he wants to know where the toll road would start.

Supervisor Jerry Logan said he was surprised by the comments from other supervisors that they didn't know very much about a potential Route 3 bypass.

"Gentlemen, this isn't the first time you've seen this," Logan said.

If a new interchange and bypass were built, they would take 30,000 vehicles a day off Route 3. By 2035, the traffic would return to current levels.

The state law that allows toll authorities requires two public hearings in Spotsylvania County and the city of Fredericksburg. The city already held one public hearing in March but has not scheduled a second one. Only one person spoke at the city's first public hearing.

County Administrator Doug Barnes apologized for not having a presentation ready for supervisors.

The second public hearing in the county is on May 11.

Barnes said Fredericksburg Area Metropolitan Planning Organization staff will have a presentation about the authority and proposed projects. He said there are currently two alignments for the interchange and bypass that supervisors will see on May 11.

Jackson said that several years ago the Board of Supervisors approved funding for a study of the feasibility of a toll road but that study was never completed. He said a Route 3 bypass has taken on many different names and processes, but none ever became a reality. FAMPO is working with Virginia Department of Transportation and federal highway

officials to study the project before requesting federal aid.

"This is something we are not experienced in doing and I think we need to be careful," Jackson said.

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