

FAMPO Advisory Committee Meeting  
I-95 Corridor Study – Phase 1  
June 17, 2016

**ATTENDANCE: Members:**

Doug Fawcett, City of Fredericksburg; Ed Petrovitch, County of Spotsylvania; Keith Dayton, County of Stafford; Tim Roseboom, DRPT; Elliott Moore, FHWA; and Annette Adams, VDOT

**ATTENDANCE: Others:** Paul Prideaux, Michael Baker International; Kasey Nabal, Fredericksburg Chamber of Commerce; Stephen Haynes, Jake Herrman, Marcie Parker and Michelle Shropshire, VDOT

**ATTENDANCE: Staff:** Paul Agnello, Marti Donley, Nick Quint, Daniel Reese & Lloyd Robinson, FAMPO; Diana Utz and JoAnna Roberson, GWRC

**I. WELCOME**

Mr. Agnello thanked everyone for attending the sixth advisory committee meeting for Phase I of the I-95 Corridor Study.

**II. DRAFT PREFERRED MASTER PLAN HYBRID ALTERNATIVE**

- \*Alternative Elements/Graphical Depiction
- \*Alternative Performance – Throughput/Delay (Full 7-day week)
- \*Planning Level Cost Information
- \*Benefit-Cost Factor

Mr. Paul Prideaux with Baker Consultants advised that this meeting will update the committee on the rationale that led the consultant firm to proposing Alternative 7c11 as the preferred alternative. Mr. Prideaux stated that Alternative 7c11 is being recommended for the following reasons:

- 1 – when considering the increases in person throughput and the decreases in person delay, this alternative is one of the highest performing among the 20+ scenarios tested.
- 2 – the Benefit-Cost Factor (BCF) for this alternative was the highest of the scenarios tested during the final screening. Mr. Prideaux stated that in comparison, the BCF for Alternative 7c11 is 213, whereas Alternative 7a11 was 206 and Alternative 3c was 192.
- 3 – Alternative 7c11 has a narrower footprint when compared to the other leading alternative which is Alternative 7a11.
- 4 – the modeling of Alternative 7c11 indicates that it will provide significant relief to the congested movements at the Route 1 interchange

(Exit 126), which would greatly reduce the need for improvements there.

5 – unlike Alternative 7a11, Alternative 7c11 will not prohibit future extension of the reversible express lanes south of the Route 3 interchange.

6 – Alternative 7c11 is also consistent with local comprehensive plans, as well as other projects such as the Atlantic Gateway Initiative.

Mr. Prideaux stated that as a result of committee request, Alternative 7a11 was modeled again using analysis data that now accounts for a seven-day weekly analysis period which also factors in weekend traffic congestion across the region. Mr. Prideaux advised that the data is weighted; weekday information is weighted 5/7, and the weekend is 2/7.

Mr. Prideaux relayed that included in today's agenda packet is a planning level cost estimate using preliminary 2023 costs. Mr. Prideaux stated that the estimated costs present a worst case scenario in terms of General Purpose widening on the northern end of the study area. The cost estimates include costs for the following: pavement, interchanges, bridges, signalized intersections, right-of-way and utilities, maintenance of traffic, additional contingency and the northbound Rappahannock River Crossing project.

### **III. SUMMARY AND KEY FINDINGS**

Mr. Prideaux stated that in his opinion, (realizing that both funding and political support could result in a change of how and which projects advance), if Alternative 7c11 is endorsed and moved forward, a potential phasing of project elements could be as follows:

1 – design and construction of the northbound Rappahannock River Crossing project.

\*as a part of this project, a northern tail should be constructed that would include a fourth General Purpose northbound auxiliary lane from US 17 to Centreport Parkway (Exit 136).

\*a supplemental Interchange Modification Report (IMR) and NEPA documents need to be pursued for the proposed directional flyover from Route 3 eastbound to the northbound CD lanes.

2 – design and construction of the I-95 Express Lanes extension to US 17 (Exit 133).

\*as a part of this project, both the Truslow Road and American Legion Road bridges would need to be reconstructed/lengthened as an early phase of the project element.

\*a direct-connect reversible ramp should be implemented from the Route 610 corridor to the I-95 Express Lanes as soon as feasible and possibly a part of a larger project being considered.

3 – initiation of Interchange Justification Report (IJR) and NEPA documents for a new interstate access point at Harrison Road.

4 – design and construction of a directional flyover from eastbound Route 3 to the northbound I-95 CD lanes.

5 – design and construction of a new interchange access point at I-95 and Harrison Road.

\*the first phase should include widening of I-95 and the Harrison Road bridge.

\*the second phase would involve the widening of Harrison Road in order to accommodate future access.

\*the final phase would involve construction of the interchange ramps with north-facing ramps to be constructed first, followed by south-facing ramp construction.

#### **IV. NEXT STEPS**

Mr. Prideaux advised that the next steps for the Advisory Committee are as follows:

1 - receive committee concurrence that the preferred draft Alternative will be Alternative 7c11 to recommend it be moved forward for more study.

2 - present the overall study results to the FAMPO Policy Committee on June 20<sup>th</sup> with a final presentation to be made on July 18<sup>th</sup>.

3 - compile documentation on the Phase I Study efforts.

4 - begin planning efforts for the Phase II Study efforts which will focus on a more detailed phase of study and will include comprehensive and multimodal travel demand management(TDM) studies that would use Streetlight data for the model.

5 - Mr. Pridaux relayed that the Phase II Study efforts will probably begin in the early fall time frame, and as the HB2 process would now be on a two-year cycle this study would not be on such a time sensitive framework.

Additionally, Mr. Agnello advised that Baker will be managing Phase II as the FAMPO/GWRC TDM study which will likely kickoff in July and be completed within six months and provide travel origin-destination data which will help lay the foundation for Phase II Study efforts.

