I-95 Corridor Study Phase 1
Advisory Committee Meeting #1
I. Welcome and Introductions
II. Study Process and Schedule
Study Purpose: Background

1. Severe, reoccurring traffic congestion along I-95 Corridor from Quantico to Massaponax Area

2. Scarce Transportation Funding for Major Projects Outside of HB2

3. Upcoming 2\textsuperscript{nd} Round of HB2 Schedule requires HB2 ready projects by July, 2016

4. Need to determine what I-95 project(s) should be submitted for next round of HB2
Phase 1 Objective

To develop an improvement program to address the needs of the I-95 corridor between milepoint 145 in Stafford County and milepoint 125 in Spotsylvania County for the year 2040 by June, 2016.

Improvements limited to I-95 and Park and Ride lots near I-95 interchanges for Phase 1.
Study Area

Quantico to Thornburg: Mpt 149 to 117

Targeted Improvement Area: Mpt 145 to 125
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Primary</th>
<th>Alternate(s)</th>
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<tr>
<td>City of Fredericksburg</td>
<td>Doug Fawcett</td>
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<td>Spotsylvania County</td>
<td>Ed Petrovitch</td>
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<td>Stafford County</td>
<td>Keith Dayton</td>
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<td>CTAG</td>
<td>Guy Gormley</td>
<td>Fran Larkins and Rupert Farley</td>
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<td>Chamber of Commerce</td>
<td>Kasey Nabel</td>
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<td>Caroline County</td>
<td>Angeline Crowder</td>
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<td>King George County</td>
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<td>Marcie Parker</td>
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<tr>
<td>DRPT</td>
<td>Tim Roseboom</td>
<td>Christopher Arabia</td>
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<tr>
<td>FHWA</td>
<td>Elliott Moore</td>
<td>Cheng Yan</td>
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AC Responsibilities

• Regular attendance at six study AC meetings between February 1st and June

• Ability to represent your jurisdiction, agency, or group’s position on I-95 corridor transportation issues

• Participation in AC meeting discussions

• Provide feedback on meeting materials and requests
Draft AC Meeting Schedule

• Meeting #1: Kick-off – February 1st

• Meeting #2: Review of Existing and Future No Build Conditions and Draft Study Alternatives – Late February/Early March

• Meeting #3: Finalize Study Alternatives – Late March

• Meeting #4: Review of Draft Study Results – Late April/Early May

• Meeting #5: Review of Final Study Results and Some Draft Documentation – Early June

• Meeting #6: Review of Study Documentation – Late June
MPO Briefings

Regular briefings to MPO Committees on I-95 Study progress and results starting in February and continuing through July

Includes:

1. Policy Committee
2. Technical Committee
3. Citizen’s Transportation Advisory Group (CTAG)
Locality Briefings

Presentations on Interim, Draft, and Final Study Results

March – Interim Study Results

Late April/Early May – Draft Study Results

June – Final Study Results
Recent Schedule

January 4th: Notice to Proceed for Study
January 7th: Meeting between FAMPO Staff & Consultants with VDOT to discuss physical constraints with improving I-95 and potential improvements
January 19th: Technical Committee – Discussion of PNR Candidate projects
January:
  - FAMPO staff review and analysis of past study efforts
  - Review of existing data from State including VTRANS 2025 Needs Assessment & INRIX
  - Review of existing PNR Lots and Development of Candidate PNR Lot Projects
  - Development of some candidate I-95 improvements
February 1st – Kickoff Meeting for Advisory Committee
Upcoming Schedule

February:
- Identify Corridor Deficiencies
- Develop Purpose and Need Statement
- Begin process of identifying potential alternatives
- Begin documenting existing and 2040 future No build conditions

Next AC Meeting: #2
Target: Week of February 29th to March 4th
Schedule: March thru June

March: Finalize Alternatives for Modeling Evaluation
   1. Budget allows for a maximum of 5 alternative scenarios and Future No Build
   2. Screening of pool of potential concepts to 5 alternative scenarios

April: Evaluate the effectiveness of Alternatives
   1. Develop Draft Study Results
   2. Start Outreach to Stakeholders on Draft Study Results

May: Development of a Preferred Alternative
   1. Complete Outreach to Stakeholders on Draft Study Results
   2. Possible revision of some modeling scenarios based on feedback
   3. Screening of 5 Alternative Scenarios to a Preferred Alternative

June: Finalize Study Documentation
   1. Summary of Study Project Recommendations (Late June)
   2. Full Study Technical Report (June 30th)
2\textsuperscript{nd} Round of HB2 Schedule

July, 2016 – MPOs, PDCs, & Localities work with State on finalizing candidate projects for HB2 application process

Late Summer – Resolutions of support likely needed for HB2 candidate projects

August/September, 2016 – Expected application window for 2\textsuperscript{nd} round of HB2
Potential Phase 2 Study

Would look at Multimodal improvements
- Integrated Corridor Management (ICM) – maximizing personal mobility using all modes
- Would include Highway, VRE, Bus Transit, Vanpools/Carpool, and Slugging

Would look at I-95 Corridor in GWRC more broadly
- Interchange improvements, e.g., Rte 3
- Cross Street improvements, e.g., Rte 3
- Parallel Routes, e.g., US Rte 301/207, US Rte 1, Rte 2, etc.
- I-95 in Caroline County
New FAMPO Travel Demand Model Under Development Called Version 4

1. Full Mode Choice Capability to support multimodal modeling efforts

2. Enhanced Toll Modeling Capability

3. Increased consistency with Washington MPO Model and more accurate traffic flows between Fredericksburg region and Northern Virginia/DC

4. Update Model Base Year from 2009 to 2015

5. VDOT developing for FAMPO. Scheduled for Completion by July, 2016
III. Initial Review of Existing Corridor Deficiencies
2014 Existing Average Daily Traffic for I-95

In FAMPO Area

- Highest Traffic Volume is 144,000 at Rappahannock River Crossings
- Lowest Traffic Volume is 93,000 at the Spotsylvania/Caroline Co. Line
- Traffic ranges between 129,000 and 134,000 in Stafford between Rte 17 and Prince William Co.
VTRANS 2025 Needs Assessment

• Study area covered entire state of Virginia
• Based on 2014 INRIX Data
• Looked at congestion, reliability, and safety
Two Major Problems:
1. North Stafford: Mpt 148 to Mpt 140
2. Rappahannock River Crossing: Mpt 133 to 131
Good News: Weekday Peak is Reliable
Bad News: Weekday Peak is Reliably Congested
Weekend is Not Reliable particularly between Exit 133 (Rte 17) and Exit 126 (Rte 1). This means the weekends are sometimes very congested and sometimes not.
Primary Safety issues:

1. Mpt 148 to Mpt 140: Quantico to Courthouse
2. Mpt 131 to Mpt 125: River to Massaponax
1. Comparison of Spring, 2014 vs. Spring, 2015 (Complete)
2. Mid-February: Comparison of Fall, 2014 vs. Fall, 2015
   • Includes Weekday vs. Weekend Traffic Comparison
   • Focus area is Quantico to Massaponax: Mpt 148 to Mpt 126
   • Results will be shared at next AC meeting and February MPO Meetings
# Summary of Results: PM

I-95 SB General Purpose Lane Travel Times Between Exit 170 and Exit 126

<table>
<thead>
<tr>
<th>I-95 Location</th>
<th>Uncongested Travel Time (Based on Speed Limit)</th>
<th>Thursday &amp; Friday</th>
<th>Delay in Minutes</th>
<th>2015 Difference from Uncongested Travel Time</th>
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<td>Exit 170 to Exit 160</td>
<td>11</td>
<td>17</td>
<td>12</td>
<td>10%</td>
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<tr>
<td>Exit 160 to Exit 150</td>
<td>9</td>
<td>24</td>
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<td>63%</td>
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<td>Exit 150 to Exit 133</td>
<td>16</td>
<td>26</td>
<td>32</td>
<td>104%</td>
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<td>Exit 133 to 126</td>
<td>7</td>
<td>8</td>
<td>8</td>
<td>10%</td>
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<tr>
<td>FAMPO: Exit 148 to 126</td>
<td>23</td>
<td>34</td>
<td>39</td>
<td>75%</td>
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<td>NOVA: Exit 170 to 148</td>
<td>20</td>
<td>41</td>
<td>27</td>
<td>35%</td>
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<td>Total: Exit 170 to 126</td>
<td>43</td>
<td>74</td>
<td>66</td>
<td>24</td>
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1. Significant increase in I-95 Travel Times in FAMPO in 2015 vs. 2014
2. Travel Time in FAMPO Region is about 75% higher than Uncongested Time
3. Travel Time between Exit 150 and 133 was over double Uncongested Time
4. Significant Travel Delay Across Entire I-95 Corridor from Exit 170 to Exit 126
IV. Review of Past Study Efforts
## 36 Studies Since 1999

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<td>Preliminary Plans I95 CD Access Feasibility Study</td>
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<td>IMR - Determination of Engineering &amp; Operational Accessibility Request - I95/Route 630 Interchange</td>
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<td>Massaponax Corridor Traffic Study</td>
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<td>Interstate Access Study for I95 in the Jackson-Gateway Area</td>
<td>06/01/2014</td>
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<td>11</td>
<td>City of Fredericksburg I95 Interchange Justification Study and Application - Final Draft</td>
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<td>Preliminary Draft - I95/Route 606 Interchange Improvements - IMR</td>
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<td>PH - I95/Route 606 Interchange Improvements - IMR</td>
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<td>RT Traffic Analysis - Location Summary Reports</td>
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<td>95 Express Lanes - Traffic/Noise Studies</td>
<td>06/10/2013</td>
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<td>I95/395 Hot Lanes Noise Study</td>
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<td>Exit 118 Route 606 (Spotsylvania County) Access Mgmt Study</td>
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Study Review Highlights

   - Assumed Rappahannock River Crossing Projects
   - Extensive study of bypass and outer connector alternatives

2. VDOT Shoulder Lane Study - 2011

3. Fredericksburg PNR Lot Study, VDOT – 2005
   - Looked at Potential PNR Lot Needs between Quantico and Thornburg

4. GWRideConnect Commuter Lot Survey – 2015-2016
1. Fredericksburg Area Congestion Relief Study: 2040 Congestion

1. I-95 Study area from Exit 136 to Exit 126
2. Did not look at I-95 North of Exit 136
3. Primary focus on Outer Connector and Bypass Alternatives
1. Fredericksburg Area Congestion Relief Study: Preferred Alternative
1. Fredericksburg Area Congestion Relief Study: Central Park Access Point
To provide better access to Central Park and reduce some traffic at the Rte 3 interchange.
1. Fredericksburg Area Congestion Relief Study: New Access Points at Harrison (Rte 620) and Rte 208
1. Extend Rappahannock River Crossing C/D Lanes from Rte 3 to Harrison Rd
2. Full Interchange at Harrison Rd
3. Widen Harrison Rd from 2 to 4 lanes between Salem Church Rd and Rte 1
1. Extend Rappahannock River Crossing C/D Lane as a one lane Ramp from Harrison Rd to Rte 208
2. Partial Interchange at Rte 208 (To/From the North)
3. Intersection improvements for Rte 208 @ Ramps

If New interchanges existed at Harrison Rd and/or Rte 208, less improvement would be needed at Exit 126: Jackson Gateway
2. 2011 VDOT Shoulder Lane Study

Investigated possibly converting shoulders into travel lanes.

Determined existing inside median width and shoulder pavement depth between Mpt 145 and Mpt 126
Shoulder Study: 4th Lane Widening from Exit 143 to Exit 136

Hard outside shoulder already exists from approximately Mpt 145 to Mpt 138.5 since this was originally an I-95 travel lane

Could reduce the cost of a 4th lane widening project between Exit 143 (Garrisonville) and Exit 136 (Centreport Pkwy)

Rte 628 (American Legion) Bridge would need to be replaced to accommodate a 4th lane between Exit 140 (Courthouse) and Exit 136 (Centreport Pkwy)

Original cost estimate was about $20 Million, but this later increased to $140 Million which contributed to project not moving forward
### I-95 Median Narrows Significantly South of Harrison Rd (Rte 620) Mpt 128

#### Appendix A - Shoulder Conditions

**Spotsylvania County & City of Fredericksburg Portion of Study** (Approx. MP 126 to MP 132)

<table>
<thead>
<tr>
<th>MILE POST OR EXIT #</th>
<th>LOCATION</th>
<th>STATION</th>
<th>EXISTING MEDIAN WIDTH</th>
<th>LENGTH OF SEGMENT (FT)</th>
<th>BRIDGE OR OVERPASS HORIZONTAL CLEARANCE</th>
<th>CONSTRUCT LANE FULL-DEPTH WIDTH REQ'D</th>
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<td>EX #126</td>
<td>Interchange Gore</td>
<td>2200+00</td>
<td>40'</td>
<td></td>
<td>Inadequate Left Shoulder Under Bridge</td>
<td>beg trans</td>
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<td></td>
<td>Route 1 Bridges</td>
<td>2212+00</td>
<td>64'</td>
<td></td>
<td></td>
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<td>64'</td>
<td></td>
<td>Adequate Horizontal Clearance</td>
<td>beg trans</td>
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<td>Route 208 Bridge</td>
<td>2261+00</td>
<td>Transition</td>
<td>1300</td>
<td></td>
<td>beg trans</td>
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<td></td>
<td></td>
<td>2268+00</td>
<td>Transition</td>
<td>700</td>
<td></td>
<td>0</td>
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<tr>
<td></td>
<td></td>
<td>2307+00</td>
<td>174'</td>
<td>3900</td>
<td></td>
<td>0</td>
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<tr>
<td></td>
<td>Route 620 Bridge</td>
<td>2332+00</td>
<td>174'</td>
<td>2500</td>
<td>Inadequate Left Shoulder Under Bridge</td>
<td>end var</td>
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<tr>
<td></td>
<td></td>
<td>2355+00</td>
<td>174'</td>
<td>2300</td>
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<td></td>
<td></td>
<td>2380+00</td>
<td>174'</td>
<td>2500</td>
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</table>
Narrow I-95 Median Could Make it Costly to Extend 95 Express Lanes south of Mpt 127

• Southern Section of 95 Express lanes called for two 95 Express lanes to southern terminus around Mpt 123 (Rte 608)

• One reversible 95 Express lane could be a more feasible option
3. 2005 VDOT PNR Lot Study

Proposed several new PNR Lot Locations near I-95 interchanges. Most have been built or likely have funding to be built, but two are not built or funded:

Exit 136: Centreport Pkwy
Exit 118: Rte 606 (Thornburg)
4. GWRideConnect Commuter Lot Survey for Study Area

7 Existing lots
- 6,690 Spaces
- 76% Utilization; 1,632 vacant spaces

2 New projects funded in Draft HB2
- 1 New Lot at Massaponax
- 1 Expanded Lot at Courthouse
- 1,215 New Spaces

3 potential new projects
- Exit 143: Rte 610 (Expansion)
- Exit 136: Centreport Pkwy (New)
- Exit 118: Rte 606 (New)
Estimated Park and Ride Lot Usage

Stafford:
- Rte 610 Garrisonville Rd
  2. Staffordboro Rd – 1,863 spaces, 80% utilization
- Rte 630 Courthouse Rd
  3. 534 spaces, 86% utilization; 500 new spaces in Draft HB2
- Centreport Pkwy – New proposed lot
- Rte 17
  4. 1,024 spaces, 54% utilization

Spotsylvania:
- Rte 3 West
  5. Gordon Rd (Rte 627) – 1,052 spaces, 60% utilization
  6. Old Salem Church (Rte 639) – 672 spaces, 96% utilization
- Rte 208
  7. Houser Drive (Rte 1248) – 805 spaces, 68% utilization
- Rte 1 at Commonwealth Drive – New 715 space lot in Draft HB2
- Rte 606 (Thornburg) – New proposed lot

Data Source: GWRideConnect
Caroline County PNR Lots

Two Small Lots:

1. Exit 110: Ladysmith – Lease of 25 spaces, (80% Utilization)
2. Exit 104: Carmel Church – VDOT Lot
   - 40 Spaces, (25% Utilization)
   - Could possibly benefit from better signage and maintenance
PNR Lot Analysis

• Use Census OnTheMap Web Tool
  – Assesses existing demand
  – Based on American Community Survey Data (ACS)
  – Most recent year available is 2013
  – Onthemap.ces.census.gov

• Forecast future demand based on demographic growth

• Evaluate existing and proposed lot locations
Garrisonville Example of OnTheMap Data
V. Next Steps
Next Steps: Alternative Development

I-95 Mainline Alternatives can include:

- General Purpose Lane Widening
- Express Lane Extensions
- Collector/Distributer Lanes
- New Interchanges

Existing Build Out for I-95 for Mpt 145 to Mpt 125 generally assumes 10 total lanes:

- 4 Southbound General Purpose Lanes
- 2 Reversible Express Lanes
- 4 Northbound General Purpose Lanes
Next Steps: Alternative Development (2)

Existing Project Assumptions:

1. Assume all existing and committed SYIP Projects
2. Assume projects included in Draft HB2 funding plan
   - SB Rappahannock River Crossing
   - Two PNR Lot projects for Massaponax and Courthouse Rd
3. Assume 2 mile Express lane extension in Stafford
4. Assumed preferred alternative for I-95 NB at Rappahannock River is the currently unfunded NB Rappahannock River Crossing project
Consider the Effect of a Sudden SB Lane Reduction from 5 to 3 Lanes in Alternative Development

Dumfries (Before December, 2014)
Chronic SB congestion from Mpt 156 to Mpt 148

Garrisonville (After December, 2014)
Chronic SB congestion from Mpt 150 to Mpt 133

Rte 3 (When SB Rappahannock River Crossing Completed)
???
Examples of Possible I-95 Alternatives

Stafford: Garrisonville to Rte 17
- Extend 95 Express Lanes to Exit 140, 4th lane SB from Exit 140 to Exit 136
- Extend 95 Express Lanes to Exit 136, 4th lane SB from Exit 136 to Exit 133
- Extend 95 Express Lanes to Exit 133 (Rte 17)
- 4th lane SB and NB from Exit 143 to Exit 133 (Rte 17)

Spotsylvania: Rte 3 to Massaponax
- Further extension of 95 Express Lanes from Exit 133 to Exit 126
- 4th lane SB and NB from Exit 130 to Exit 126
- Further extension of Rappahannock River Crossing C/D lanes to New Interchanges at Harrison Rd and/or Rte 208
Next Steps: Requests & Next Meeting

• Requests of Advisory Committee Members
  – Comments on Study Materials to FAMPO Staff by February 12th

• FAMPO Summary of AC Meeting #1 by February 8th

• Next Meeting Date
Questions?

Paul Agnello
FAMPO Administrator
(540) 642-1564
agnello@gwregion.org