

From: Haynes, Stephen <stephen.haynes@vdot.virginia.gov>
Sent: Wednesday, December 05, 2018 2:30 PM
To: Paul Agnello <agnello@gwregion.org>
Subject: Fwd: FW: Smart Scale Application - Gateway Blvd

Good afternoon, Paul,

Application #3880 will be conditionally screened-out based on the Gateway Blvd Ext portion. An official notification of this will be provided.

You will have the opportunity to modify the application to remove the Gateway portion, allowing the application to screen-in.

Please see the attached message to Erik Nelson regarding the City of Fredericksburg's screened-out application #3612 on which GWRC application 3880 was based, in part.

Furthermore, as we discussed, additional discussion are underway which could change the situation. I will keep you informed.

----- Forwarded message -----

From: Haynes, Stephen <stephen.haynes@vdot.virginia.gov>
Date: Wed, Dec 5, 2018 at 8:34 AM
Subject: Re: FW: Smart Scale Application - Gateway Blvd
To: Erik Nelson <enelson@fredericksburgva.gov>
Cc: Michelle Shropshire <michelle.shropshire@vdot.virginia.gov>

Good morning, Erik,

You will receive an official correspondence outlining the Executive Workgroup's screen-out decision from the District Administrator, shortly.

However, since you have become aware of the decision, I offer the following -

We have been discussing the options, at the District, and, at this point the decision appears to be firm and final. The data provided by the Baker analysis (which the City provided) was the main basis of the concern, along with an overarching concern for the 130 Interchange and the Interstate, in general, based on the volumes, congestion and remedial efforts required, thus far and ongoing.

The following verbiage was included with the screen-out decision:

The project has been screened out due to lack of project readiness.

Additional vetting will be necessary to assess the impacts of the proposed roadway on the I-95 interchange and assessing how this project would fit in with recently constructed and future projects. As it stands, the existing signal is only about 700' away from the interchange and adding significant volume could negatively impact operations. The state would not want to fund a project worsens operations of the Route 3 at I-95 Interchange.

This elaboration was also provided:

Project readiness concerns. State will work with City and MPO to address readiness concerns. Operational impacts to I-95 mainline and interchange have not been assessed as part of study/traffic analysis provided for this project. Proposed improvement has the potential for significant impacts to the recently improved I-95/Route 3 interchange. Given the considerable investments at the interchange and the pending investments related to the NB and SB bridge and HOT lane extension this project presents significant operational risks. Projected peak hour left turn volumes to and from the Gateway extension exceed 1000 vehicles per hour. Analysis provided by the applicant shows an AM level of service of D and a PM level of service of F for the Gateway/Plank intersection if this extension is built with AM and PM LOS being C if the extension is not build (design year 2025, Bowman). A study they provided with build out conditions at Plank/Gateway and 95 N Off Ramp gave Gateway/Plank a LOS of D or E depending on the number of off ramp lanes (1 or 2/3) (design year 2035, Michael Baker).

Analysis provided by the applicant does not account for corridor-wide impacts on Plank Road of extending Gateway Blvd, which is insufficient given this corridor contains five signalized intersections in one mile between an Interstate (I-95) and a principal arterial (US 1) and that there is only 500 feet between the proposed Gateway Blvd expansion and the intersection at Plank and Altoona. The analysis provided by the applicant also did not provide spill back scenarios from Plank Road onto I-95 N.

The Central Office has offered to provide resources to perform additional analysis of the interchange area in order to better understand the impacts the construction of and development along Gateway Blvd Extended may bring. They indicate that they hope this effort will be completed in a timeframe that would support a Round 4 application.

We may be holding further conversations with you and the City of Fredericksburg Staff, in the near future. At this time, I have provided you all information I have received.

Stephen Haynes

District Planning Manager

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