Route 1 Corridor At Marine Corps Base Quantico Planning/ Preliminary Engineering Study
Final Recommendations
March 26, 2013
Purpose & Agenda

Meeting Purpose: To provide and explain the recommended alternative for improvements to Route 1

Agenda:

- Project overview & objectives
- Project progress
- Recommended alternative
  - Route 1
  - Route 1 / Russell Road Interchange
- Telegraph Road project update
- Next steps
Project Overview

- Needs assessment for Route 1 corridor from Joplin Road/Fuller Road through Telegraph Road
- Transportation and environmental feasibility study
- Preparation of preferred concept design for Route 1
- Foundation for future National Environmental Policy Act (NEPA) document
Objectives

- Support adopted local and regional plans by improving the Route 1 corridor
- Efficiently facilitate the movement of peak hour traffic flows to, from, and along Route 1
- Reduce peak hour traffic congestion and its effects on adjacent facilities by making improvements at key locations
- Improve safety along Route 1 and intersecting roadways
- Accommodate future travel demand
- Support national defense and national capital mobility needs in the Route 1 corridor
**Project Progress**

- **Transportation**
  - Existing traffic analysis and forecast future volumes to 2040
  - Preliminary build concept screening and analysis (last public meeting)
  - Refined recommended alternative for Route 1

- **Environmental Analysis**
  - Existing conditions analysis
  - Identified potential project impacts to wetlands, cultural, and historic resources

- **Outreach**
  - Two previous public information meetings (May and October 2012)
  - Multiple coordination meetings with agency participants
Public Input Summary

- Two public information meetings (May and October 2012), surveys, and comment forms

- Main topics of public comment included:
  - Congestion associated with access to MCBQ at Fuller and Russell Road
  - Congestion associated with the use of Route 1 as an alternative to I-95
  - Need for safe bicycle and pedestrian facilities in the corridor
  - Impacts to businesses and residences along Route 1 (right-of-way and access management)
  - Role of private developers in funding roadway improvements
  - How this portion of Route 1 will connect with the adjacent portions north and south of the study area
Stakeholder Input Summary

- Five stakeholder meetings and follow-up comments
- Main topics of stakeholder comment included:
  - Congestion associated with access to MCBQ at Fuller and Russell Road
  - Adherence to adopted jurisdictional and agency plans
  - Take into account planned development at MCBQ, Quantico Corporate Center, Marine Corps Heritage Center and the Boswell’s Corner Redevelopment plan
  - Examine the effects of a transit-only and/or high-occupancy vehicle (HOV) lane
  - Incorporate bicycle and pedestrian facilities
  - Proposed improvements near gates must meet MCBQ security standards
  - Prince William County noted that currently no funding is available for additional Route 1 improvements
  - Opposition to an eight-lane section south of Russell Road
  - Support for Route 1/Russell Road interchange (merged alternative)
Recommended Alternative (Geometry)

- Six-lane divided cross-section throughout study area
  - 16’ to 28’ median, dual left-turn lanes at some major intersections
- Widen along existing centerline
  - Final alignment may shift in future design with more detailed mapping to minimize right-of-way acquisition and mitigate environmental impacts
Recommended Alternative (Geometry)

- Reconfigured Russell Road interchange
- Signalized intersection west of Route 1
- Direct access to MCBQ Back Gate from Route 1
- Increased capacity on Russell Road over Route 1
Recommended Alternative (Potential Impacts)

- The following have been identified as potential impacts of widening Route 1 and constructing the Russell Road interchange:
  - Property owners to the east and west of Route 1
  - Locust Shade Park to the west of Route 1
  - MCBQ property to the east of Route 1
  - Iwo Jima memorial statue at Route 1/Fuller Road
  - Chopawamsic Creek
  - MCBQ Protected Natural Area
  - Chesapeake Bay Protection Act (CBPA) resource protection areas
  - Archaeological sites
  - Wetlands
  - 100-year floodplain
- Further studies will identify air and noise, hazardous materials, and wildlife impacts.
- Final impacts cannot be determined until full environmental documentation and more detailed design occurs.
Recommended Alternative (Operations)

- Detailed analysis determined eight lanes not necessary south of Russell Road.
- Some backups at signals along Route 1 are likely in 2040 but adjacent intersections are not significantly impacted.
- All signalized intersections operate at acceptable levels of service with coordinated signal timing.
- Additional improvements west of study area at I-95/Russell Road interchange necessary to handle expected volumes.

<table>
<thead>
<tr>
<th>Signalized Intersection</th>
<th>2011 Level of Service</th>
<th>2040 Level of Service (Without Recommended Improvements)</th>
<th>2040 Level of Service (With Recommended Improvements)</th>
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<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
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<tr>
<td>US Route 1 and Joplin Road/Fuller Road</td>
<td>E</td>
<td>D</td>
<td>F</td>
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<td>US Route 1 and Heritage Center Parkway</td>
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<td>Russell Road and US Route 1 southbound ramps</td>
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<tr>
<td>US Route 1 and Corporate Drive</td>
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<td>US Route 1 and George Mason Drive/Corporate Center Entrance</td>
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<td>US Route 1 and Telegraph Road</td>
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Purpose: Improvements focused on Route 1/Telegraph Road intersection funded by Defense Department

Objectives:
- Improve access between Route 1 and Westside of MCB Quantico
- Improve intersection operations
- Minimize property and environmental impacts

Project progress to date
- Prioritization of improvements
- Survey and geotechnical investigations complete
- Preliminary design
- Completed NEPA process

Timeline: Construction complete in 2014
Summary & Next Steps

- This study provides:
  - A recommended concept for Route 1 developed with input from the public and local jurisdictions and agencies
  - Final report with study findings and recommendations
  - Foundation for environmental documentation and preliminary engineering

- Next steps include:
  - Survey and aerial mapping for detailed design
  - Environmental documentation and preliminary engineering
  - Inclusion in local and VDOT capital/transportation improvement plans
  - Detailed design and construction of segments
Input Opportunities

Input gained from this meeting will be used in next phases of improvements to Route 1

How to provide input now and in future?

- Talk to a project team member (FHWA, VDOT, or County)
- Fill out a comment form
- Visit the project webpage:
  