

# Route 1 Corridor At Marine Corps Base Quantico Planning/Preliminary Engineering Study

---

## Final Recommendations

March 26, 2013



U.S. Department of Transportation  
Federal Highway Administration



# Purpose & Agenda

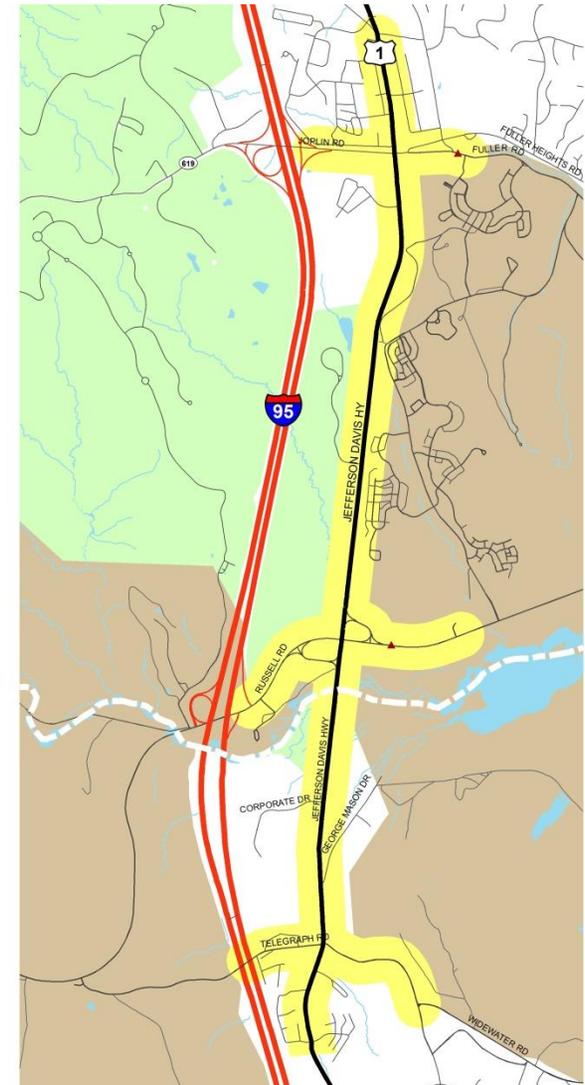
Meeting Purpose: To provide and explain the recommended alternative for improvements to Route 1

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

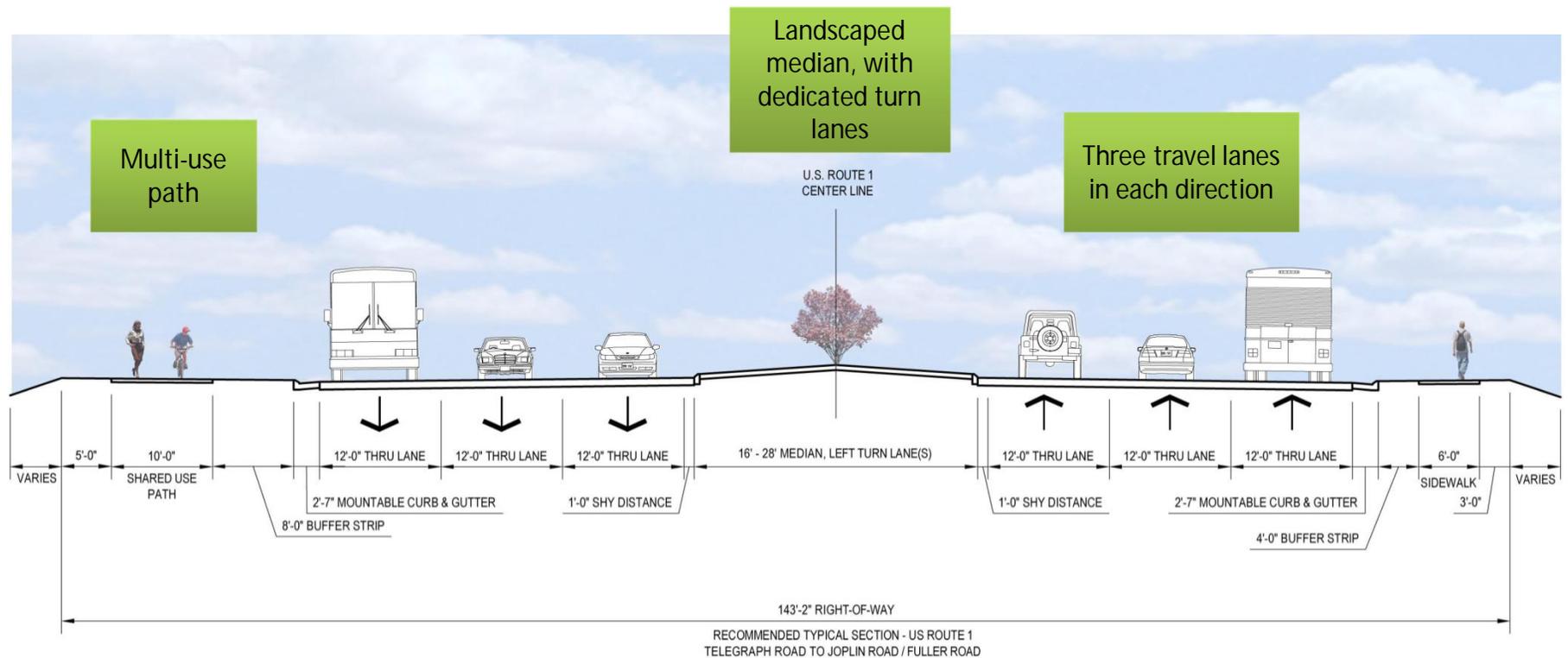
- Two public information meetings (May and October 2012), surveys, and comment forms
- Main topics of public comment included:
  - Congestion associated with access to MCBQ at Fuller and Russell Road
  - Congestion associated with the use of Route 1 as an alternative to I-95
  - Need for safe bicycle 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)

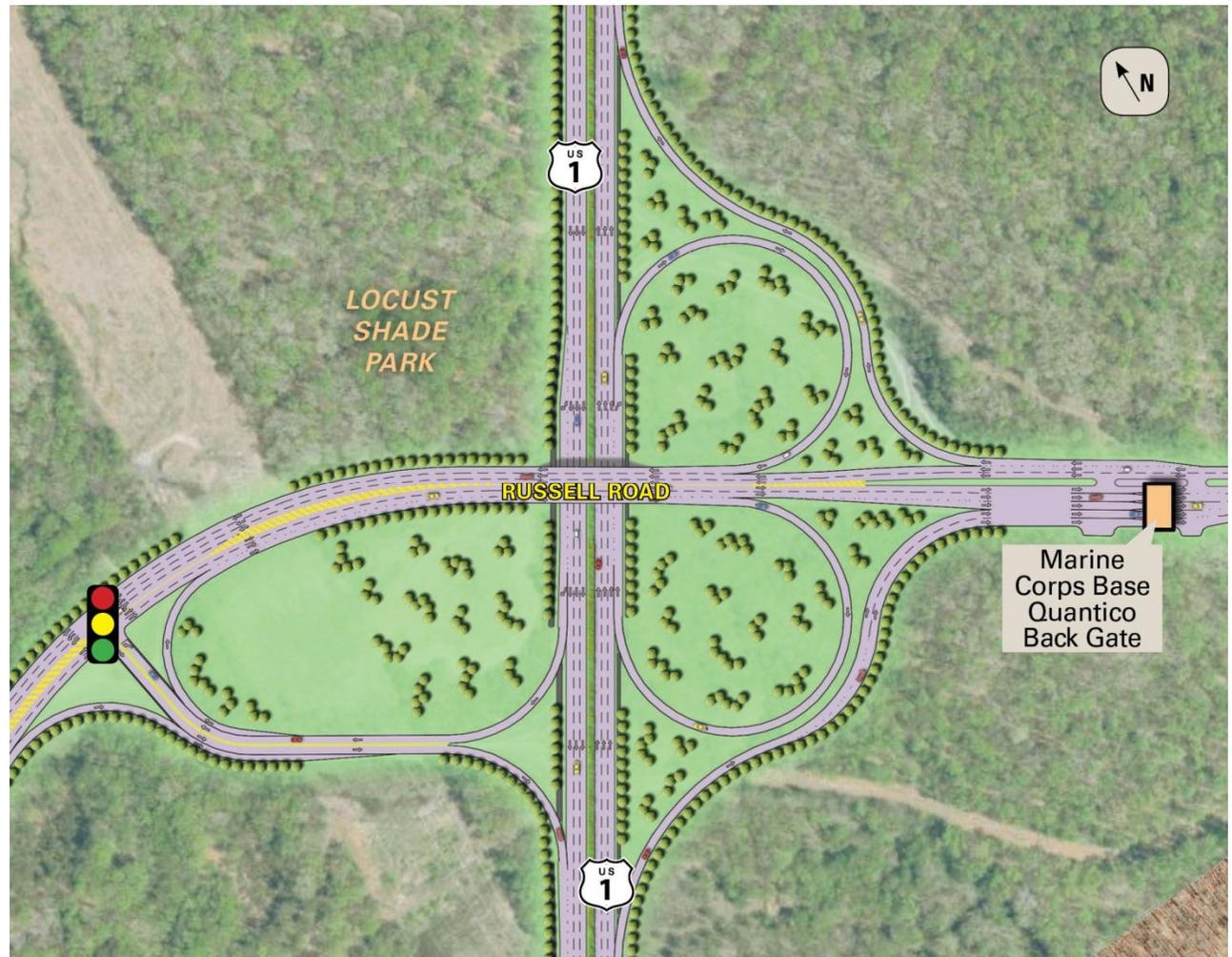
# Recommended Alternative (Geometry)

- 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 can not 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

Signalized Intersection	2011 Level of Service		2040 Level of Service (Without Recommended Improvements)		2040 Level of Service (With Recommended Improvements)	
	AM	PM	AM	PM	AM	PM
US Route 1 and Joplin Road/Fuller Road	E	D	F	F	D	D
US Route 1 and Heritage Center Parkway	N/A	N/A	A	C	A	A
Russell Road and US Route 1 southbound ramps	N/A	N/A	N/A	N/A	B	C
US Route 1 and Corporate Drive	B	D	F	F	A	C
US Route 1 and George Mason Drive/Corporate Center Entrance	N/A	N/A	F	F	B	C
US Route 1 and Telegraph Road	B	C	F	F	C	C

# Additional Route 1 Corridor Project: Telegraph Road Improvements Update

- 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:

[www.efl.fhwa.dot.gov/projects/us-1.aspx](http://www.efl.fhwa.dot.gov/projects/us-1.aspx)