MEMORANDUM

REQUEST FOR DESIGN PUBLIC HEARING APPROVAL
I-95 Express Lanes Fredericksburg Extension (FredEx)

From: Susan H. Keen, P.E.
State Location and Design Engineer

To: Mohammad Mirshahi, P.E.
Deputy Chief Engineer

Project #: 0095-969-739, P101
Federal Project #: NHPP-0005 (345)
UPC: 110527
Counties of Stafford and Prince William

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held for the above captioned project on Monday September 25, 2017, between 6:00 p.m. and 8:00 p.m. at the Stafford High School, located at 63 Stafford Indians Lane in Stafford County, Virginia.

The project purpose is to reduce daily congestion, accommodate travel demand more efficiently, provide greater travel time reliability and expand travel choices along the Interstate I-95 corridor in Stafford County. Project delivery will be via P3 procurement. The proposed project will extend the two reversible Express Lanes in the median of I-95 from the current terminus south to the I-95/US 17 North interchange (Exit 133), with access points at Warrenton Road (U.S. Route 17), Courthouse Road (Route 630) and Russel Road in Prince William County.

The Commonwealth Transportation Board approved the addition of the project to the Six Year Plan in January 2017. The Draft Revised NEPA Environmental Assessment was completed on August 30, 2017 with the Traffic Technical Report completed on November 28, 2017. The Interchange Justification Report was approved by the FHWA on April 20, 2018.

Citizens were provided the following information in the form of a project brochure or displays:
- The Revised NEPA Environmental Assessment (EA), dated August 2017, was available at the hearing.
- The existing typical section on Interstate I-95 provides six (6) twelve (12) foot lanes, three (3) in each direction, with ten to twelve (10-12) foot outside and median paved shoulders and ditches.
The proposed typical section on the Express Lanes will provide two (2) twelve (12) foot lanes with ten (10) foot left and right paved shoulders, separated from the general-purpose lanes by a barrier or guardrail as appropriate.

The mainline bridge over Potomac Creek will have a typical section of two (2) twelve (12) foot lanes with twelve (12) foot left and right shoulders to the face of the parapet.

The ramps and flyovers will have a typical section of one (1) sixteen (16) foot or two (2) twelve (12) foot lanes with eight (8) foot right and four (4) foot left shoulders.

The current average daily traffic (ADT) on Interstate I-95 is 124,000 vehicles per day and this is anticipated to increase to 144,000 vehicles per day by the design year of 2042, with 10% trucks. The average daily traffic on the express lanes in the design year is expected to be 31,200 vehicles per day.

The construction of the project has right of way impacts to twenty-four (24) parcels but will not displace any residences, businesses or non-profit organizations.

The project’s preliminary engineering cost is estimated at $12,000,000. The Design-Build and Concessionaire’s estimate is $492,250,000 and the VDOT oversight estimate is $30,000,000, resulting in total project cost of $534,250,000.

The tentative schedule for advertisement of the RFP for Design Build is in March 2018, with award in January 2019. Project completion is expected in spring 2023.

Seventy-eight (78) citizens attended the hearing. There were fifteen (15) written and five (5) oral comments received for the record. Eleven (11) supported the project as proposed, three (3) opposed the project and six (6) were noncommittal or had specific concerns.

Four (4) Design Waivers, pertaining to shoulder width and depth, superelevation, and ramp design speed have been approved.

The Fredericksburg District Preliminary Engineering Manager, Michelle A. Shropshire, P.E., by letter dated January 9, 2018, has recommended approval of the major design features as proposed and presented at the Public Hearing held September 25, 2017.

The Assistant State Location and Design Engineer, Richard C. Worsam, P.E. has reviewed the submitted documents and concurs with District’s recommendation for approval of the major design features as proposed and presented at the Public Hearing held September 25, 2017 with the following modifications:

- Refinement of the geometric design of the Courthouse Road reversible ramp to meet the chosen design speed.
- Lengthening of the acceleration lane from the Courthouse Road ramp to meet AASHTO Criteria.

I concur with staff’s recommendation that the major design features for the above project be approved, as proposed and presented at the Public Hearing with the modifications noted above. Attached are copies of the Public Hearing Transcript and plans for your use in consideration of this request.

Susan H. Keen, P.E.
State Location and Design Engineer
Date: 4/26/18

Approved By:
Mohammad Mirshahi, P.E.
Deputy Chief Engineer
Date: 4/26/18

Attachments
January 9, 2018

MEMORANDUM

REQUEST FOR LOCATION AND DESIGN PUBLIC HEARING APPROVAL

From: Michelle A. Shropshire, P.E.
Assistant District Engineer, Project Development

To: Richard C. Worsam, P.E.
Assistant State Location and Design Engineer

Project #: 0095-969-739, P101 Interstate 95 Express Lanes Fredericksburg Extension
Federal Project #: NHPP-0005 (345)
UPC: 110527
County of Stafford

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held for the I-95 Express Lanes Fredericksburg Extension project on September 25, 2017, between 6:00 p.m. and 8:00 p.m., at Stafford High School in Stafford County.

The I-95 Express Lanes Fredericksburg Extension project, located in Stafford County, will extend the I-95 Express Lanes approximately 10 miles south of VA 610 (Garrisonville Road) to the vicinity of Route 17 N (I-95 Exit 133) and will provide access to and from the Express Lanes in the vicinity of the I-95 / US 17 N Interchange at Exit 133, the I-95 / VA 630 Interchange at Exit 140, and the I-95 / Russell Road Interchange at Exit 148.

The I-95 Express Lanes Fredericksburg Extension project will reduce daily congestion and accommodate travel demand more efficiently; provide greater reliability of travel times; and expand travel choices by increasing the attractiveness and utility of ridesharing and transit usage, while also providing an option for single-occupant vehicles to bypass congested conditions.

The project will accomplish these aims by extending two reversible Express Lanes in the median of I-95 south to the I-95 / US 17 N Interchange at Warrenton Road (Exit 133) and adding access points to the Express Lanes. The proposed access point at US 17 would consist of a dual-lane flyover from the I-95 Express Lanes, with one lane providing access to the I-95 GP lanes and one lane allowing access directly to Route 17. Accompanying the Express Lane access point would be four GP lanes split into two through lanes: one choice lane (to stay on the mainline or exit), and one local lane. The dual-lane flyover and
collector/distributor lanes would separate Express Lane users choosing to exit to Route 17 from GP lane users choosing to exit to Route 17, eliminating what would otherwise be a weaving segment between the Express Lanes flyover and US 17 on the collector/distributor roads.

The proposed access point at Courthouse Road will be designed to complement VDOT’s Route 630 Interchange Relocation and Route 630 Widening Project. Construction on the Route 630 projects began in summer 2017, with estimated completion by summer 2020. VDOT will be rebuilding the Route 630 Interchange as a diverging diamond interchange (DDI), widening Courthouse Road, and relocating the current Courthouse Road Park & Ride lot from its current location, west of I-95. The new Park & Ride lot will be located east of I-95 and the number of parking spaces will be expanded from 545 to 1,000. The proposed access to the Express Lanes that runs under the existing I-95 bridge will consist of a ramp utilizing a portion of the existing Courthouse Road that will no longer be part of the realigned DDI Courthouse Road. The ramp merges with the Express Lanes on the west side and would provide either an entrance to the NB Express Lanes or an exit from the SB Express Lanes, depending on the time of day. The construction of this proposed access point will also involve the construction of a partial roundabout between the Express Lanes access ramp and the Park & Ride lot entrance. The partial roundabout will allow users to turn around if attempting to enter the Express Lane ramp when the direction of traffic has been reversed. The ramp will have gates and “Do Not Enter” signs that would be engaged when the direction of traffic has been reversed. Signage indicating ramp closure would include a Dynamic Message Sign (DMS) in each direction on Route 1, as well as a DMS within or just before the roundabout. The DMS will have a message stating “Gates Closed, Do Not Enter.”

The proposed NB Express Lanes flyover ramp access point at Russell Road would consist of a ramp emerging from the west side of the existing Express Lanes at approximately mile marker (MM) 147.0, crossing back over the Express Lanes and NB GP lanes at MM 147.6, and continuing approximately 0.2 miles before merging back onto the east side of I-95 NB GP lanes at MM 147.9, just south of Exit 148. The ramp provides an exit from NB Express Lanes to I-95 NB GP lanes and Russell Road. The proposed SB Express Lanes flyover ramp access point will introduce a flyover ramp on the right side of the I-95 GP lanes to provide access to the Express Lanes. Traffic desiring to access the Express Lanes from Russell Road will merge into the right lane along the I-95 GP lanes and then will not need to make any additional lane changes to position themselves to exit onto the flyover ramp. The flyover ramp will also provide access to the Express Lanes for other traffic in the I-95 GP lanes (from points north of Russell Road).

An Interchange Justification Report (IJR) addressing the addition of new access points along the interchange is being prepared for the project. The IJR will summarize traffic operations and safety for the existing conditions, future No Build conditions, and future Build conditions. It will include details on traffic forecasting for the study corridor and the operational analysis conducted using microsimulation.

The Commonwealth Transportation Board voted in January 2017 to include this project in the Six-Year Improvement Program (SYIP), allowing preliminary work to proceed to study this project concept. Project funding for the I-95 Express Lanes Fredericksburg Extension was included in the Atlantic Gateway grant application. Virginia received a $165 million FASTLANE grant from the U.S. Department of Transportation in 2016 for Atlantic Gateway, a $1.4 billion package of highway, transit and rail projects in the I-95 corridor. This project is being advanced as a P3 project.

No changes have been made to the major design features of the project since the Location and Design Public Hearing and Design Approval. The Revised Environmental Assessment and accompanying technical reports were issued in August 2017; since that time, the Noise Analysis Technical Report and the Cultural Resources Technical Report have been updated.
Citizens were provided the following information and materials at the Location and Design Public Hearing for the I-95 Express Lanes Fredericksburg Extension project:

- A detailed brochure
- A comment form
- One live presentation at 7:00 p.m.
- Meeting boards were displayed and included:
  - Welcome
  - Purpose and Need
  - Environmental Analysis
  - Noise Analysis
  - Typical Section
  - Access Points
  - Design: Focus on Fred Ex connection at the Route 17 interchange
  - Design: Focus on improvements at Route 17 and I-95 interchange
  - Design: Focus on Route 630 (Courthouse Road) interchange
  - Design: Focus on Russell Road interchange
  - Design: Corridor maps 1 - 7
  - How Express Lanes Work
  - Schedule and Next Steps
  - Detour
- Environmental Documents were on hand to reference at the hearing and included:
  - Revised Environmental Assessment (EA)
  - Air Quality Technical Report
  - Alternatives Analysis Technical Report
  - Cultural Resources Technical Report
  - Indirect and Cumulative Effects Technical Report
  - Natural Resources Technical Report
  - Noise Analysis Technical Report
  - Socioeconomics, Land Use and Right of Way Technical Report
  - Traffic and Transportation Technical Report
- A 30% Design Plan set

Seventy-three (73) citizens signed in at the Location and Design Public Hearing. There were thirteen (13) written and five (5) oral comments received for the record. Two (2) emails were received following the Location and Design Public Hearing.

The following summarizes the comments received as a result of the public hearing, followed by a recommended response for each concern:

**Project Length**

**Major points/concerns:**

- The ability to take Express Lanes all the way to I-95 / US 17 Interchange at Warrenton Road (Exit 133) would be most helpful.
- Ending Express Lanes at the I-95 / US 17 Interchange at Warrenton Road (Exit 133) moves the bottleneck further south to Fredericksburg that is already congested.
• Improvements should be extended to Spotsylvania County and Thornburg.

Response –

The Express Lanes will be extended from their current point of termination (at Garrisonville Road) south to the I-95/US 17 Interchange at Exit 133. Future projects may address the future extension of the Express Lanes.

Access and Exits

Major points/concerns:

• The distance of the proposed Express Lane access and exits between the I-95 / VA 630 Courthouse Road (Exit 140) Interchange and I-95 / US 17 Warrenton Road (Exit 133) Interchange is too long.
• Request flyover exits at VA 627 / Enon Road, VA 652 / Truslow Road, and VA / 628 American Legion Road.
• Request new exit at the I-95 southbound Virginia Welcome Center near Milepost 132 south of the Rappahannock River in Fredericksburg to alleviate traffic at the I-95 / VA 3 Plank Road (Exit 130) Interchange.
• Add more exit lanes on southbound I-95 at the Cowan Boulevard and VA 639 / Fall Hill Avenue overpasses in Fredericksburg to improve local traffic flow.
• Request clearer signage between the proposed improvements and into the new VA 3 section.
• Proposed access points address driver demand on I-95 only.
• Concern regarding commuter bus access to Express Lanes, specifically at certain times of the day. Addition of gated bus-only slip ramps advised.
• Pleased with new access point at Marine Corps Base Quantico.

Response –

The location and types of access points were selected based on traffic modeling, distance between entrances and exits, and minimizing impacts on private property and environmental resources like wetlands, and cost. All of these items needed to be balanced (or minimized, in the case of property and environmental impacts) in order to arrive at the proposed project access points.

The southern terminus of the project is at Exit 133 (US 17 N). Access and other improvements south of this point may be considered in future projects. Access and other improvements outside of the I-95 corridor or improvements aside from Express Lanes and Express Lane access points are outside the scope of this project.

The Express Lanes and access points in this project are intended for use by all automotive vehicles that typically use I-95, and are free for cars with three or more passengers, buses, and motorcycles. While the access points were not designed for buses only, buses will be able to use them. There will be no changes to the Express Lane access points at VA 610 / Garrisonville Road as a result of this project. Express Lane access will be added to VA 630 / Courthouse Road (via a roundabout with access to the new commuter lot at that location), north of the I-95 / US 17 N interchange, and south of the I-95 / Russell Road interchange.

Project Schedule

Major points/concerns:

• The estimated year of completing the improvements is too far in the future.
• Suggest phasing construction in smaller lengths to provide incremental improvements sooner.
• Concern about the time it will take to complete the work at Courthouse Road.
• Would like to see a timeline of how this project fits into other local projects to ensure that the projects are coordinated.

Response —

A number of items contribute to the project schedule, including time needed to complete the NEPA environmental review process and public outreach, time needed to confirm the regional long-range plan, time needed to secure funding, time needed to plan and engineer the project, and time needed for construction. Construction is estimated to begin in 2019, with an estimated completion date of 2022. VDOT ensures coordination between ongoing and future local projects.

Cost of Tolls

Major points/concerns:

• Concerned about the potential cost of Express Lane tolls.
• Cost of Express Lane tolls to go the last few miles between the I-95 / Russell Road (Exit 148) Interchange at Marine Corps Base Quantico and I-95 / VA 630 Courthouse Road (Exit 140) Interchange Courthouse exits and to I-95 / VA 610 Garrisonville Road (Exit 143) are too high.
• Anticipate that the proposed Express Lanes would lower tolls to I-95 / VA 610 Garrisonville Road (Exit 143) Interchange.

Response —

I-95 users are not required to use Express Lanes. Tolls to use the Express Lanes will vary based on real-time traffic conditions. Electronic signs will display the latest toll information in advance of entry points to the Express Lanes so that travelers know the current toll and can decide whether or not to enter the lanes. The Express lanes offer an opportunity for cars with three or more people to switch their EZPass to HOV mode and not be charged a toll. Buses and motorcycles also travel the Express Lanes for free.

Noise

Major points/concerns:

• Request for noise wall on the southeast side of the I-95/Truslow Bridge intersection
• Request for noise wall at Chichester Park

Response —

A sound barrier at the southeast corner of the I-95/Truslow Bridge intersection (WW2) was evaluated in the preliminary noise analysis and found to be feasible but not reasonable for cost effectiveness. The preliminary evaluation of a sound barrier at Chichester Park (UU2) has been updated, and has been identified as feasible and reasonable. The updated analysis will be posted on VDOT’s project website. All noise barriers will be evaluated again in the final design phase of the project using detailed construction plans, refined traffic data, and detailed existing/proposed surface information. Noise barriers that were found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction.
Alternatives

Major points/concerns:
- Should construct four lanes instead of two
- Consider monorail in I-95 median from Richmond, Virginia to Washington, D.C.
- I-95 northbound Rappahannock River crossing needs improvement too.
- Project should address issues at Rt. 3.

Response –

The project will be constructed mainly within the median of I-95, which can accommodate two lanes. Opportunities to change automotive traffic to monorail traffic are beyond the scope of this study. Improvements to the Rappahannock River Crossing are being assessed as part of a different VDOT project. The Express Lanes will be extended from their current point of termination (at Garrisonville Road) down to the I-95/US 17 Interchange at Exit 133. The I-95 / Route 3 Interchange (Exit 130) is south of the project study area.

Bicycle/Pedestrian Facilities

Major points/concerns:
- Request shared-use path be included in the proposed reconstruction of VA 652 / Truslow Road overpass.

Response –

The potential for a shared-use path to be incorporated during the reconstruction of the VA 652 / Truslow Road overpass is not precluded by this project, but is beyond the scope of this study.

General Roadway Comments

Major points/concerns:
- Generally, support project.
- Generally, commenters agreed the proposed access points address driver demand in the Fredericksburg area.
- When commenters did not agree that the proposed access points addressed driver demand in the Fredericksburg area, they were concerned about congestion issues south of the project terminus.

Response –

Thank you for your comments.

Attached are copies of the Design Public Hearing sign-in sheets, comment sheets, oral comment transcript, and emails received for your use in consideration of this request.

I recommend the major features of this project be approved as proposed and as presented at the Location and Design Public Hearing.

Uploaded in iPM for your use in consideration of this project are the public hearing compliance documents, public hearing transcript, environmental documents, approved scoping report and project location map.
Therefore, I request your concurrence and approval of the major design features for the project.

Michelle A. Shropshire, P.E.
Assistant District Engineer, Project Development

Date: 1/9/2018

Approved By:

Richard C. Worsam, P.E.
Assistant State Location and Design Engineer

Date: ____________________
LOCATION AND DESIGN PUBLIC HEARING

SIGN-IN SHEETS
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Vandegrift</td>
<td>Resident</td>
<td>8250 Picardie Ave, Mineral Springs, VT 2467</td>
</tr>
<tr>
<td>Rita Noori</td>
<td>Resident</td>
<td>10 Otto Way, Fredericksburg, VA 22406</td>
</tr>
<tr>
<td>Tony Snellings</td>
<td>Resident</td>
<td>8730 Picardie Ave, Mineral Springs, VT 2467</td>
</tr>
<tr>
<td>Amy VanHorn</td>
<td>Resident</td>
<td>U.L. <a href="mailto:rex@gmail.com">rex@gmail.com</a></td>
</tr>
<tr>
<td>Jessica Robertson</td>
<td>Resident</td>
<td><a href="mailto:jrlrobertson@gmail.com">jrlrobertson@gmail.com</a></td>
</tr>
<tr>
<td>Chuck Warren</td>
<td>Resident</td>
<td><a href="mailto:chuckfpe@yahoo.com">chuckfpe@yahoo.com</a></td>
</tr>
<tr>
<td>Nathan L. Utley</td>
<td>Resident</td>
<td><a href="mailto:DOistr.Haccanazo@rsrvcn.com">DOistr.Haccanazo@rsrvcn.com</a></td>
</tr>
<tr>
<td>Diane Horwitz</td>
<td>Resident</td>
<td>Cyndiesy <a href="mailto:shear@q.com">shear@q.com</a></td>
</tr>
<tr>
<td>Name</td>
<td>Affiliation</td>
<td>Mailing Address or Email</td>
</tr>
<tr>
<td>--------------------</td>
<td>---------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Joanna Curley</td>
<td>Neighbor</td>
<td>54 Stafford Indusia, 22405</td>
</tr>
<tr>
<td>Mark Osborne</td>
<td>Agura Church</td>
<td>570 Baptist Rd, 22406</td>
</tr>
<tr>
<td>Daniah Wille</td>
<td>Citizen</td>
<td>741 Courthouse Rd, Stafford, Va.</td>
</tr>
<tr>
<td>Eddie Tester</td>
<td></td>
<td><a href="mailto:steveycck97@gmail.com">steveycck97@gmail.com</a></td>
</tr>
<tr>
<td>Steve Aycock</td>
<td>Neighbor</td>
<td></td>
</tr>
<tr>
<td>Darell Fischer</td>
<td>Consultant</td>
<td><a href="mailto:dfischer@rdacivil.com">dfischer@rdacivil.com</a></td>
</tr>
<tr>
<td>Meg Bohmke</td>
<td>BOS</td>
<td></td>
</tr>
<tr>
<td>Kreb Cunningham</td>
<td>TrensrPT</td>
<td><a href="mailto:kreb@terrsrpt.com">kreb@terrsrpt.com</a></td>
</tr>
<tr>
<td>Paul Hoewells</td>
<td>FAMS/GWRC</td>
<td><a href="mailto:agwells@agres1.org">agwells@agres1.org</a></td>
</tr>
<tr>
<td>Bessie McCaw</td>
<td>Neighbor</td>
<td>37 Village Green Rd, 22406</td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>P. Taylor</td>
<td>Resident</td>
<td><a href="mailto:denise.pettit2@ymail.com">denise.pettit2@ymail.com</a></td>
</tr>
<tr>
<td>J. Milloy</td>
<td>Resident</td>
<td><a href="mailto:jamiemilloy@hotmail.com">jamiemilloy@hotmail.com</a></td>
</tr>
<tr>
<td>Robin Berg</td>
<td>Resident</td>
<td><a href="mailto:berg.robin@gmail.com">berg.robin@gmail.com</a></td>
</tr>
<tr>
<td>George Putnam</td>
<td>Resident</td>
<td><a href="mailto:62pantyprc@gmail.com">62pantyprc@gmail.com</a></td>
</tr>
<tr>
<td>Mark Hayden</td>
<td>Resident</td>
<td>52 Tavern Rd, Stafford, VA 22554</td>
</tr>
<tr>
<td>Brent McKenzie</td>
<td></td>
<td>218 E US 1 51</td>
</tr>
<tr>
<td>Brittany Smith</td>
<td>Resident</td>
<td>7 Beech Tree Ct, Stafford, VA 22554</td>
</tr>
<tr>
<td>Nick Quint</td>
<td>FAMPO</td>
<td><a href="mailto:quint@gwregion.org">quint@gwregion.org</a></td>
</tr>
<tr>
<td>Randy &amp; Shelley</td>
<td>Resident</td>
<td><a href="mailto:sbowie5114@aol.com">sbowie5114@aol.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:VADAVUE@Hotmail.com">VADAVUE@Hotmail.com</a></td>
</tr>
<tr>
<td>Name</td>
<td>Affiliation</td>
<td>Mailing Address or Email</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------------</td>
<td>-------------------------------------------</td>
</tr>
<tr>
<td>David Johnson</td>
<td>Archabar Western</td>
<td><a href="mailto:dwjohnson@uwsngroup.com">dwjohnson@uwsngroup.com</a></td>
</tr>
<tr>
<td>Allen Burden</td>
<td>Civil Engineer</td>
<td>1187 Water Spring Cir, Jacksonville, FL</td>
</tr>
<tr>
<td>Diana Utz</td>
<td>GWRideConnect</td>
<td><a href="mailto:utz@gwregion.org">utz@gwregion.org</a></td>
</tr>
<tr>
<td>Chris Hoppé</td>
<td>STAFFORD Co.</td>
<td><a href="mailto:choppe@staffordcounty.va.gov">choppe@staffordcounty.va.gov</a></td>
</tr>
<tr>
<td>Adam Mercer</td>
<td>RSiH Inc.</td>
<td><a href="mailto:adam.mercer@cs4n014.com">adam.mercer@cs4n014.com</a></td>
</tr>
<tr>
<td>Cindy Shelton</td>
<td>BAS</td>
<td><a href="mailto:cindycshelton@msn.com">cindycshelton@msn.com</a></td>
</tr>
<tr>
<td>Cecilia Gardner</td>
<td></td>
<td><a href="mailto:mscri123@yahoo.com">mscri123@yahoo.com</a></td>
</tr>
<tr>
<td>James Meer</td>
<td></td>
<td>115 Waverly Ln, Stafford, Va 22554</td>
</tr>
<tr>
<td>Breon Herring</td>
<td>VDOT</td>
<td>M. Herring @ VDOT. Virginia. gov</td>
</tr>
<tr>
<td>Ashley Lyons</td>
<td>Resident +</td>
<td>1859 Warrenon Rd, Fredericksburg, VA 22406</td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Avitabile</td>
<td>RSH</td>
<td><a href="mailto:james.avitabile@rsandh.com">james.avitabile@rsandh.com</a></td>
</tr>
<tr>
<td>Frank Mitchell</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donald Squires</td>
<td>Self</td>
<td><a href="mailto:donald.squires@gmail.com">donald.squires@gmail.com</a></td>
</tr>
<tr>
<td>Yisehak Shah</td>
<td>BCI</td>
<td><a href="mailto:yisehak.shah@branchcivil.com">yisehak.shah@branchcivil.com</a></td>
</tr>
<tr>
<td>Tim Curling</td>
<td>Self</td>
<td><a href="mailto:timothy.curling@gmail.com">timothy.curling@gmail.com</a></td>
</tr>
<tr>
<td>Gary Sitzman</td>
<td>Self</td>
<td><a href="mailto:mmodelsigc@cox.net">mmodelsigc@cox.net</a></td>
</tr>
<tr>
<td>Debbie Michael Lesnik</td>
<td>Self</td>
<td><a href="mailto:michael.c.lesnik@gmail.com">michael.c.lesnik@gmail.com</a></td>
</tr>
<tr>
<td>Greg, Valerie Cattrell</td>
<td>Self</td>
<td><a href="mailto:gregory.gattrell@gmail.com">gregory.gattrell@gmail.com</a></td>
</tr>
<tr>
<td>Tuan Nguyen</td>
<td>Self</td>
<td><a href="mailto:tuanib2005@yahoo.com">tuanib2005@yahoo.com</a></td>
</tr>
<tr>
<td>Jimmy Raines</td>
<td>Self</td>
<td></td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dani O. W. Lyce</td>
<td>Wagner Heavy Civil 1</td>
<td><a href="mailto:dwlyce@wagner.com">dwlyce@wagner.com</a></td>
</tr>
<tr>
<td>Paul Prideaux</td>
<td>Michael Baker Int'l</td>
<td><a href="mailto:pprideaux@mbaker-intl.com">pprideaux@mbaker-intl.com</a></td>
</tr>
<tr>
<td>Kim Reed</td>
<td>Resident Committee</td>
<td>1004 Club House Rd., Fredericksburg VA 22406</td>
</tr>
<tr>
<td>Kevin Dillard</td>
<td>Lifecare Medical Transport</td>
<td><a href="mailto:kdillard@lifecare94.com">kdillard@lifecare94.com</a></td>
</tr>
<tr>
<td>Pam Aycock</td>
<td>Resident</td>
<td>7 Baldwin Dr, Fredericksburg VA 22406</td>
</tr>
<tr>
<td>Shanna Moody</td>
<td>Allan Myers</td>
<td><a href="mailto:shannon.moody@allanmyers.com">shannon.moody@allanmyers.com</a></td>
</tr>
<tr>
<td>Christopher Mellon</td>
<td>Resident</td>
<td><a href="mailto:airwave_skeve11@yahoo.com">airwave_skeve11@yahoo.com</a></td>
</tr>
<tr>
<td>Joe Powers</td>
<td>WSP</td>
<td><a href="mailto:Joe.Powers@wsp.com">Joe.Powers@wsp.com</a></td>
</tr>
<tr>
<td>David Blaser</td>
<td>Stafford Lakes</td>
<td><a href="mailto:dlblaser12@cox.net">dlblaser12@cox.net</a></td>
</tr>
<tr>
<td>Name</td>
<td>Affiliation</td>
<td>Mailing Address or Email</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Dan Wildman</td>
<td>Resident</td>
<td><a href="mailto:dwildman@lifecare94.com">dwildman@lifecare94.com</a></td>
</tr>
<tr>
<td>Carl Sacco</td>
<td>Resident</td>
<td><a href="mailto:cts81273@yahoo.com">cts81273@yahoo.com</a></td>
</tr>
<tr>
<td>Cassy Horn</td>
<td>Sen. Reeves' office</td>
<td>district <a href="mailto:17@senate.virginia.gov">17@senate.virginia.gov</a></td>
</tr>
<tr>
<td>Christine Blosser</td>
<td>Resident</td>
<td>28 Village Grove Rd, Fredericksburg</td>
</tr>
<tr>
<td>Amy Michael</td>
<td>Resident</td>
<td><a href="mailto:amy.huckley1029@gmail.com">amy.huckley1029@gmail.com</a></td>
</tr>
<tr>
<td>Michael Puckler</td>
<td>Resident</td>
<td><a href="mailto:mabuckley1@gmail.com">mabuckley1@gmail.com</a></td>
</tr>
<tr>
<td>Name</td>
<td>Affiliation</td>
<td>Mailing Address or Email</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>1 Steve Hundle</td>
<td>CAO</td>
<td><a href="mailto:steve.hundle@usmc.mil">steve.hundle@usmc.mil</a></td>
</tr>
<tr>
<td>2 Scott Shenk</td>
<td>Free Lance Star</td>
<td></td>
</tr>
<tr>
<td>3 Randy Comer</td>
<td>The Thresher Group</td>
<td></td>
</tr>
<tr>
<td>4 David Chris Clarke</td>
<td></td>
<td><a href="mailto:chris0155@comcast.net">chris0155@comcast.net</a></td>
</tr>
<tr>
<td>5 Michael Hooshangi</td>
<td></td>
<td>2722 Merrilee, Fairfax VA 22031</td>
</tr>
<tr>
<td>6 Joey Hess</td>
<td>Stafford County</td>
<td>1301 Courthouse Rd, Stafford, 22554</td>
</tr>
<tr>
<td>7 Fred Clegg</td>
<td>Staff Co. Res. &amp;</td>
<td>1009 Manning Dr, Falls Church, VA 22041</td>
</tr>
<tr>
<td>8 Mike Patel</td>
<td>Staff Co.</td>
<td></td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: www.virginiadot.org/projects/fredericksburg/95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

James [Last Name]
103 Winterson Lane Stafford

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?

3. What features of the proposed transportation improvements do you have concerns about?

- Adding a flyover at Russell Road
- There should be a flyover at Exit 136 Va 630
- Add a flyover at Amherst Legion Bridge
- Suggesting between I-295 & Rt 630 to design
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?


5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

The information was posted on the website.

6. How did you find out about this hearing? (check all that apply):
   ☑ Newspaper announcement
   ☐ Social media
   ☑ News story
   ☐ Postcard
   ☑ Other (please specify) Radi

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginia.gov/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

C. Mark
15 County Manor Rd

1. What is your zip code? 22416

2. What features of the proposed transportation improvements do you like?

More lanes - I like how the road will end at 17.
3 different ways to go. Hopefully will minimize back up

3. What features of the proposed transportation improvements do you have concerns about?

Impact on Existing 95 during construction
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Looks to be the best acting up.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

Looks complete - looking forward to the work, unfortunately it will be too late to help me as it will be retired before it is complete. Hope it will improve my property value.

5. How did you find out about this hearing? (check all that apply):

☐ Newspaper announcement
☐ Social media
☐ News story
☐ Postcard
☐ Other (please specify) Roadside Sign on 17 - Good Idea.

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginaDOT.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Kim Reed

Corks Club House Rd, F'burg, VA 22401

1. What is your zip code? 22401

2. What features of the proposed transportation improvements do you like?

LT 17 Proposed Transportation Improvement and Court House Road Proposed Transportation Improvements

3. What features of the proposed transportation improvements do you have concerns about?

I am concerned with the length of some of the projects. What are the traffic patterns will result in my commute time?

__________________________________________________________________________
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes, doing something about the problem is better than nothing, given the number of people moving to our area each year.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

No.

6. How did you find out about this hearing? (check all that apply):

☐ Newspaper announcement
☐ Social media
☐ News story
☐ Postcard
☑ Other (please specify) commuter lot on Courthouse Rd.

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

JESSICA ROBERTSON

JLROBERTSON017@GMAIL.COM / 1190 OLD ELMHRT

1. What is your zip code? 22551

2. What features of the proposed transportation improvements do you like?
The opportunity to take the Express lanes all the way to I-74 are most helpful. I already take riders there daily and to have a direct shot would be a great improvement.

3. What features of the proposed transportation improvements do you have concerns about?
The signage between the FedEx ending into the new Rt 3 section seems confusing. Perhaps using "Local" and "Thru" signage could help.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?
   Yes, if I can get on sooner than later driving up from Rte 3, it's much appreciated.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?
   Consider more explicit signage (local/Turn)

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - VDOT sign on Rte 6 in ramp.
   - Appreciate the update to clarify SHS was Stafford Senior High School.

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:

www.virginiadot.org/projects/fredericksburg/95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Valerie H Gartrell
48 Rocky Way Dr, Stafford VA

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?

The extension (Hopefully it will lower the fees to exit 143 B U)

3. What features of the proposed transportation improvements do you have concerns about?

NONE
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes, it's a great start.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

No

6. How did you find out about this hearing? (check all that apply):

- Newspaper announcement
- Social media
- News story
- Postcard
- Other (please specify) Husband

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Greg Gatrell
48 Rocky Way Dr
Stafford
22554

1. What is your zip code?

2. What features of the proposed transportation improvements do you like?

Moving the exit down to Rt 17

3. What features of the proposed transportation improvements do you have concerns about?

Cost of HOT TOLLS. They are already very costly. It’s unreasonable, what will the new fees be now? In excess of $30 one way??
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes, in addition to the existing I-95 exit.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify)

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/I-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Nicholas Quint
310 Princess Anne St

1. What is your zip code? 22401

2. What features of the proposed transportation improvements do you like?

All except for Truslow Rd bridge reconstruction

3. What features of the proposed transportation improvements do you have concerns about?

Truslow Rd overpass reconstruction - When the bridge is reconstructed, it should have a shared-use path adjacent to it. Stafford Cty, recently reconstructed a segment of Truslow west of I-95 and included a shared-use path to the south of the road. Although this won’t connect to that, it should be assumed that the path will be extended to & beyond the I-95 bridge in the future.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?
   Yes

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?
   No

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify) VDOT staff

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/95_exprss_lanes_fredericksburg_extension.asp

Name/address (optional):

Lanid Blosser
28 Village Grove Rd
Fredericksburg, VA

1. What is your zip code? 22406

2. What features of the proposed transportation improvements do you like?

Recommend adding additional exit lanes on the south bound 95 lanes at Cromhout and Fall Hill. These exit lanes will provide additional stress relief points for south bound traffic. This will allow local traffic to exit faster allowing through traffic to flow through.

3. What features of the proposed transportation improvements do you have concerns about?

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify)
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Robin Berg
7314 N. River Landing
Fredericksburg, VA 22407

1. What is your zip code? 22407

2. What features of the proposed transportation improvements do you like?
The new ramps have been better thought out than the current I-95 flyovers exit.

3. What features of the proposed transportation improvements do you have concerns about?
Has anyone thought about incremental delivery? There seem to be large areas that are ready for traffic, yet have to wait for smaller areas to be completed. It would seem to be a “win” for the project to deliver smaller pieces instead of waiting for the entire project before opening any of it.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes. Adding the Quatoft access is a good idea and overdue.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):

☐ Newspaper announcement
☐ Social media
☐ News story
☐ Postcard
☒ Other (please specify) Electronic sign on Rt 3

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Jamie Milloy & William Hill Jr

2 Beagle Rd, Fredericksburg VA 22405

1. What is your zip code? 22405

2. What features of the proposed transportation improvements do you like?
   - Extending 400 to avoid bottlenext @ exit 148
   - Proposed sound wall research

3. What features of the proposed transportation improvements do you have concerns about?
   - I am located immediately off I-95 on the Southeast "quadrant" caused by 95/Turnpike Road bridge. I am the only house that close to the highway along that stretch - I want to be put on the list for a section of sound wall so I can sleep!
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify) ____________________________

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/1-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):
Donald Squires
104 Kelsey Road, Stafford

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?
I like the extent to which VDOT informs the public. Story boards are very informative. I'm looking forward to getting to and from Courthouse Rd Exchange to shopping to the south & work toward the north.

3. What features of the proposed transportation improvements do you have concerns about?
I have concerns about the pricing methodology affecting the cost of commuting from and then back to Courthouse Road. Specifically the "last mile" or three that is now Quantic to Courthouse and it is typically astronomical. I will walk home from Quantic before I pay $15 to $25.00...
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?
Yes I do as long as I'm going south really needs for the north bound river crossing to be upgraded as well.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?
the info was excellent in nature & was well presented.

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify) Electronic sign board on Courthouse

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Cassy Horn
470 Cobblestone Drive, Apt 108

1. What is your zip code? 22401

2. What features of the proposed transportation improvements do you like?

Expanding options for drivers will hopefully ease congestion and cut down on travel time.

3. What features of the proposed transportation improvements do you have concerns about?

I worry that extending the express lanes to Exit 133 will just push the bottleneck down closer to Fredericksburg, an area already experiencing increased congestion.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?


6. How did you find out about this hearing? (check all that apply):

☐ Newspaper announcement
☐ Social media
☐ News story
☐ Postcard
☐ Other (please specify) Email from VDOT

Location and Design Public Hearing | September 2017

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginia.gov/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

C. Shelton

142 Andrew Chapel

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?

Quantico Ramp

3. What features of the proposed transportation improvements do you have concerns about?

✓ Length of time to get the diamond completed at Courthouse Road. Without construction it takes over 30 minutes to clear route / courthouse/hope areas some Saturday mornings.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

For I-95 only. They do not address other aspects of congestion service response time to accidents, etc. You assume citizens know this and they don’t.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

Create a timeline and incorporate local projects for a bigger picture. By not incorporating, we assume the groups are not working together.

6. How did you find out about this hearing? (check all that apply):

- Newspaper announcement
- Social media
- News story
- Postcard
- Other (please specify)

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
LOCATION AND DESIGN PUBLIC HEARING

TRANSCRIPT OF COMMENTS
INTERSTATE 95 EXPRESS LANES
FREDERICKSBURG EXTENSION
PUBLIC HEARING

September 25, 2017
6:00 P.M.
Stafford High School
63 Stafford Indians Lane
Fredericksburg, Virginia 22405

Reported by: Cherryl J. Maddox

MADDOX REPORTING SERVICE, INC.
Registered Professional Reporter
10119 Indiantown Road
King George, Virginia 22485
(540) 372-6874
SPEAKERS:
Tanya Hellams
Cevilla Randle
Frank Mitchell
Fred Clegg
Meg Buhmke
September 25, 2017

6:32 p.m.


This project is great. It may solve the 95 problem from Stafford past Fredericksburg, but it doesn't address the Route 3 issue. An exit could have been made right by the Visitor's Center, which would alleviate some of that Route 3 issue, opening that exit up, because it opens up to the back of the Mall anyway.

6:33 p.m.

MS. RANDLE: Cevilla Randle.


Partially not concur as written because it does not solve my Route 3 problem. It does help 95, it appears, but as a Spotsylvania resident, I'm concerned about getting home and taking care of my family and getting to and from work, not concerned about folks that are
living in Richmond and wherever else they are coming from.

So, that's my comment. The other portions, I'm concerned, are we using our funding to the best of our ability, because I'm not understanding why we cannot open up where the rest area, but it is called the Visitor's Center, why can't that be opened up, that back road. It's already established. What's the cost, has there been a cost comparison about opening that? I understand there was a study that was done maybe ten years ago, nine years ago, but that was previous to all the HOV expansion, all the district building they are doing on Route 3 in the Spotsylvania/Fredericksburg area. And when I think of the massive number of people on Route 3 that are not trying to turn to Central Park, that they are trying to get truly west of Route 3, I think an alternate route needs to be considered for that, not forcing everybody to a red light on Route 2. To me, that does not solve the problem.

6:35 p.m.
6:54 p.m.

MR. MITCHELL: Frank Mitchell. 1/49

Jefferson Davis Highway.

Looking at the express lanes,
it appears that they are simply going to put
temporary 95 lanes from Route 17 through Route 3.
I'm pretty sure those eventually are going to be
the express lanes. I'm wondering if anyone has
ever considered monorail, say, from Richmond to
Washington D.C. That could be put right down the
middle of 95. Just a thought, not a sermon.

6:56 p.m.

7:10 p.m.

MR. CLEGG: Fred Clegg, C-L-E-G-G. 1009

Manning Drive, just right over here.

Lived here all my life, and,
you know, I see the traffic. Route 1 -- 95 backs
up, it goes onto Route 1, and then it flies down
my street. So, my comment is, why just build two
lanes when four are really needed? Two in each
direction. You are out there, you know, on site.
It doesn't cost that much more to, you know, add
two more lanes. They are going to destroy the pretty trees all in the middle of 95, because 95 through Stafford is pretty. But that's my comment. Build four, not two, so you can have both open both directions all the time. And if they have got to be toll, they have got to be toll.

7:12 p.m.

7:58 p.m.

MS. BOHMKE: Meg Bohmke, B-O-H-M-K-E. Address is 416 Collingwood Drive, Fredericksburg, Virginia.

I would like to, as an elected official in Stafford County, I would like to voice my concern about the noise on the large baseball field at Chichester Park, and explore and gather more information regarding the noise at the UUE Center, UU2, I think it's UU2 on their report, to consider them installing a noise wall.

7:59 p.m.

-----------------------------

HEARING CONCLUDED AT 8:00 P.M.
CERTIFICATE OF COURT REPORTER

I, Cherryl J. Maddox, hereby certify that I was the Court Reporter in the public hearing, held at Stafford High School, on September 25, 2017, at the time of the hearing herein.

I further certify that the foregoing transcript is a true and accurate record of the hearing herein.

Given under my hand this 27th day of September, 2017.

Cherryl J. Maddox, RPR

CHERRYL J. MADDOX, RPR, Court Reporter
LOCATION AND DESIGN PUBLIC HEARING

EMAILS RECEIVED
From: TIMOTHY CURLING [mailto:timothy.curling@gmail.com]
Sent: Saturday, October 07, 2017 10:24 AM
To: I-95 Fred Ex Project (VDOT)
Cc: Meg Bohmke; gsnellings@staffordcountyva.gov; tfoley@staffordcountyva.gov; Michael A. Morris; cstevens@staffordcountyva.gov; newsroom@freelancestar.com
Subject: I-95 Express Lanes FredEx (UU2 Sound Barrier along Chichester Park)

Krishna Potturi,

These comments/questions are in regards to the initial sound analysis for sound barrier UU2 running along Chichester Park. As you know, the current assessment for UU2 is feasible and not reasonable. I have cc'd select Stafford County Board of Supervisors, Stafford County Administrators, Stafford County parks and recreation leadership, and the Freelance Star newsroom.

Please response to every question and reply to all.

1) I spoke to the original planner for Chichester Park who considered adding trails in unused portions of the park. However, he dismissed the idea because of the close proximity to the freeway. In addition, the county did not add the trails to the master plan in case a sound barrier were ever built. Has VDOT discussed with Stafford County about future use active areas of the park? If not, will this discussion happen prior to conducting the final sound analysis?

Please reference the attached map in support of the next series of questions.

2) The following future areas do not reflect a sound receptor. Please provide a justification for why each area was not evaluated and whether it will be in the future.

Area 1- Spectator Area/ Scoring Box- This area is a part of the playing field.
Area 2- Future Use Area for Stafford Baseball League Admin Bldg. Currently used as a practice area.
Area 3- Paved walkway. This area also connects with the trail system and potential future trail system.
Area 4- Playground and practice area.
Area 5- Paved walkway. This area also connects with the trail system.
Area 6- Paved walkway. This area also connects with the trail system and potential future trail system.
Area 7- Trail System and future use area. Planned Picnic area and practice area.

4) Concerning all unused Park Property- Again, has VDOT discussed how unused park property will be utilized in the future i.e. future trail network?

5) I would like to point out from the perspective of noise that Chichester park actually benefits from the congestion. High use periods of park usage are actually when heavy congestion often exists i.e. end of weekend evening northbound and Mon-Friday rush hour/ Sat southbound traffic. If these express lanes achieve uninhibited traffic flow, I anticipate this park being impacted greatly by the increase of sound. It does not require a computer model to make an assessment that the removal of a heavily wooded median replaced by 2 additional lanes of high speed traffic and hopefully 24 hours of uninhibited high speed traffic for 8 lanes is not going to greatly increase the sound impact on this park.

6) Is there no consideration for the safety of those using the park? The only thing separating this park from I-95 is a wire fence that is in disrepair due to fallen trees. A sound barrier provides more than a reduction of sound. It also increases safety and improves the overall aesthetics of the park. Everyone that visits and works at this park will benefit from a sound barrier for more reasons than simply reducing the impact of sound.

7) A citizens petition to Stafford County is being established at this moment in an effort to make Chichester Park a safer, quieter, and better place to work and play. This petition is asking for Stafford County to work with VDOT in order to ensure this park is properly evaluated and that all unused areas of the park are assessed for future use. This petition will be released in the next couple of weeks.

In closing, there is no reason why VDOT and Stafford County cannot work to ensure a sound barrier is feasible and reasonable along Chichester Park. Both VDOT and Stafford county have an obligation to the citizens it serves to thoroughly evaluate and assess Chichester Park for a sound barrier. If the park is found to be ineligible for a sound barrier, VDOT and Stafford County as a courtesy should thoroughly explain to its citizens in a public forum why this is the case. In an effort to ensure that VDOT and Stafford County are transparent to the public and thorough in its assessment/evaluation, it is my hopes that the Freelance Star will bring this local matter affecting thousands of current residents and many future generations to the public eye.

Very respectfully,

Timothy Curling
Private Citizen
360-949-8517
From: Ponticello, James (VDOT)
Sent: Monday, October 16, 2017 11:22 AM
To: Potturi, Krishna, PE (VDOT); Hudnall, Ross (VDOT); Smizik, Scott (VDOT)
Cc: Baxter, Amanda (VDOT); Muchenje, Lovejoy 'LJ' P.E. (VDOT)
Subject: RE: I-95 Express Lanes FedEx (UU2 Sound Barrier along Chichester Park)

Krishna,

Below are draft responses to Mr. Curling’s email. Feel free to give me a call with any questions or comments.

These comments/questions are in regards to the initial sound analysis for sound barrier UU2 running along Chichester Park. As you know, the current assessment for UU2 is feasible and not reasonable. I have cced select Stafford County Board of Supervisors, Stafford County Administrators, Stafford County parks and recreation leadership, and the Freelance Star newsroom. The preliminary noise analysis was recently updated and now identifies Barrier UU2 as feasible and reasonable. The updated analysis will soon be posted on VDOT’s project website. Barrier UU2 will be evaluated again in the final design phase of the project using detailed construction plans, refined traffic data, and detailed existing/proposed surface information. As such, noise barriers that are found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction.

Please response to every question and reply to all.

1) I spoke to the original planner for Chichester Park who considered adding trails in unused portions of the park. However, he dismissed the idea because of the close proximity to the freeway. In addition, the county did not add the trails to the master plan in case a sound barrier were ever built. Has VDOT discussed with Stafford County about future use active areas of the park? If not, will this discussion happen prior to conducting the final sound analysis? As part of a final design noise analysis, close coordination with localities is conducted to ensure proposed noise sensitive land uses are included in the noise abatement determinations where a commitment to construction has occurred prior to the Date of Public Knowledge (The date of approval of the Categorical Exclusion (CE), the Finding of No Significant Impact (FONSI), or the Record of Decision (ROD), as defined in 23 CFR part 771).

Please reference the attached map in support of the next series of questions.

2) The following future areas do not reflect a sound receptor. Please provide a justification for why each area was not evaluated and whether it will be in the future.
Area 1- Spectator Area/Scoring Box. This area is a part of the playing field. The gridded receptors for active sports areas are representative of all noise sensitive land uses within 50’ of the receptor points. Separate noise sensitive sites within the gridded area are not represented by additional receptors overlapping the zone.

Area 2- Future Use Area for Stafford Baseball League Admin Bldg. Currently used as a practice area. Noise abatement is considered for areas of frequent outdoor use and certain types of interior land uses. During the preliminary review of the project area, no frequent active use of this field was identified. If an exterior land use, such as a patio, is part of the administrative building and if a building permit for the facility is issued prior to the date of public, then site will be evaluated during final design.

Area 3- Paved walkway. This area also connects with the trail system and potential future trail system. When Sidewalks, Shared Use Paths, and/or Multi-Use Paths are identified within a project corridor they are to be treated as transportation related land uses and are not considered noise sensitive. However, if the path is publicly owned and is part of or planned as part of a designated and maintained recreational trail system, the facility will be evaluated for noise impacts/abatement as outlined in Appendix E of the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. Since the Stafford County GIS data does not show a trail system within the park, and no trails are marked on the county map of the park, trails were not evaluated in the park as part of the noise study. Should a potential trail system move forward prior to the Date of Public Knowledge within the project study area, then it will be evaluated as outlined in Appendix E of the VDOT Highway Traffic Noise Impact Analysis Guidance Manual.

Area 4- Playground and practice area. These areas are within the 100’x100’ coverage area of the active use area gridded receptors. The gridded receptors for active sports areas are representative of all noise sensitive land uses within 50’ of the receptor points. Separate noise sensitive sites within the gridded area are not represented by additional receptors overlapping the zone.

Area 5- Paved walkway. This area also connects with the trail system. See response to Area 3

Area 6- Paved walkway. This area also connects with the trail system and potential future trail system. See response to Area 3

Area 7- Trail System and future use area. Planned Picnic area and practice area. This appears to be a wooded area without any outdoor areas of frequent use. If a commitment is made to develop these areas into a picnic area, trails, or practice area prior to the date of public knowledge, they will be considered for noise abatement if warranted in the Final Design Noise Analysis.

4) Concerning all unused Park Property.- Again, has VDOT discussed how unused park property will be utilized in the future i.e. future trail network?

If undeveloped land is determined to be permitted, then the VDOT will assign the land to the appropriate Activity Category and analyze it in the same manner as developed lands in that Activity Category. Federal participation in noise abatement measures will not be considered for lands that are not permitted by the Date of Public Knowledge.

5) I would like to point out from the perspective of noise that Chichester park actually benefits from the congestion. High use periods of park usage are actually when heavy congestion often exists i.e. end of weekend evening northbound and Mon-Friday rush hour/ Sat southbound traffic. If these express lanes achieve uninhibited traffic flow, I anticipate this park being impacted greatly by the increase of sound. It does not require a computer model to make an assessment that the removal of a heavily wooded median replaced by 2
additional lanes of high speed traffic and hopefully 24 hours of uninhibited high speed traffic for 8 lanes is not going to greatly increase the sound impact on this park.

6) Is there no consideration for the safety of those using the park? The only thing separating this park from I-95 is a wire fence that is in disrepair due to fallen trees. A sound barrier provides more than a reduction of sound. It also increases safety and improves the overall aesthetics of the park. Everyone that visits and works at this park will benefit from a sound barrier for more reasons than simply reducing the impact of sound. While certain safety aspects of noise walls are considered as part of the noise analysis, no additional weighting is given to a noise barrier for serving purposes other than providing a noise reduction to noise sensitive land uses.

7) A citizens petition to Stafford County is being established at this moment in an effort to make Chichester Park a safer, quieter, and better place to work and play. This petition is asking for Stafford County to work with VDOT in order to ensure this park is properly evaluated and that all unused areas of the park are assessed for future use. This petition will be released in the next couple of weeks.

In closing, there is no reason why VDOT and Stafford County cannot work to ensure a sound barrier is feasible and reasonable along Chichester Park. Both VDOT and Stafford county have an obligation to the citizens it serves to thoroughly evaluate and assess Chichester Park for a sound barrier. If the park is found to be ineligible for a sound barrier, VDOT and Stafford County as a courtesy should thoroughly explain to its citizens in a public forum why this is the case. In an effort to ensure that VDOT and Stafford County are transparent to the public and thorough in its assessment/evaluation, it is my hopes that the Freelance Star will bring this local matter affecting thousands of current residents and many future generations to the public eye.

Thanks

Jim Ponticello
Air Quality & Noise Program Manager

Environmental Division | Virginia Department of Transportation | 1401 E. Broad Street, Richmond, VA 23219 | (804) 371-6769 phone | jim.ponticello@vdot.virginia.gov
I am writing concerning the Express Lanes extension from Rt. 610 to US-17. As a driver of a commuter bus, I have concerns that there are no re-entry points or exit points to allow commuter buses (current and future) to easily exit to 610 then return to the Express Lanes in either direction.

Our buses currently serve the commuter lots at US-17 (Falls Run) and Rt. 610 (Staffordboro Blvd). In order to use the extension, we would not be able to use the Express Lanes northbound in the AM until after Route 610 or after Route 610 southbound because there are no exit (northbound) or re-entry points (southbound). Perhaps the addition of gated bus only slip ramps similar to those used between the Dulles Toll Road and the Dulles Access Road would be appropriate. And possibly at Route 630 and Russell Road interchanges as well. Otherwise, you eliminate the benefit of one form of mass transportation.

I submit this for your consideration.

Regards,

Robert Schuhl
Motor Coach Operator
Martz Commuter Service (Fredericksburg)
MEMORANDUM

REQUEST FOR DESIGN PUBLIC HEARING APPROVAL
I-95 Express Lanes Fredericksburg Extension (FredEx)

From: Susan H. Keen, P.E.
State Location and Design Engineer

To: Mohammad Mirshahi, P.E.
Deputy Chief Engineer

Project #: 0095-969-739, P101
Federal Project #: NHPP-0005 (345)
UPC: 110527
Counties of Stafford and Prince William

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held for the above captioned project on Monday September 25, 2017, between 6:00 p.m. and 8:00 p.m. at the Stafford High School, located at 63 Stafford Indians Lane in Stafford County, Virginia.

The project purpose is to reduce daily congestion, accommodate travel demand more efficiently, provide greater travel time reliability and expand travel choices along the Interstate I-95 corridor in Stafford County. Project delivery will be via P3 procurement. The proposed project will extend the two reversible Express Lanes in the median of I-95 from the current terminus south to the I-95/US 17 North interchange (Exit 133), with access points at Warrenton Road (U.S. Route 17), Courthouse Road (Route 630) and Russel Road in Prince William County.

The Commonwealth Transportation Board approved the addition of the project to the Six Year Plan in January 2017. The Draft Revised NEPA Environmental Assessment was completed on August 30, 2017 with the Traffic Technical Report completed on November 28, 2017. The Interchange Justification Report was approved by the FHWA on April 20, 2018.

Citizens were provided the following information in the form of a project brochure or displays:

- The Revised NEPA Environmental Assessment (EA), dated August 2017, was available at the hearing.
- The existing typical section on Interstate I-95 provides six (6) twelve (12) foot lanes, three (3) in each direction, with ten to twelve (10-12) foot outside and median paved shoulders and ditches.
The proposed typical section on the Express Lanes will provide two (2) twelve (12) foot lanes with ten (10) foot left and right paved shoulders, separated from the general-purpose lanes by a barrier or guardrail as appropriate.

The mainline bridge over Potomac Creek will have a typical section of two (2) twelve (12) foot lanes with twelve (12) foot left and right shoulders to the face of the parapet.

The ramps and flyovers will have a typical section of one (1) sixteen (16) foot or two (2) twelve (12) foot lanes with eight (8) foot right and four (4) foot left shoulders.

The current average daily traffic (ADT) on Interstate I-95 is 124,000 vehicles per day and this is anticipated to increase to 144,000 vehicles per day by the design year of 2042, with 10% trucks. The average daily traffic on the express lanes in the design year is expected to be 31,200 vehicles per day.

The construction of the project has right of way impacts to twenty-four (24) parcels but will not displace any residences, businesses or non-profit organizations.

The project’s preliminary engineering cost is estimated at $12,000,000. The Design-Build and Concessionaire’s estimate is $492,250,000 and the VDOT oversight estimate is $30,000,000, resulting in total project cost of $534,250,000.

The tentative schedule for advertisement of the RFP for Design Build is in March 2018, with award in January 2019. Project completion is expected in spring 2023.

Seventy-eight (78) citizens attended the hearing. There were fifteen (15) written and five (5) oral comments received for the record. Eleven (11) supported the project as proposed, three (3) opposed the project and six (6) were noncommittal or had specific concerns.

Four (4) Design Waivers, pertaining to shoulder width and depth, superelevation, and ramp design speed have been approved.

The Fredericksburg District Preliminary Engineering Manager, Michelle A. Shropshire, P.E., by letter dated January 9, 2018, has recommended approval of the major design features as proposed and presented at the Public Hearing held September 25, 2017.

The Assistant State Location and Design Engineer, Richard C. Worsam, P.E. has reviewed the submitted documents and concurs with District’s recommendation for approval of the major design features as proposed and presented at the Public Hearing held September 25, 2017 with the following modifications:

- Refinement of the geometric design of the Courthouse Road reversible ramp to meet the chosen design speed.
- Lengthening of the acceleration lane from the Courthouse Road ramp to meet AASHTO Criteria.

I concur with staff’s recommendation that the major design features for the above project be approved, as proposed and presented at the Public Hearing with the modifications noted above. Attached are copies of the Public Hearing Transcript and plans for your use in consideration of this request.

Susan H. Keen, P.E.
State Location and Design Engineer
Date: 4/26/18

Mohammad Mirshahi, P.E.
Deputy Chief Engineer
Date: 4/26/18

Attachments
LOCATION AND DESIGN PUBLIC HEARING

SIGN-IN SHEETS
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Vandergriff</td>
<td>RS&amp;H, Inc.</td>
<td>4255 Three hops Dr. Suite 105 Glen Allen, VA 23060</td>
</tr>
<tr>
<td>Rita Noorzad</td>
<td>Resident</td>
<td>10 Otto Way Fredericksburg VA 22405</td>
</tr>
<tr>
<td>Tony Smelley</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Mark Helms</td>
<td>Resident</td>
<td>8209 Old Mineral Springs Rd Fredericksburg VA 22407</td>
</tr>
<tr>
<td>Tony L. Helms</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jessica Robertson</td>
<td>Resident</td>
<td><a href="mailto:jlrobertson0117@gmail.com">jlrobertson0117@gmail.com</a></td>
</tr>
<tr>
<td>Chuck Maren</td>
<td>Resident</td>
<td><a href="mailto:chuckfpe@yahoo.com">chuckfpe@yahoo.com</a></td>
</tr>
<tr>
<td>Nathanael Ulfers</td>
<td>Resident</td>
<td><a href="mailto:ulfrex@gmail.com">ulfrex@gmail.com</a></td>
</tr>
<tr>
<td>Dusty Holcombe</td>
<td>RS&amp;H, Inc</td>
<td><a href="mailto:dusty.holcombe@rsandh.com">dusty.holcombe@rsandh.com</a></td>
</tr>
<tr>
<td>Cyndie Shearing</td>
<td>Resident</td>
<td><a href="mailto:cyndies_s@hotmail.com">cyndies_s@hotmail.com</a></td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joanna Curley</td>
<td>Neighbor</td>
<td>59 Stafford Indiana Ln 22405</td>
</tr>
<tr>
<td>Mark Osborne</td>
<td>Agua Church</td>
<td>510 Plantation Rd 22406</td>
</tr>
<tr>
<td>Diana K. Wille</td>
<td>Citizen</td>
<td>941 Courthouse Rd, Stafford, VA.</td>
</tr>
<tr>
<td>Eddie Testor</td>
<td>Neighbor</td>
<td><a href="mailto:steveycmck97@gmail.com">steveycmck97@gmail.com</a></td>
</tr>
<tr>
<td>Steve Aycock</td>
<td>Neighbor</td>
<td></td>
</tr>
<tr>
<td>Darell Fischer</td>
<td>Consultant</td>
<td><a href="mailto:dfischer@rdacivil.com">dfischer@rdacivil.com</a></td>
</tr>
<tr>
<td>Meg Bohmke</td>
<td>BOS</td>
<td></td>
</tr>
<tr>
<td>Karl Morgan</td>
<td>TransVR plan</td>
<td><a href="mailto:kmorgan@transvrplan.com">kmorgan@transvrplan.com</a></td>
</tr>
<tr>
<td>Paul Aswell</td>
<td>FAMPS/GWRC</td>
<td><a href="mailto:agwellsoag3612@gmail.com">agwellsoag3612@gmail.com</a></td>
</tr>
<tr>
<td>Bessie McCan</td>
<td>Neighbor</td>
<td>37 Village Grove Rd, 22406</td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>P. Taylor</td>
<td>Resident</td>
<td><a href="mailto:denisept@dgmail.com">denisept@dgmail.com</a></td>
</tr>
<tr>
<td>2</td>
<td>M. Milloy</td>
<td>Resident</td>
<td><a href="mailto:jamie.milloy@hotmail.com">jamie.milloy@hotmail.com</a></td>
</tr>
<tr>
<td>3</td>
<td>Robin Berg</td>
<td>Resident</td>
<td><a href="mailto:berg_robin@gmail.com">berg_robin@gmail.com</a></td>
</tr>
<tr>
<td>4</td>
<td>George Putnam</td>
<td>Resident</td>
<td><a href="mailto:62pintype@gmail.com">62pintype@gmail.com</a></td>
</tr>
<tr>
<td>5</td>
<td>Mark Hayden</td>
<td>Resident</td>
<td>52 Tavern Rd, Stafford, VA 22554</td>
</tr>
<tr>
<td>6</td>
<td>Brent Mckinnon</td>
<td></td>
<td>718 Exsult</td>
</tr>
<tr>
<td>7</td>
<td>Brittany Smith</td>
<td>Resident</td>
<td>7 Beech Tree Ct, Stafford, VA 22554</td>
</tr>
<tr>
<td>8</td>
<td>Nick Quint</td>
<td>FAMPO</td>
<td><a href="mailto:quint@gwregion.org">quint@gwregion.org</a></td>
</tr>
<tr>
<td>9</td>
<td>Randy &amp; ShelleyBowie</td>
<td>Resident</td>
<td>sbowie 5114 @AOL.com</td>
</tr>
<tr>
<td>10</td>
<td>David Bowen</td>
<td>Resident</td>
<td>DAVID@AOL &amp; Hotmail.com</td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>David Johnson</td>
<td>Arch 2 Western</td>
<td><a href="mailto:DWJOHNSON@WASHGROUP.COM">DWJOHNSON@WASHGROUP.COM</a></td>
</tr>
<tr>
<td>2</td>
<td>Allen Burden</td>
<td>Civil Engineer</td>
<td>11297 Water Spring Cir., Jacksonville, FL</td>
</tr>
<tr>
<td>3</td>
<td>Diana Utz</td>
<td>GW Ride Connect</td>
<td><a href="mailto:UTZ@GWREGION.ORG">UTZ@GWREGION.ORG</a></td>
</tr>
<tr>
<td>4</td>
<td>Chris Hoppe</td>
<td>Stafford Co.</td>
<td><a href="mailto:CHOPPE@STAFFORDCOUNTY.VA.GOV">CHOPPE@STAFFORDCOUNTY.VA.GOV</a></td>
</tr>
<tr>
<td>5</td>
<td>Adam Meecar</td>
<td>RS/II, Inc.</td>
<td><a href="mailto:ADAM.MECCAR@RSANDH.COM">ADAM.MECCAR@RSANDH.COM</a></td>
</tr>
<tr>
<td>6</td>
<td>Cindy Sheilow</td>
<td>Bos -</td>
<td><a href="mailto:CNDYCSHELTON@MSNI.COM">CNDYCSHELTON@MSNI.COM</a></td>
</tr>
<tr>
<td>7</td>
<td>Celeste Landale</td>
<td></td>
<td><a href="mailto:MSCR123@yahoo.com">MSCR123@yahoo.com</a></td>
</tr>
<tr>
<td>8</td>
<td>James Meier</td>
<td></td>
<td>115 Wintergreen Ln, Stafford, Va 22554</td>
</tr>
<tr>
<td>9</td>
<td>Brent Herring</td>
<td>VDOT</td>
<td><a href="mailto:M.HERRING@VDOT.VIRGINIA.GOV">M.HERRING@VDOT.VIRGINIA.GOV</a></td>
</tr>
<tr>
<td>10</td>
<td>Ashley Lyons</td>
<td>Resident</td>
<td>1699 Warrenton Rd., Fredericksburg, VA 22404</td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Avitabile</td>
<td>RSH</td>
<td><a href="mailto:james.avitabile@rsandh.com">james.avitabile@rsandh.com</a></td>
</tr>
<tr>
<td>Frank Mitchell</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donald Squires</td>
<td>Self</td>
<td><a href="mailto:donald.squires@gmail.com">donald.squires@gmail.com</a></td>
</tr>
<tr>
<td>Yisehak Shale</td>
<td>BCI</td>
<td>yisehak.shale@banch civil.com</td>
</tr>
<tr>
<td>Tim Curling</td>
<td>Self</td>
<td><a href="mailto:timothy.curling@gmail.com">timothy.curling@gmail.com</a></td>
</tr>
<tr>
<td>Gary Sitzman</td>
<td>Self</td>
<td>MModalsige @ Cox.net</td>
</tr>
<tr>
<td>Debbie+Michael Lesnik</td>
<td>SELF</td>
<td><a href="mailto:michael.c.lesnik@gmail.com">michael.c.lesnik@gmail.com</a></td>
</tr>
<tr>
<td>Greg+Valerie Cartell</td>
<td>SELF</td>
<td><a href="mailto:Gregorys.Gantrell2@gmail.com">Gregorys.Gantrell2@gmail.com</a></td>
</tr>
<tr>
<td>Tuan Nguyen</td>
<td>Self</td>
<td><a href="mailto:Tuan11b2005@yahoo.com">Tuan11b2005@yahoo.com</a></td>
</tr>
<tr>
<td>Jimmy Raucus</td>
<td>Self</td>
<td></td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>David W. Lyle</td>
<td>Wagman Heavy Civil</td>
<td>26000 Simpson Rd, N. Dauntrie, Va 23803</td>
</tr>
<tr>
<td>Paul Prideaux</td>
<td>Michael Baker Int'l</td>
<td><a href="mailto:paul.prideaux@mbakerintl.com">paul.prideaux@mbakerintl.com</a></td>
</tr>
<tr>
<td>Kim Reed</td>
<td>Resident Committee</td>
<td>600 Club House Rd, F.burg VA 22406</td>
</tr>
<tr>
<td>Kevin Dillard</td>
<td>LifeCare Medical Transport</td>
<td><a href="mailto:Kendall@lifecare94.com">Kendall@lifecare94.com</a></td>
</tr>
<tr>
<td>Pam Aycock</td>
<td>Resident</td>
<td>7 Baldwin Dr, Fredburg Va 22406</td>
</tr>
<tr>
<td>Shannon Moody</td>
<td>ALAN MYERS</td>
<td><a href="mailto:Shannon.moody@alamyres.com">Shannon.moody@alamyres.com</a></td>
</tr>
<tr>
<td>Christopher</td>
<td>Executive Resident</td>
<td>airwave slave <a href="mailto:11@yahoo.com">11@yahoo.com</a></td>
</tr>
<tr>
<td>Joe Powers</td>
<td>WSP</td>
<td><a href="mailto:Joe.Powers@WSP.com">Joe.Powers@WSP.com</a></td>
</tr>
<tr>
<td>David Blesser</td>
<td>Stafford Lakes</td>
<td><a href="mailto:David.Blesser@cox.net">David.Blesser@cox.net</a></td>
</tr>
<tr>
<td>Name</td>
<td>Affiliation</td>
<td>Mailing Address or Email</td>
</tr>
<tr>
<td>---------------</td>
<td>----------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Dan Wildman</td>
<td>Resident</td>
<td><a href="mailto:dwildman1234@gmail.com">dwildman1234@gmail.com</a></td>
</tr>
<tr>
<td>Carl Sacco</td>
<td>Resident</td>
<td><a href="mailto:cts551273@yahoo.com">cts551273@yahoo.com</a></td>
</tr>
<tr>
<td>Cassy Horn</td>
<td>Sen. Reeves' office</td>
<td><a href="mailto:district17@senate.virginia.gov">district17@senate.virginia.gov</a></td>
</tr>
<tr>
<td>Christine Blass</td>
<td>Resident</td>
<td>28 Village Green Rd., Fredericksburg</td>
</tr>
<tr>
<td>Amy Michael</td>
<td>Resident</td>
<td><a href="mailto:amy.huckley0329@gmail.com">amy.huckley0329@gmail.com</a></td>
</tr>
<tr>
<td>Michael Buckley</td>
<td>Resident</td>
<td><a href="mailto:MBDUCKLEY12@GMAIL.COM">MBDUCKLEY12@GMAIL.COM</a></td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Mailing Address or Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steve Hundley</td>
<td>CAD</td>
<td><a href="mailto:steve.hundley@usmc.mil">steve.hundley@usmc.mil</a></td>
</tr>
<tr>
<td>Scott Shenk</td>
<td>Free Lance Star</td>
<td></td>
</tr>
<tr>
<td>Randy Comer</td>
<td>Thresher Group</td>
<td></td>
</tr>
<tr>
<td>David &amp; Chris Clarke</td>
<td></td>
<td><a href="mailto:chris0155@comcast.net">chris0155@comcast.net</a></td>
</tr>
<tr>
<td>Michael Hooshangi</td>
<td></td>
<td>2722 Merrilee, Fairfax VA 22031</td>
</tr>
<tr>
<td>Joey Hess</td>
<td>Stafford County</td>
<td>1301 Courthouse Rd, Stafford, 22554</td>
</tr>
<tr>
<td>Fred Clecc</td>
<td>STAFCO Res.</td>
<td>1009 Mannino Dr., Falls Church 22046</td>
</tr>
<tr>
<td>Mr. Patel</td>
<td>Staff. Co.</td>
<td>8 Lakewood Ln., Stafford VA 22554</td>
</tr>
</tbody>
</table>

Information provided on sign-in sheets is subject to public disclosure.
LOCATION AND DESIGN PUBLIC HEARING

COMMENT SHEETS
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

James Meier
119 Wintergreen Ln Stafford

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?

3. What features of the proposed transportation improvements do you have concerns about?

If you are adding a fly over at Russell Road
There should be a fly over at Exit 136 Us 601a
or across or American Legion Bridge
- Location between 17 & 630 too dense
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify) Radio

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

C. March

15 County Manor Dr

1. What is your zip code? 22405

2. What features of the proposed transportation improvements do you like?

More lanes - I like how the road will end at 17.
3 different ways to go. Hopefully will minimize back-up

3. What features of the proposed transportation improvements do you have concerns about?

Impact on existing 95 lanes construction
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Looks to be the best alternatives

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

Looks complete - Looking forward to the work. Unfortunately, it will be too late to help me as I will be retired before it is complete. Hop it will improve my property value.

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify) Roadside Sign on I-7 - Good Idea.
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Kim Reed
1000 Club House Rd, F'burg, VA

1. What is your zip code? 22406

2. What features of the proposed transportation improvements do you like?

I-17 Proposed Transportation Improvement and Courthouse Road Proposed Transportation Improvements.

3. What features of the proposed transportation improvements do you have concerns about?

I am concerned with the length of time of the projects. What are the traffic patterns will result in my commute time?
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes, doing something about the problem is better than nothing, given the number of people moving to our area each year.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

No.

6. How did you find out about this hearing? (check all that apply):

☐ Newspaper announcement
☐ Social media
☐ News story
☐ Postcard
☒ Other (please specify) community lot on Courthouse Rd.

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

JESSICA ROBERTSON
JLRROBERTSON617@GMAIL.COM / 1190 OLD ELK CT

1. What is your zip code? 22551

2. What features of the proposed transportation improvements do you like?
The opportunity to take the express lanes all the way to I-7 are most helpful. I already take riders there daily and to have a direct shot would be a great improvement.

3. What features of the proposed transportation improvements do you have concerns about?
The signage between the FedEx ending into the new Rte 3 section seems confusing. Perhaps using "local" and "3M" signage would help.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?
Yes. If I can get on sooner than later driving up from RT 3, it’s much appreciated.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?
Consider more explicit signage (local/Know)

6. How did you find out about this hearing? (check all that apply):
☐ Newspaper announcement
☐ Social media
☐ News story
☐ Postcard
☐ Other (please specify) VDOT signage Board on RT 3 on ramp.

Appreciate the update to clarify STS was Stafford Senior High School.

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: 
www.virginialot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Valerie H. Gartrell
48 Rocky Ledge Dr, Stafford VA

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?

THE EXTENSION (HOPEFULLY IT WILL LOWER THE FEES TO EXIT 1438 0)

3. What features of the proposed transportation improvements do you have concerns about?

NONE
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes, it's a great start.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

No

6. How did you find out about this hearing? (check all that apply):

- Newspaper announcement
- Social media
- News story
- Postcard
- Other (please specify) Husband

Location and Design Public Hearing | September 2017

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Greg Carter
48 Rocky Way Dr
Stafford 22554

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?
Moving the exit down to I-17

3. What features of the proposed transportation improvements do you have concerns about?
Live/loss of Hot Tubs. They are already very costly to Davidsonville. What will the new fees be now? In excess of $30 one way??
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes, in addition falling it down to the deputy exit would be ideal.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):

- Newspaper announcement
- Social media
- News story
- Postcard
- Other (please specify)
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginia.dot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Nicholas Quint
310 Princess Anne St

1. What is your zip code? 22401

2. What features of the proposed transportation improvements do you like?

All except for Truslow Rd bridge reconstruction

3. What features of the proposed transportation improvements do you have concerns about?

Truslow Rd overpass reconstruction - When the bridge is reconstructed, it should have a shared-use path adjacent to it. Stafford Cty. recently reconstructed a segment of Truslow west of I-95 and included a shared-use path to the south of the road. Although this won't connect to that, it should be assumed that the path will be extended to 8 beyond the I-95 bridge in the future.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?  
  
  
  
  
  
5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?  
  
  
  
  
  
6. How did you find out about this hearing? (check all that apply):  
   - Newspaper announcement  
   - Social media  
   - News story  
   - Postcard  
   - Other (please specify) UDOT staff  

Mr. Krishna Potturi  
Virginia Department of Transportation  
Fredericksburg District  
87 Deacon Road  
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

David Blosser
28 Village Grove Rd
Fredericksburg VA

1. What is your zip code? 22406

2. What features of the proposed transportation improvements do you like?

Recommend adding additional exit lanes on the south bound 95 lanes at Courthouse and Fallhill. These exit lanes will provide additional stress relief points for south bound traffic. This will allow local traffic to exit faster allowing through traffic to flow through.

3. What features of the proposed transportation improvements do you have concerns about?
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

6. How did you find out about this hearing? (check all that apply):
   □ Newspaper announcement
   □ Social media
   □ News story
   □ Postcard
   □ Other (please specify) ____________________________

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Robin Berg
7314 N. River Landing
Fredericksburg VA 22407

1. What is your zip code? 22407

2. What features of the proposed transportation improvements do you like?

The new ramps have been better thought out than the current exit/entry.

3. What features of the proposed transportation improvements do you have concerns about?

Has anyone thought about incremental delivery? There seem to be large areas that are ready for traffic, yet have to wait for smaller areas to be completed. It would seem to be a “win” for the projects to deliver smaller pieces instead of waiting for the entire project before opening any of it.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?
   Yes. Adding the access makes a lot of sense and is overdue.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify) Electronic sign on Rt 3
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Jamie Miller & William Hill Jr
2 Beagle Rd, Fredericksburg VA 22405

1. What is your zip code? 22405

2. What features of the proposed transportation improvements do you like?
   - Extending how to avoid bottleneck & exit 143
   - Proposed sound wall research

3. What features of the proposed transportation improvements do you have concerns about?
   - I am located immediately off I-95 on the Southeast "quadrant" caused by 95/Trout Run bridge. I am the only those that drive to the highway along this stretch - I want to be put on the list for a section of sound wall so I can sleep!
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify)
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginia.dot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Donald Squires
184 Kelsey Road, Stafford

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?

I like the extent to which VDOT informs the public. Story boards are very informative. I’m looking forward to getting to and from Courthouse Rd exchange to shopping to the South & work toward the north.

3. What features of the proposed transportation improvements do you have concerns about?

I have concerns about the pricing methodology affecting the cost of commuting from and then back to Courthouse Road. Specifically the "last mile" effect or three that is now Quantic to Courthouse and it is typically astronomical. I will walk Quantic before I pay $15 to $25.00...
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

Yes I do as long as I'm going south
really needs for the north bound river
crossing to be upgraded as well.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

the info was excellent in nature & was
well presented.

6. How did you find out about this hearing? (check all that apply):

☐ Newspaper announcement
☐ Social media
☐ News story
☐ Postcard
☐ Other (please specify) Electronic
     sign board on courthouse
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit: www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

Cassy Horn
420 Cobblestone Drive, Apt 108

1. What is your zip code? 22401

2. What features of the proposed transportation improvements do you like?

Expanding options for drivers will hopefully ease congestion & cut down on travel time.

3. What features of the proposed transportation improvements do you have concerns about?

I worry that extending the express lanes to Exit 133 will just push the bottleneck down closer to Fredericksburg, an area already experiencing increased congestion.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area? 

Yes

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

6. How did you find out about this hearing? (check all that apply):
   - Newspaper announcement
   - Social media
   - News story
   - Postcard
   - Other (please specify) Email from VDOT
COMMENT SHEET

Please complete the comment sheet at the hearing or submit comments by October 10, 2017. All comments submitted will become part of the project record and will be available to the public upon request. To view the hearing materials, study information, or project updates, please visit:
www.virginia.dot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

Name/address (optional):

C Shoelton
145 Andrew Chapel

1. What is your zip code? 22554

2. What features of the proposed transportation improvements do you like?

Quantico Ramp

3. What features of the proposed transportation improvements do you have concerns about?

Length of time to get the driveway completed at Courthouse Road. Without construction it takes over 30 minutes to clear route 1/courthouse/hope area some Saturday mornings.
4. Do you feel the proposed access points address driver demand in the Fredericksburg area?

For I-95 only. They do not address other aspects of congestion such as response time to accidents. Do you assume citizens know this and they don’t.

5. Do you have any comments and/or suggestions regarding the information you reviewed related to the study and design plans?

Create a time-line and incorporate local projects for a bigger picture. By not incorporating we assume the group are not working together.

6. How did you find out about this hearing? (check all that apply):

☐ Newspaper announcement
☒ Social media
☐ News story
☐ Postcard
☐ Other (please specify) _________________________________

Mr. Krishna Potturi
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405
INTERSTATE 95 EXPRESS LANES
FREDERICKSBURG EXTENSION
PUBLIC HEARING

September 25, 2017
6:00 P.M.
Stafford High School
63 Stafford Indians Lane
Fredericksburg, Virginia 22405

Reported by: Cherryl J. Maddox
SPEAKERS:
Tanya Hellams
Cevilla Randle
Frank Mitchell
Fred Clegg
Meg Buhmke
September 25, 2017
6:32 p.m.


This project is great. It may solve the 95 problem from Stafford past Fredericksburg, but it doesn't address the Route 3 issue. An exit could have been made right by the Visitor's Center, which would alleviate some of that Route 3 issue, opening that exit up, because it opens up to the back of the Mall anyway.

6:33 p.m.

MS. RANDLE: Cevilla Randle.


Partially not concur as written because it does not solve my Route 3 problem. It does help 95, it appears, but as a Spotsylvania resident, I'm concerned about getting home and taking care of my family and getting to and from work, not concerned about folks that are
living in Richmond and wherever else they are coming from.

So, that's my comment. The other portions, I'm concerned, are we using our funding to the best of our ability, because I'm not understanding why we cannot open up where the rest area, but it is called the Visitor's Center, why can't that be opened up, that back road. It's already established. What's the cost, has there been a cost comparison about opening that? I understand there was a study that was done maybe ten years ago, nine years ago, but that was previous to all the HOV expansion, all the district building they are doing on Route 3 in the Spotsylvania/Fredericksburg area. And when I think of the massive number of people on Route 3 that are not trying to turn to Central Park, that they are trying to get truly west of Route 3, I think an alternate route needs to be considered for that, not forcing everybody to a red light on Route 2. To me, that does not solve the problem.
6:54 p.m.


Looking at the express lanes, it appears that they are simply going to put temporary 95 lanes from Route 17 through Route 3. I'm pretty sure those eventually are going to be the express lanes. I'm wondering if anyone has ever considered monorail, say, from Richmond to Washington D.C. That could be put right down the middle of 95. Just a thought, not a sermon.

6:56 p.m.

7:10 p.m.

MR. CLEGG: Fred Clegg, C-L-E-G-G. 1009 Manning Drive, just right over here.

Lived here all my life, and, you know, I see the traffic. Route 1 -- 95 backs up, it goes onto Route 1, and then it flies down my street. So, my comment is, why just build two lanes when four are really needed? Two in each direction. You are out there, you know, on site. It doesn't cost that much more to, you know, add
two more lanes. They are going to destroy the pretty trees all in the middle of 95, because 95 through Stafford is pretty. But that's my comment. Build four, not two, so you can have both open both directions all the time. And if they have got to be toll, they have got to be toll.

7:12 p.m.

7:58 p.m.

MS. BOHMKE: Meg Bohmke, B-O-H-M-K-E. Address is 416 Collingwood Drive, Fredericksburg, Virginia.

I would like to, as an elected official in Stafford County, I would like to voice my concern about the noise on the large baseball field at Chichester Park, and explore and gather more information regarding the noise at the UUE Center, UU2, I think it's UU2 on their report, to consider them installing a noise wall.

7:59 p.m.

---------------------------------

HEARING CONCLUDED AT 8:00 P.M.
CERTIFICATE OF COURT REPORTER

I, Cherryl J. Maddox, hereby certify that I was the Court Reporter in the public hearing, held at Stafford High School, on September 25 2017, at the time of the hearing herein.

I further certify that the foregoing transcript is a true and accurate record of the hearing herein.

Given under my hand this 27th day of September, 2017.

____________________________________
CHERRYL J. MADDOX, RPR, Court Reporter
LOCATION AND DESIGN PUBLIC HEARING

EMAILS RECEIVED
From: TIMOTHY CURLING [mailto:timothy.curling@gmail.com]
Sent: Saturday, October 07, 2017 10:24 AM
To: I-95 Fred Ex Project (VDOT)
Cc: Meg Bohmke; gsnellings@staffordcountyva.gov; tfoley@staffordcountyva.gov; Michael A. Morris; cstevens@staffordcountyva.gov; newsroom@freelancestar.com
Subject: I-95 Express Lanes FredEx (UU2 Sound Barrier along Chichester Park)

Krishna Potturi,

These comments/questions are in regards to the initial sound analysis for sound barrier UU2 running along Chichester Park. As you know, the current assessment for UU2 is feasible and not reasonable. I have cc'd select Stafford County Board of Supervisors, Stafford County Administrators, Stafford County parks and recreation leadership, and the Freelance Star newsroom.

Please response to every question and reply to all.

1) I spoke to the original planner for Chichester Park who considered adding trails in unused portions of the park. However, he dismissed the idea because of the close proximity to the freeway. In addition, the county did not add the trails to the master plan in case a sound barrier were ever built. Has VDOT discussed with Stafford County about future use active areas of the park? If not, will this discussion happen prior to conducting the final sound analysis?

Please reference the attached map in support of the next series of questions.

2) The following future areas do not reflect a sound receptor. Please provide a justification for why each area was not evaluated and whether it will be in the future.

Area 1- Spectator Area/ Scoring Box- This area is a part of the playing field.
Area 2- Future Use Area for Stafford Baseball League Admin Bldg. Currently used as a practice area.
Area 3- Paved walkway. This area also connects with the trail system and potential future trail system.
Area 4- Playground and practice area.
Area 5- Paved walkway. This area also connects with the trail system.
Area 6- Paved walkway. This area also connects with the trail system and potential future trail system.
Area 7- Trail System and future use area. Planned Picnic area and practice area.

4) Concerning all unused Park Property- Again, has VDOT discussed how unused park property will be utilized in the future i.e. future trail network?

5) I would like to point out from the perspective of noise that Chichester park actually benefits from the congestion. High use periods of park usage are actually when heavy congestion often exists i.e. end of weekend evening northbound and Mon-Friday rush hour/ Sat southbound traffic. If these express lanes achieve uninhibited traffic flow, I anticipate this park being impacted greatly by the increase of sound. It does not require a computer model to make an assessment that the removal of a heavily wooded median replaced by 2 additional lanes of high speed traffic and hopefully 24 hours of uninhibited high speed traffic for 8 lanes is not going to greatly increase the sound impact on this park.

6) Is there no consideration for the safety of those using the park? The only thing separating this park from I-95 is a wire fence that is in disrepair due to fallen trees. A sound barrier provides more than a reduction of sound. It also increases safety and improves the overall aesthetics of the park. Everyone that visits and works at this park will benefit from a sound barrier for more reasons than simply reducing the impact of sound.

7) A citizens petition to Stafford County is being established at this moment in an effort to make Chichester Park a safer, quieter, and better place to work and play. This petition is asking for Stafford County to work with VDOT in order to ensure this park is properly evaluated and that all unused areas of the park are assessed for future use. This petition will be released in the next couple of weeks.

In closing, there is no reason why VDOT and Stafford County cannot work to ensure a sound barrier is feasible and reasonable along Chichester Park. Both VDOT and Stafford county have an obligation to the citizens it serves to thoroughly evaluate and assess Chichester Park for a sound barrier. If the park is found to be ineligible for a sound barrier, VDOT and Stafford County as a courtesy should thoroughly explain to its citizens in a public forum why this is the case. In an effort to ensure that VDOT and Stafford County are transparent to the public and thorough in its assessment/evaluation, it is my hopes that the Freelance Star will bring this local matter affecting thousands of current residents and many future generations to the public eye.

Very respectfully,

Timothy Curling
Private Citizen
360-949-8517
From: Ponticello, James (VDOT)
Sent: Monday, October 16, 2017 11:22 AM
To: Potturi, Krishna, PE (VDOT); Hudnall, Ross (VDOT); Smizik, Scott (VDOT)
Cc: Baxter, Amanda (VDOT); Muchenje, Lovejoy 'LJ' P.E. (VDOT)
Subject: RE: I-95 Express Lanes FredEx (UU2 Sound Barrier along Chichester Park)

Krishna,

Below are draft responses to Mr. Curling’s email. Feel free to give me a call with any questions or comments.

These comments/questions are in regards to the initial sound analysis for sound barrier UU2 running along Chichester Park. As you know, the current assessment for UU2 is feasible and not reasonable. I have cced select Stafford County Board of Supervisors, Stafford County Administrators, Stafford County parks and recreation leadership, and the Freelance Star newsroom. The preliminary noise analysis was recently updated and now identifies Barrier UU2 as **feasible and reasonable**. The updated analysis will soon be posted on VDOT’s project website. Barrier UU2 will be evaluated again in the final design phase of the project using detailed construction plans, refined traffic data, and detailed existing/proposed surface information. As such, noise barriers that are found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction.

Please response to every question and reply to all.

1) I spoke to the original planner for Chichester Park who considered adding trails in unused portions of the park. However, he dismissed the idea because of the close proximity to the freeway. In addition, the county did not add the trails to the master plan in case a sound barrier were ever built. Has VDOT discussed with Stafford County about future use active areas of the park? If not, will this discussion happen prior to conducting the final sound analysis? As part of a final design noise analysis, close coordination with localities is conducted to ensure proposed noise sensitive land uses are included in the noise abatement determinations where a commitment to construction has occurred prior to the Date of Public Knowledge (The date of approval of the Categorical Exclusion (CE), the Finding of No Significant Impact (FONSI), or the Record of Decision (ROD), as defined in 23 CFR part 771).

Please reference the attached map in support of the next series of questions.

2) The following future areas do not reflect a sound receptor. Please provide a justification for why each area was not evaluated and whether it will be in the future.
Area 1- Spectator Area/ Scoring Box- This area is a part of the playing field. The gridded receptors for active sports areas are representative of all noise sensitive land uses within 50’ of the receptor points. Separate noise sensitive sites within the gridded area are not represented by additional receptors overlapping the zone.

Area 2- Future Use Area for Stafford Baseball League Admin Bldg. Currently used as a practice area. Noise abatement is considered for areas of frequent outdoor use and certain types of interior land uses. During the preliminary review of the project area, no frequent active use of this field was identified. If an exterior land use, such as a patio, is part of the administrative building and if a building permit for the facility is issued prior to the date of public, then site will be evaluated during final design.

Area 3- Paved walkway. This area also connects with the trail system and potential future trail system. When Sidewalks, Shared Use Paths, and/or Multi-Use Paths are identified within a project corridor they are to be treated as transportation related land uses and are not considered noise sensitive. However, if the path is publicly owned and is part of or planned as part of a designated and maintained recreational trail system, the facility will be evaluated for noise impacts/abatement as outlined in Appendix E of the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. Since the Stafford County GIS data does not show a trail system within the park, and no trails are marked on the county map of the park, trails were not evaluated in the park as part of the noise study. Should a potential trail system move forward prior to the Date of Public Knowledge within the project study area, then it will be evaluated as outlined in Appendix E of the VDOT Highway Traffic Noise Impact Analysis Guidance Manual.

Area 4- Playground and practice area. These areas are within the 100’x100’ coverage area of the active use area gridded receptors. The gridded receptors for active sports areas are representative of all noise sensitive land uses within 50’ of the receptor points. Separate noise sensitive sites within the gridded area are not represented by additional receptors overlapping the zone.

Area 5- Paved walkway. This area also connects with the trail system. See response to Area 3

Area 6- Paved walkway. This area also connects with the trail system and potential future trail system. See response to Area 3

Area 7- Trail System and future use area. Planned Picnic area and practice area. This appears to be a wooded area without any outdoor areas of frequent use. If a commitment is made to develop these areas into a picnic area, trails, or practice area prior to the date of public knowledge, they will be considered for noise abatement if warranted in the Final Design Noise Analysis.

4) Concerning all unused Park Property- Again, has VDOT discussed how unused park property will be utilized in the future i.e. future trail network?

If undeveloped land is determined to be permitted, then the VDOT will assign the land to the appropriate Activity Category and analyze it in the same manner as developed lands in that Activity Category. Federal participation in noise abatement measures will not be considered for lands that are not permitted by the Date of Public Knowledge.

5) I would like to point out from the perspective of noise that Chichester park actually benefits from the congestion. High use periods of park usage are actually when heavy congestion often exists i.e. end of weekend evening northbound and Mon-Friday rush hour/ Sat southbound traffic. If these express lanes achieve uninhibited traffic flow, I anticipate this park being impacted greatly by the increase of sound. It does not require a computer model to make an assessment that the removal of a heavily wooded median replaced by 2
additional lanes of high speed traffic and hopefully 24 hours of uninhibited high speed traffic for 8 lanes is not going to greatly increase the sound impact on this park.

6) Is there no consideration for the safety of those using the park? The only thing separating this park from I-95 is a wire fence that is in disrepair due to fallen trees. A sound barrier provides more than a reduction of sound. It also increases safety and improves the overall aesthetics of the park. Everyone that visits and works at this park will benefit from a sound barrier for more reasons than simply reducing the impact of sound. While certain safety aspects of noise walls are considered as part of the noise analysis, no additional weighting is given to a noise barrier for serving purposes other than providing a noise reduction to noise sensitive land uses.

7) A citizens petition to Stafford County is being established at this moment in an effort to make Chichester Park a safer, quieter, and better place to work and play. This petition is asking for Stafford County to work with VDOT in order to ensure this park is properly evaluated and that all unused areas of the park are assessed for future use. This petition will be released in the next couple of weeks.

In closing, there is no reason why VDOT and Stafford County cannot work to ensure a sound barrier is feasible and reasonable along Chichester Park. Both VDOT and Stafford county have an obligation to the citizens it serves to thoroughly evaluate and assess Chichester Park for a sound barrier. If the park is found to be ineligible for a sound barrier, VDOT and Stafford County as a courtesy should thoroughly explain to its citizens in a public forum why this is the case. In an effort to ensure that VDOT and Stafford County are transparent to the public and thorough in its assessment/evaluation, it is my hopes that the Freelance Star will bring this local matter affecting thousands of current residents and many future generations to the public eye.

Thanks

Jim Ponticello
Air Quality & Noise Program Manager

Environmental Division | Virginia Department of Transportation | 1401 E. Broad Street, Richmond, VA 23219 | (804) 371-6769 phone | jim.ponticello@vdot.virginia.gov
I am writing concerning the Express Lanes extension from Rt. 610 to US-17. As a driver of a commuter bus, I have concerns that there are no re-entry points or exit points to allow commuter buses (current and future) to easily exit to 610 then return to the Express Lanes in either direction.

Our buses currently serve the commuter lots at US-17 (Falls Run) and Rt. 610 (Staffordboro Blvd). In order to use the extension, we would not be able to use the Express Lanes northbound in the AM until after Route 610 or after Route 610 southbound because there are no exit (northbound) or re-entry points (southbound). Perhaps the addition of gated bus only slip ramps similar to those used between the Dulles Toll Road and the Dulles Access Road would be appropriate. And possibly at Route 630 and Russell Road interchanges as well. Otherwise, you eliminate the benefit of one form of mass transportation.

I submit this for your consideration.

Regards,

Robert Schuhl
Motor Coach Operator
Martz Commuter Service (Fredericksburg)