

Get Involved

VDOT representatives will review and evaluate information received as a result of this meeting. Please fill out the comment sheet provided in this brochure if you have any comments or questions. You may leave the sheet or any other written comments in the comment box, or mail/email your comments.

Comments must be postmarked, emailed or delivered to VDOT by **December 16, 2019**.

Mail comments to Mr. Calvin Britt at the address below or email **meetingcomments@vdot.virginia.gov**. Please include "I-95 Southbound Auxiliary Lane" in the subject line.

Project information shared at this meeting will be available online at **www.virginiadot.org/projects** and at VDOT's Northern Virginia Office.

Contact Information

Primary Contact:
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Location & Design

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Communications

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Fairfax, VA 22030

703-259-1779

TTY/TDD Dial 711



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Design Public Hearing

I-95 Southbound Auxiliary Lane Prince William County

Wednesday, December 4, 2019
6:30 p.m. to 8:30 p.m.
Presentation starts at 7 p.m.

Old Bridge Elementary School
3051 Old Bridge Road
Woodbridge, VA 22192

Design Public Hearing

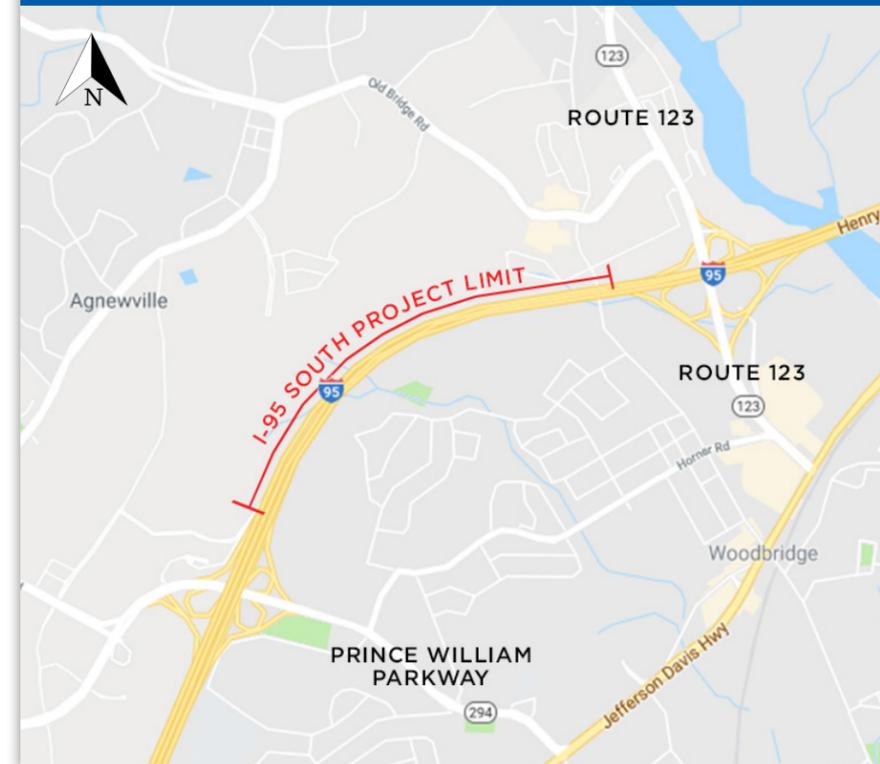
Welcome to the Virginia Department of Transportation's (VDOT) design public hearing on proposed improvements to I-95 Southbound between Route 123 and Prince William Parkway in Prince William County. We look forward to your active participation.

This design public hearing is being held to provide an opportunity for citizens and organizations to give VDOT comments and/or suggestions on the proposed project. VDOT strives to ensure that all members

of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

VDOT representatives are present to discuss the project and answer your questions. A comment sheet is included in this brochure and your input is encouraged. All written comments received on this project will be reviewed by the design team, summarized and made available on the VDOT project website.

Project Overview



Purpose:

This project aims to relieve congestion and improve safety and operations

Project Length:

1.5 miles from Route 123 (Gordon Boulevard) to Prince William Parkway (Route 294)

Improvements:

Construct a 1.5-mile auxiliary lane on southbound I-95 from Route 123 to Prince William Parkway, improve noise walls and repave the existing southbound I-95 general purpose lanes.

Project Description

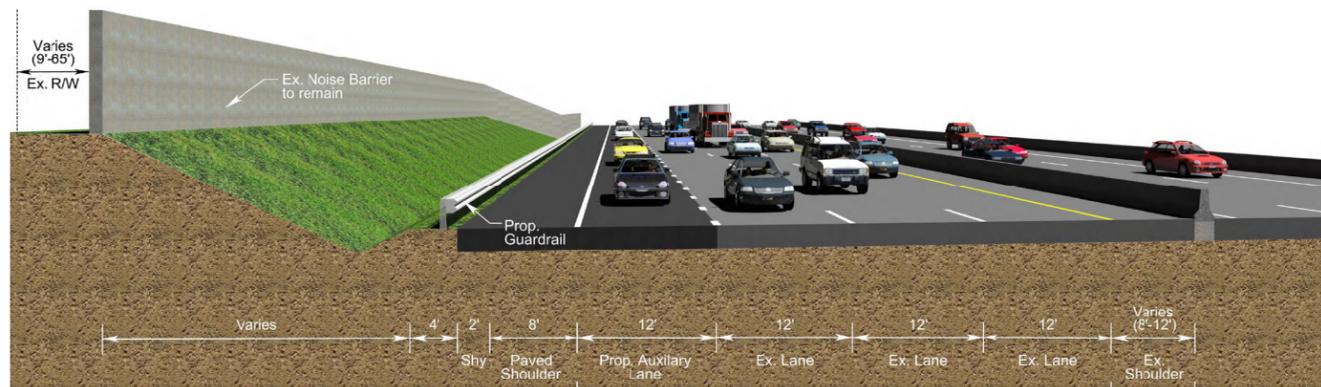
This project aims to relieve congestion and improve safety and operations by adding a 1.5-mile auxiliary lane on southbound I-95 from Route 123 (Gordon Boulevard) to Prince William Parkway (Route 294).

I-95 currently has a high-volume merge from Route 123 South to I-95 South followed by a high-volume exit onto Prince William Parkway. During peak hours, the ramps and mainline I-95 exceed their capacity, creating significant congestion and delay with extended backups on I-95 and Route 123.

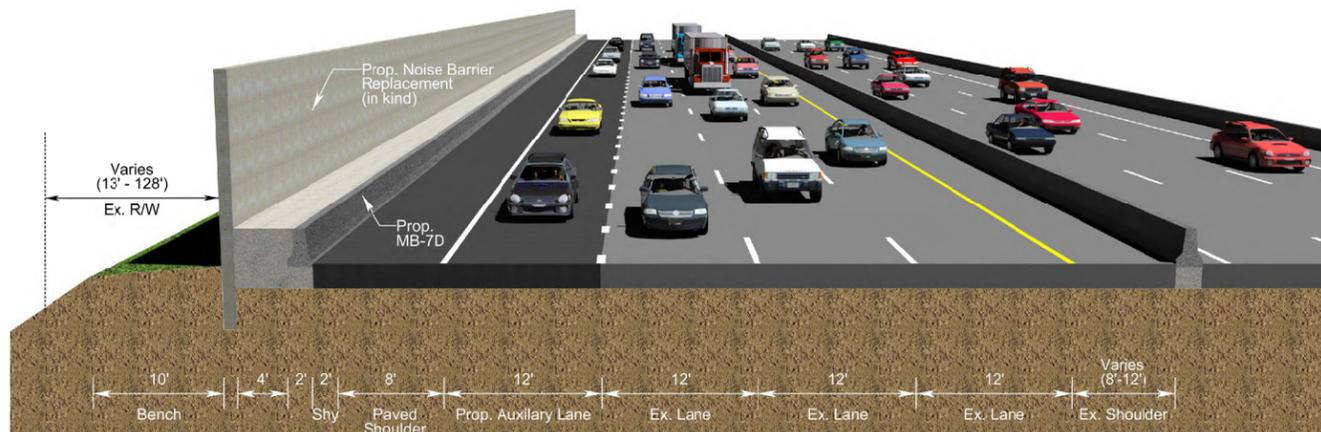
The project area experiences a high crash rate consisting primarily of sideswipe and multi-vehicle rear end collisions.

Traffic analysis shows that the addition of the auxiliary lane will improve capacity and operations. Additionally, the analysis shows strong safety benefits through extended acceleration and deceleration areas for the large volumes of traffic that use the Route 123 and Prince William Parkway ramps.

Typical Section



Typical Section with Guardrail - Looking North



Typical Section with Median Barrier and Noise Barrier Replacement - Looking North

Estimated Project Cost

Preliminary Engineering: **\$3.4 million**

Construction: **\$28.7 million**

Total Cost: **\$32 million**

This project is financed with federal and state funding, as well as part of the concession fee provided under the 95 Express Lanes Project Comprehensive Agreement.

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT Civil Rights at 703-259-1775.

Right of Way

Construction of the project is not currently anticipated to require the displacement of homes or businesses, and will be completed within the existing right of way.

Anticipated Schedule

Design Public Hearing

Dec. 4, 2019

Design Public Hearing Comments Deadline

Dec. 16, 2019

Begin Construction

Spring 2021

Environmental Review

In cooperation with the Federal Highway Administration (FHWA) and in accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771, a Categorical Exclusion will be prepared for this project. The CE will evaluate the project's potential impacts on socio-economic, natural and historic resources, including potential traffic noise impacts. VDOT is currently coordinating with appropriate federal, state and local agencies as part of the environmental review and approval process required during project design. When approved for public availability by FHWA, a public notice will be published in local newspapers advising the CE is available on the project's website for review and comment.

Representatives from VDOT's Environmental Section are available at tonight's meeting to discuss the environmental review and approval process and answer any questions.



www.VirginiaDOT.org

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Old Bridge Elementary School

3051 Old Bridge Road

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COMMENT SHEET

State Project: 0095-076-276, P101, UPC: 115999, Federal: RSTP-0952 (542)

All comments are subject to public disclosure.

Name (Optional): _____

Address (Optional): _____

Email (Optional): _____

1. Which of the following best describes you?

I live in a neighborhood near the project

I commute on I-95

I live near the project and commute on I-95

Other _____

2. Do you support the project improvements?

Yes

Yes, with suggestions (please explain below)

No

Comments:

3. Please provide any other comments about the I-95 Southbound Auxiliary Lane project that you believe would assist VDOT in the design of the project.

4. How did you hear about this hearing?

Newspaper

Postcard

Letter

VDOT Social Media

Other _____

Please leave this comment sheet at the designated location, mail your comments (postmarked by December 16, 2019) to the addressee on the reverse side, or email to meetingcomments@vdot.virginia.gov. Please include "I-95 Southbound Auxiliary Lane" in the email subject line.

Fold Line

Postal Service
will not
deliver without
a stamp

Virginia Department Of Transportation
Northern Virginia District
Mr. Calvin Britt, P.E.
4975 Alliance Drive
Fairfax, VA 22030

Fold Line

I-95 SOUTHBOUND AUXILIARY LANE PROJECT

ROUTE 123 TO PRINCE WILLIAM PARKWAY

Design Public Hearing

I-95 SB Auxiliary Lane Team (VDOT/ATCS)

December 4, 2019

State Project: 0095-076-276, P101

UPC: 115999

Federal: RSTP-0952(542)

Agenda

- Welcome
- Project Overview
- Traffic Analysis
- Proposed Design
- Environmental
- Noise Analysis
- Right of Way
- Schedule and Funding
- Other Nearby Projects
- Questions and Feedback



VDOT Project Public Involvement

Tonight's meeting

Public Information Meeting

An opportunity for public input, in an informal setting, on the ongoing development of project information

Influences the course of the preliminary studies

Allows data to be gathered and evaluated to allow development of feasible alternatives

Design Public Hearing

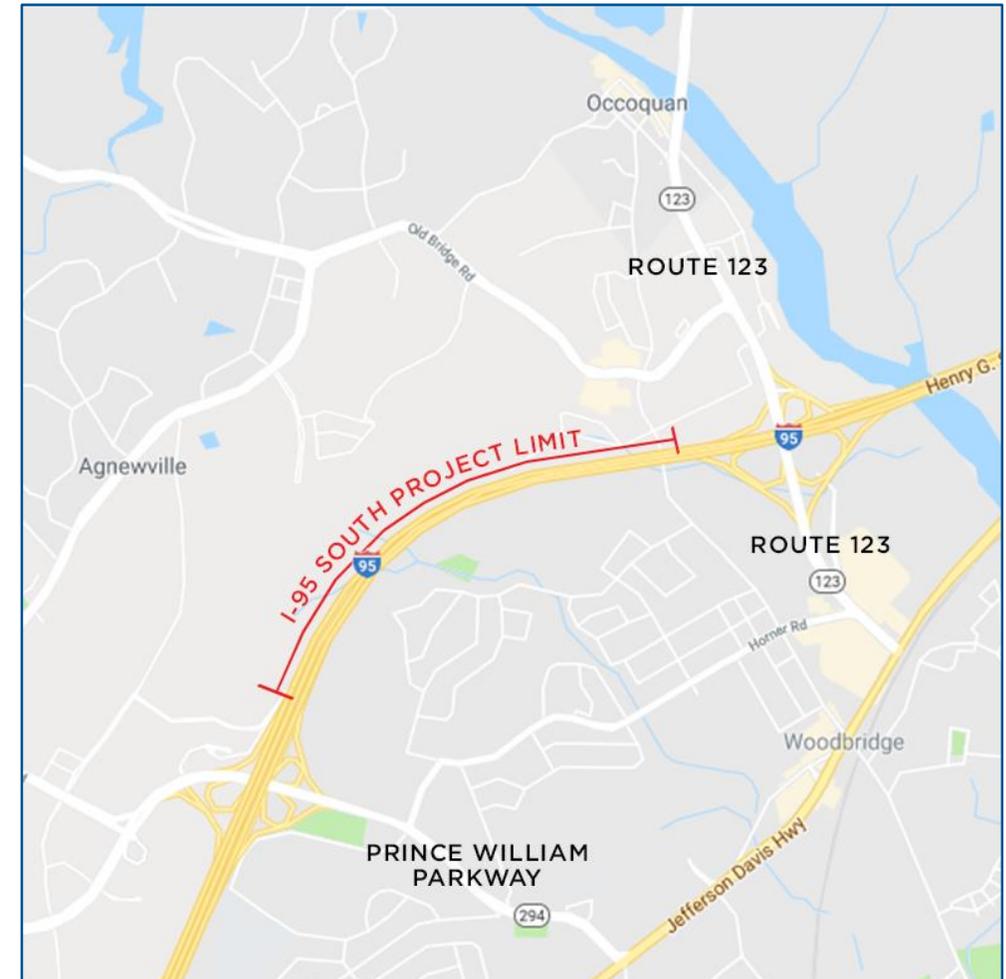
An opportunity for public input, in a formal setting, prior to commitment to specific design features

Held for project being developed on an existing alignment

Held after plans are 40% completed and major design features are delineated on plans and identified clearly

Project Overview

- Project Description
 - Construct a 1.5-mile auxiliary lane on I-95 South between Route 123 (Gordon Boulevard) and Prince William Parkway (Route 294)
- Project Benefits
 - Alleviate pinch points and mitigate congestion in heavily-congested area of I-95
 - Provide safer weaving movements between the on-ramp and off-ramp
- Funded by 95 Express Lanes Concession Fee, State, and Federal Sources
- Anticipated Completion Late 2022



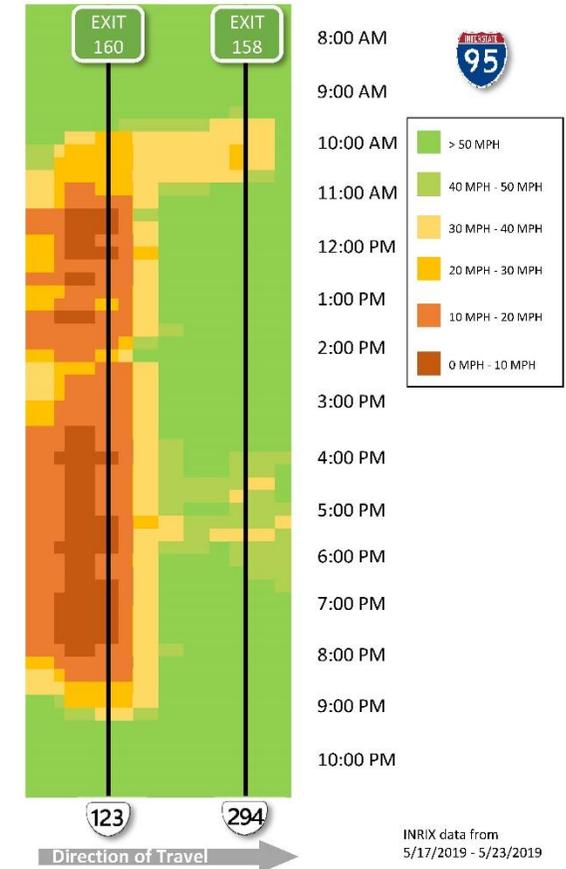
Purpose and Need

The purpose of the project is to:

- Reduce congestion
- Improve ramp merge and diverge capacity
- Improve safety on I-95 South between the on-ramp from Route 123 South (Gordon Boulevard) and the off-ramp at Route 294 West (Prince William Parkway) by creating an auxiliary lane along the I-95 South general purpose lanes



I-95 Weekday (Tuesday - Thursday) Southbound Speed



INRIX data from
5/17/2019 - 5/23/2019

Existing Conditions

- High-volume merge from Route 123 South to I-95 South followed by a high-volume exit onto Prince William Parkway
- Ramps and mainline I-95 exceed their capacity during peak hours
- Significant congestion and delay with extended backups on I-95 and Route 123
- High crash rate consisting primarily of sideswipe and multi-vehicle rear-end collisions

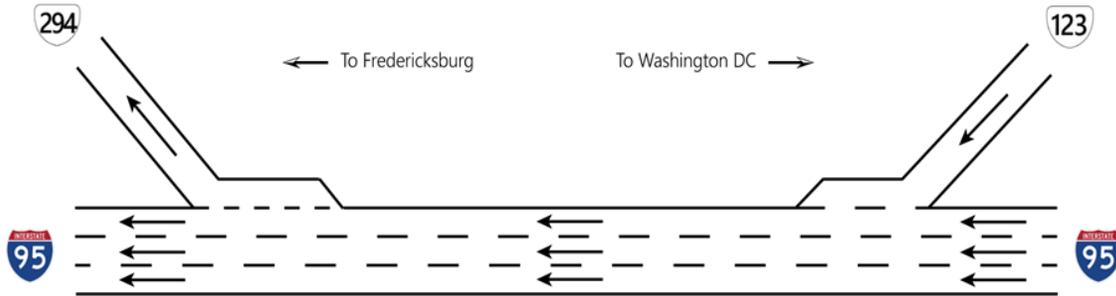


Traffic Analysis

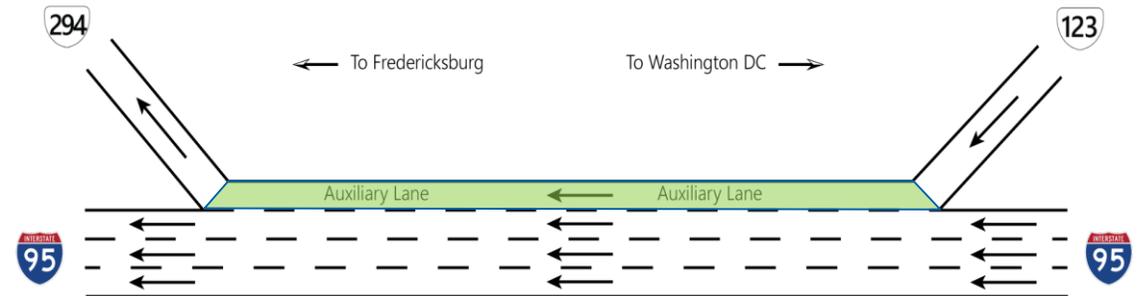
Project Traffic Analysis Included:

- I-95 Freeway Capacity Analysis
 - Existing conditions
 - Project completion conditions
 - Future conditions 20 years from completion
- Crash Statistics & Safety Assessment
 - Crash history
 - Project area crash trends
 - Future safety impacts

Before

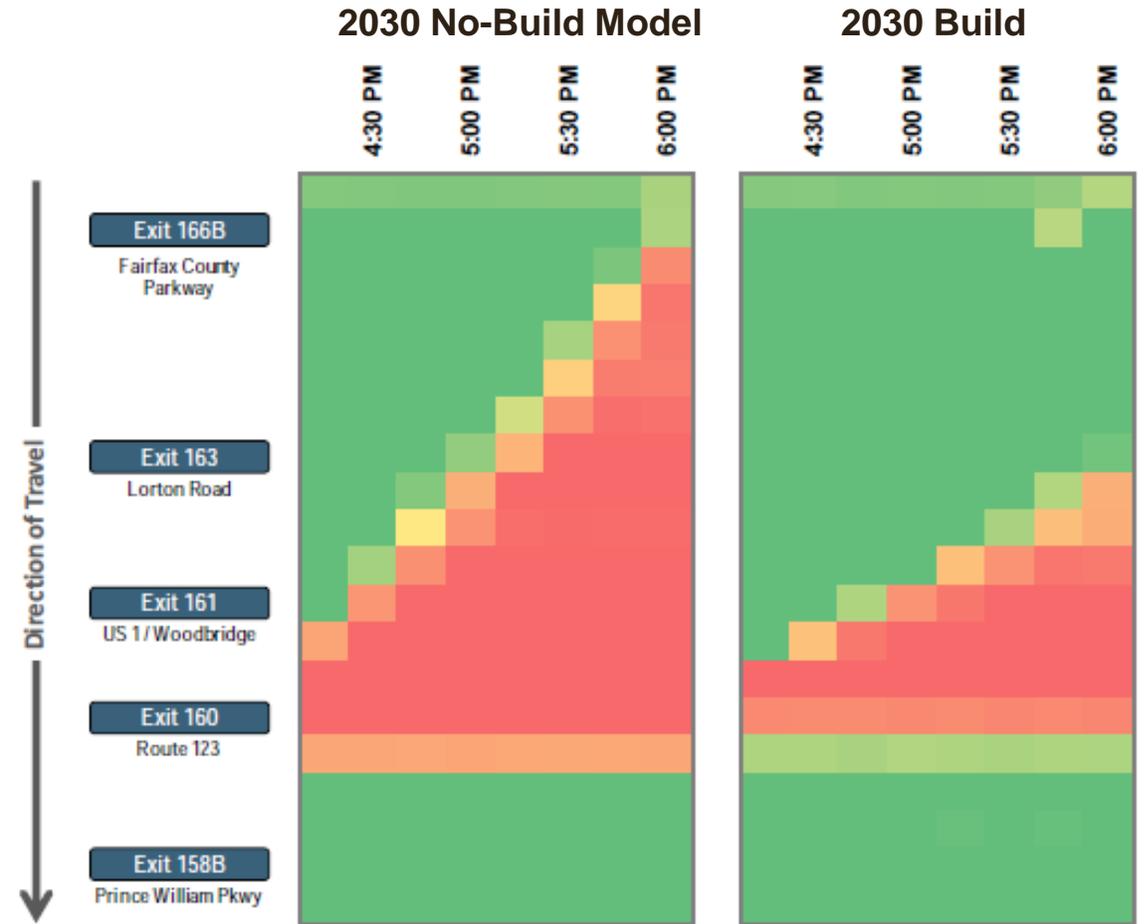


After



Traffic Analysis: I-95 Congestion

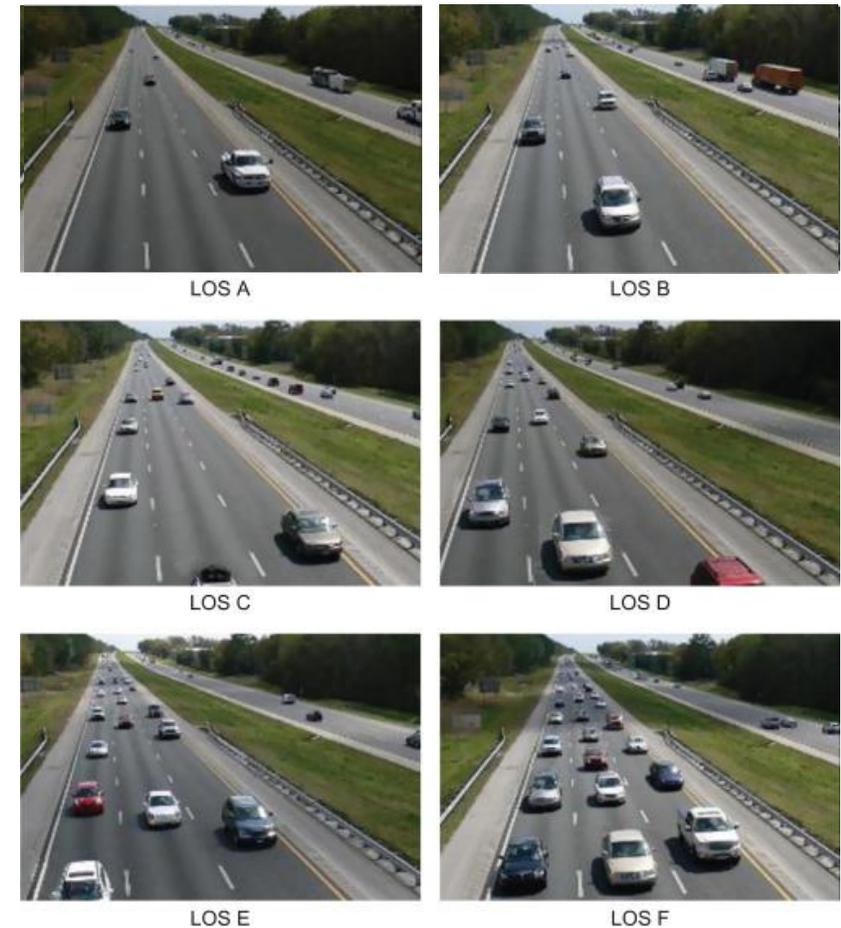
- Project will improve freeway capacity and flow by about 15-25% over existing/no-build conditions
- Travel speeds on I-95 SB at the interchange improve from a crawl to 25-30 mph, reaching 50 mph at the present merge
- Travel time from Fairfax County Parkway to Prince William Parkway projected to decrease from 20 minutes to 8 minutes



Source: VDOT Technical Memorandum "FINAL I-95 Southbound Traffic Analysis, Between Route 123 & Prince William Parkway" (August 2018, Kimley Horn)

Traffic Analysis: Operations

- Predicting improved traffic flow for opening year conditions, especially on weekends
- Auxiliary lane is predicted to improve the Level of Service on I-95 between Route 123 and Prince William Parkway
 - LOS E to LOS D on weekdays
 - LOS F to LOS E on weekends
- Auxiliary lane will operationally improve the freeway capacity and flow by approximately 25% over conditions without it

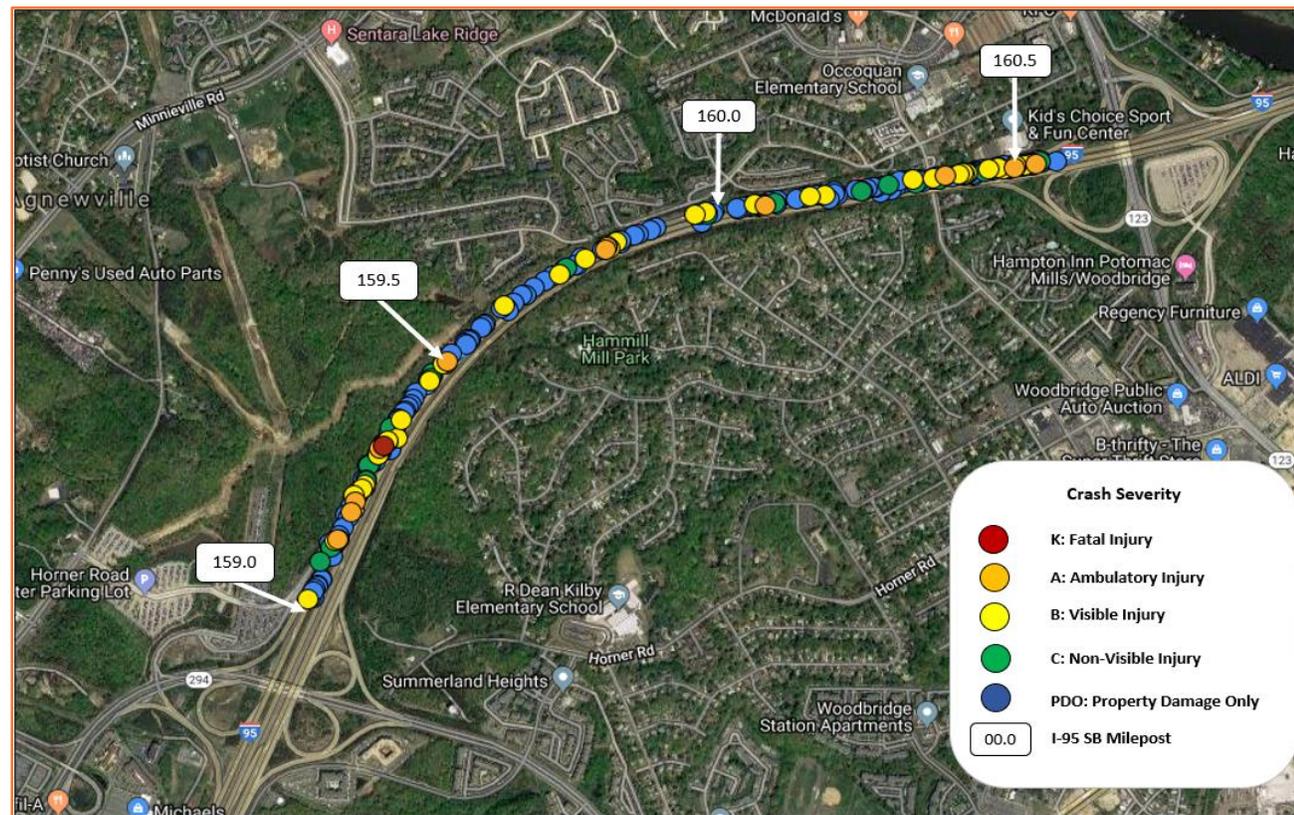


I-95 SB General Purpose Lanes 2022 Opening Year							
Peak Time Period	Without Auxiliary Lane			WITH Auxiliary Lane			Improvement
	LOS	Freeway V/C Ratio	Density (cars/mile/lane)	LOS	Freeway V/C Ratio	Density (cars/mile/lane)	
AM	E	0.89	35.9	D	0.65	26.8	25%
PM	E	0.96	41.4	D	0.72	29.6	
Weekend	F	1.18	*	E	0.88	35.7	

V/C = Volume to Capacity ratio *Value cannot be computed due to overcapacity conditions

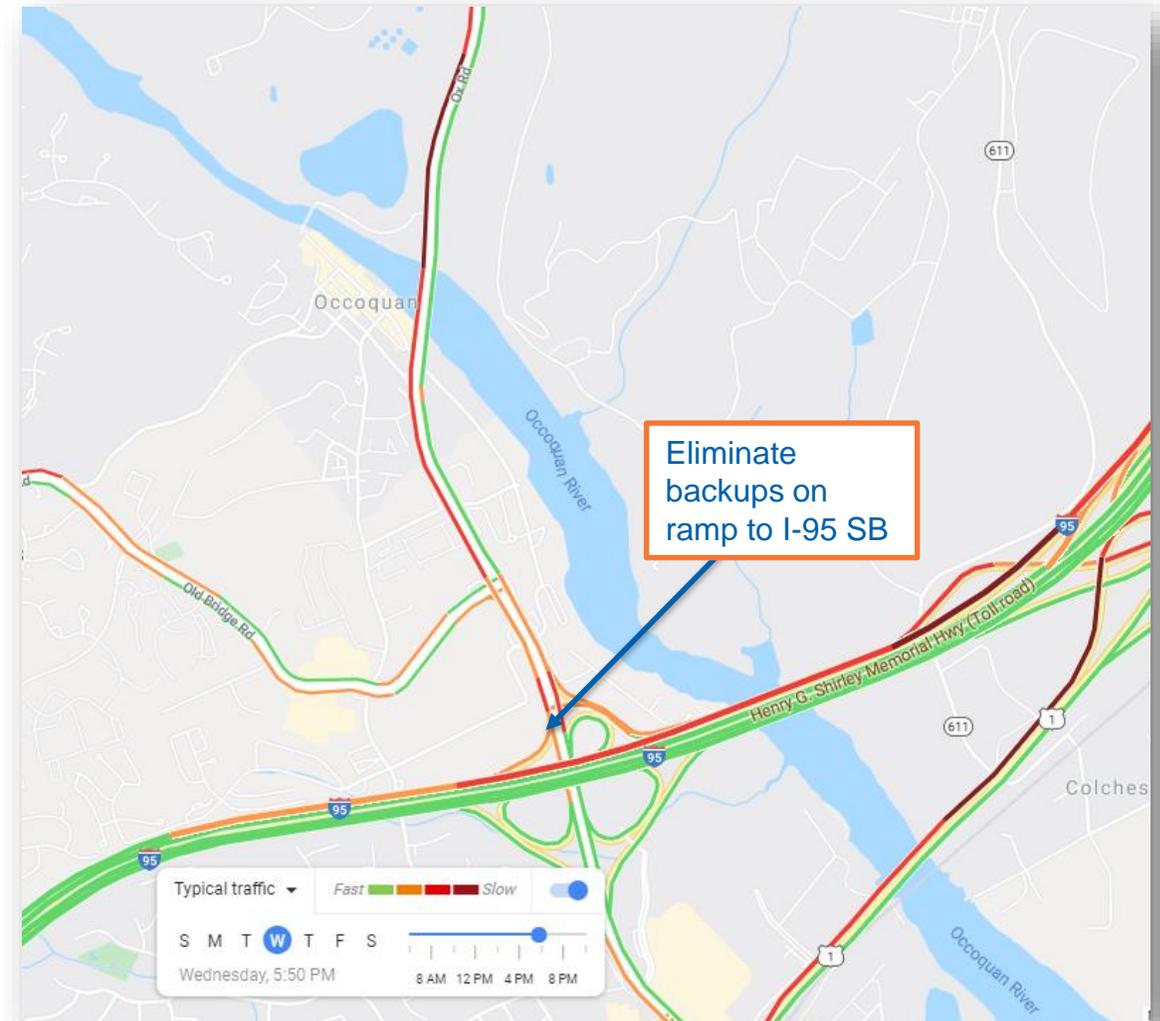
Traffic Analysis: I-95 Safety

- Project area has averaged 55 crashes per year
 - Over last 5 years - 1 crash resulted in a fatality, and 53 crashes resulted in injuries
- Improved acceleration and deceleration provides for safer merging and diverging
- Crashes cause delay and add to congestion in the corridor
- Studies have found a 20% reduction in crashes after auxiliary lane construction
 - Expected to result in 11 fewer crashes per year

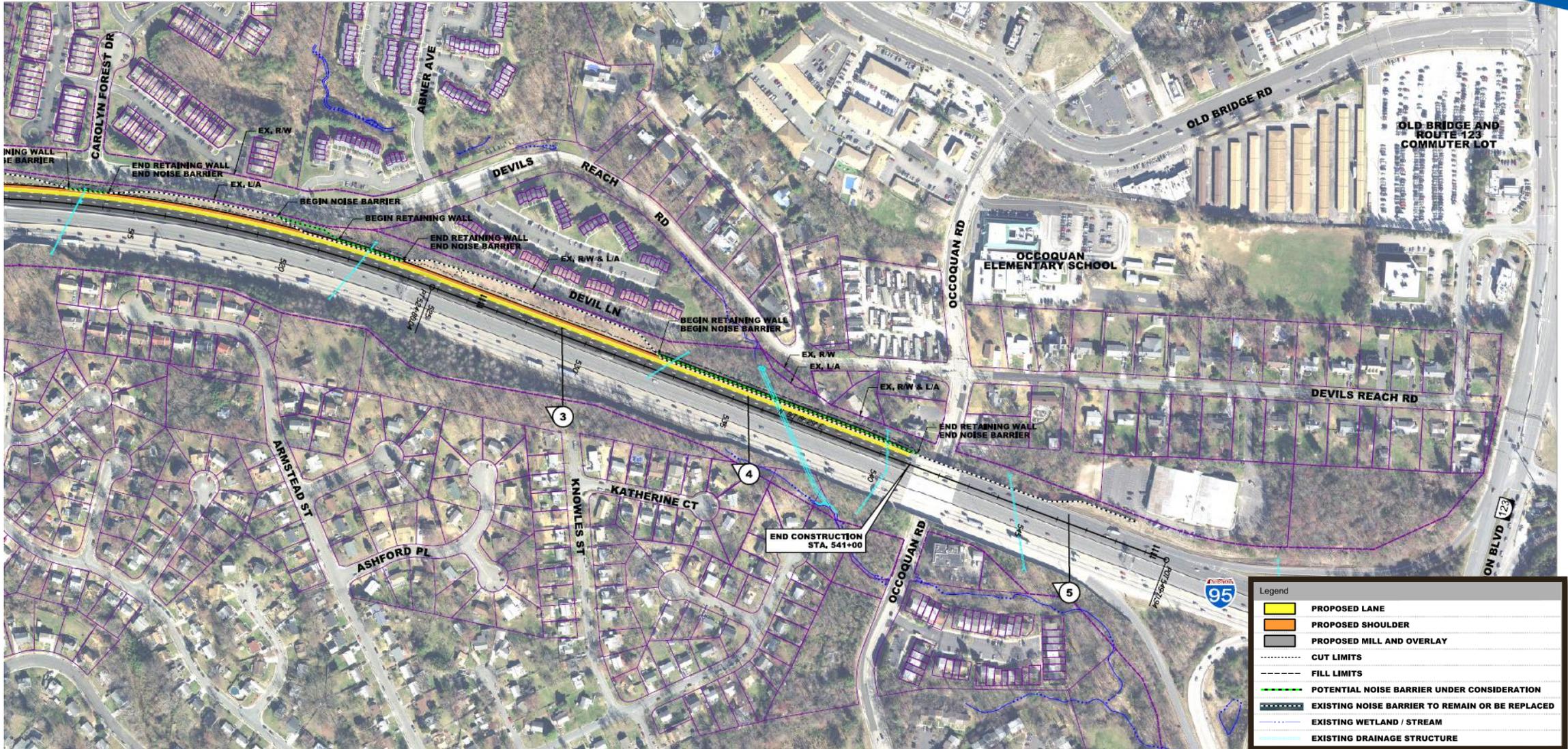


Local Road Impacts

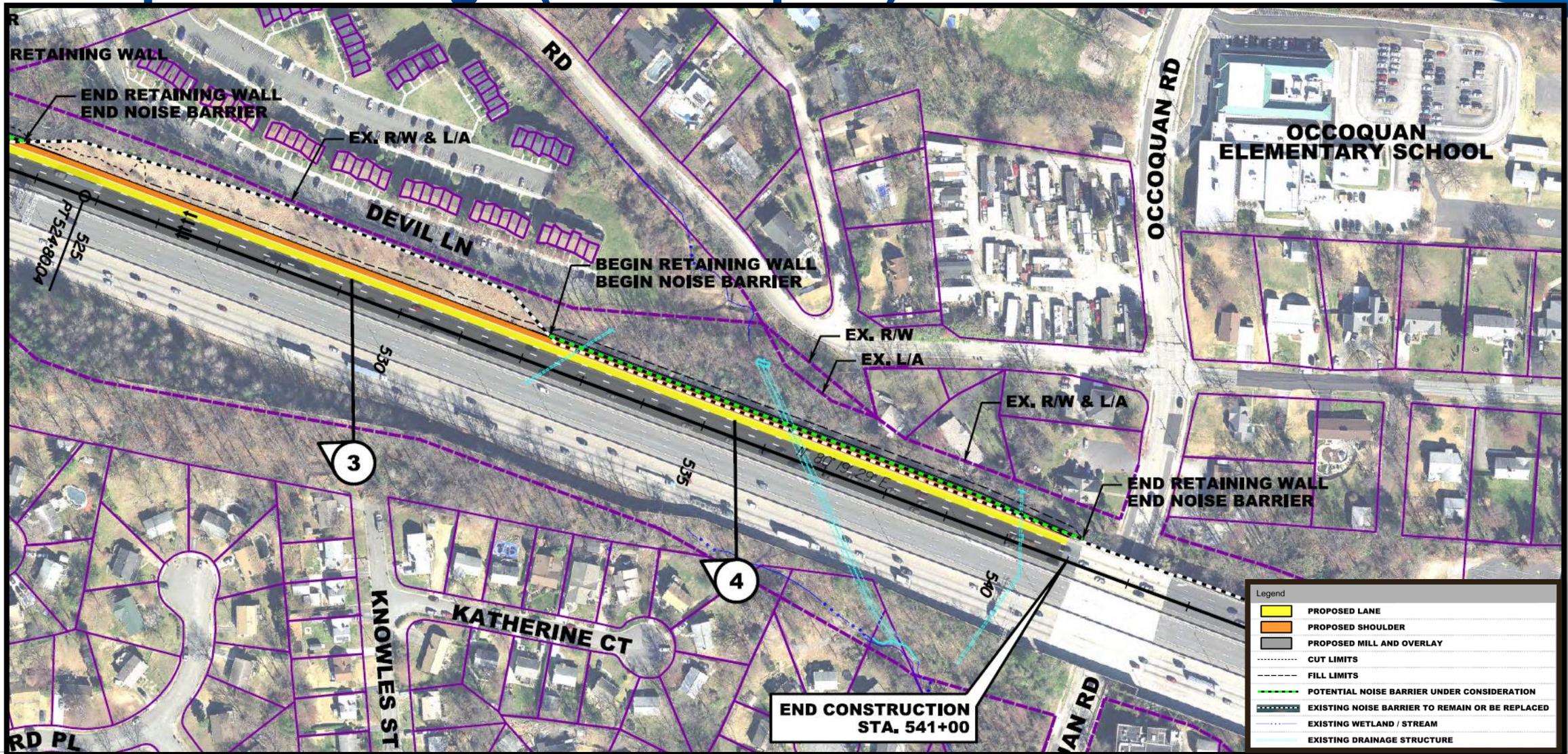
- Focus of project is to improve safety and operations on I-95
- Improved traffic flow on ramp to I-95 SB is expected to improve Route 123 SB congestion (currently backs up 2+ miles to Lorton Workhouse with 20-25 minute travel time)
- Additional improvements needed and planned (STARS project, 2019 bond referendum) to improve congestion around Old Bridge and Devils Reach intersections



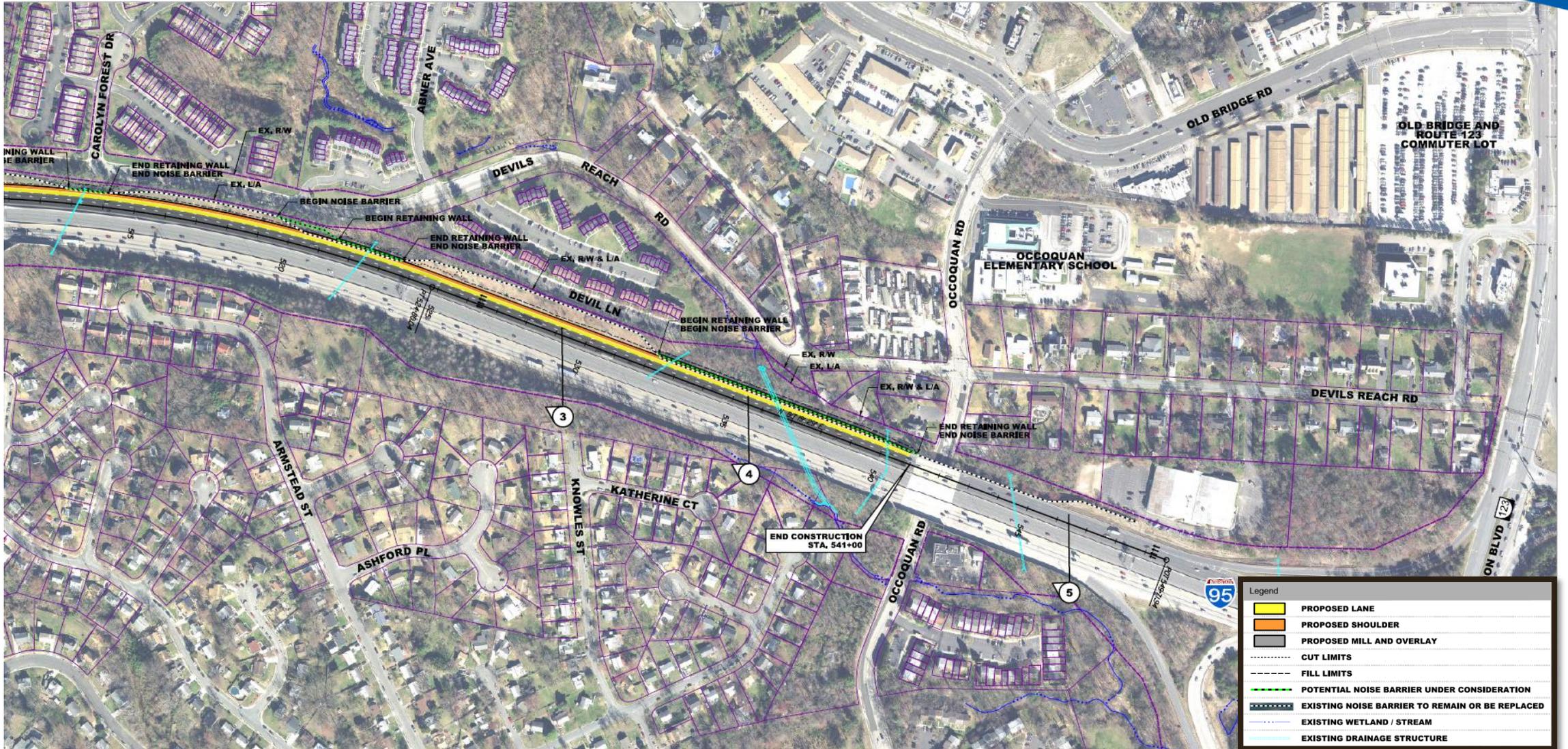
Proposed Design



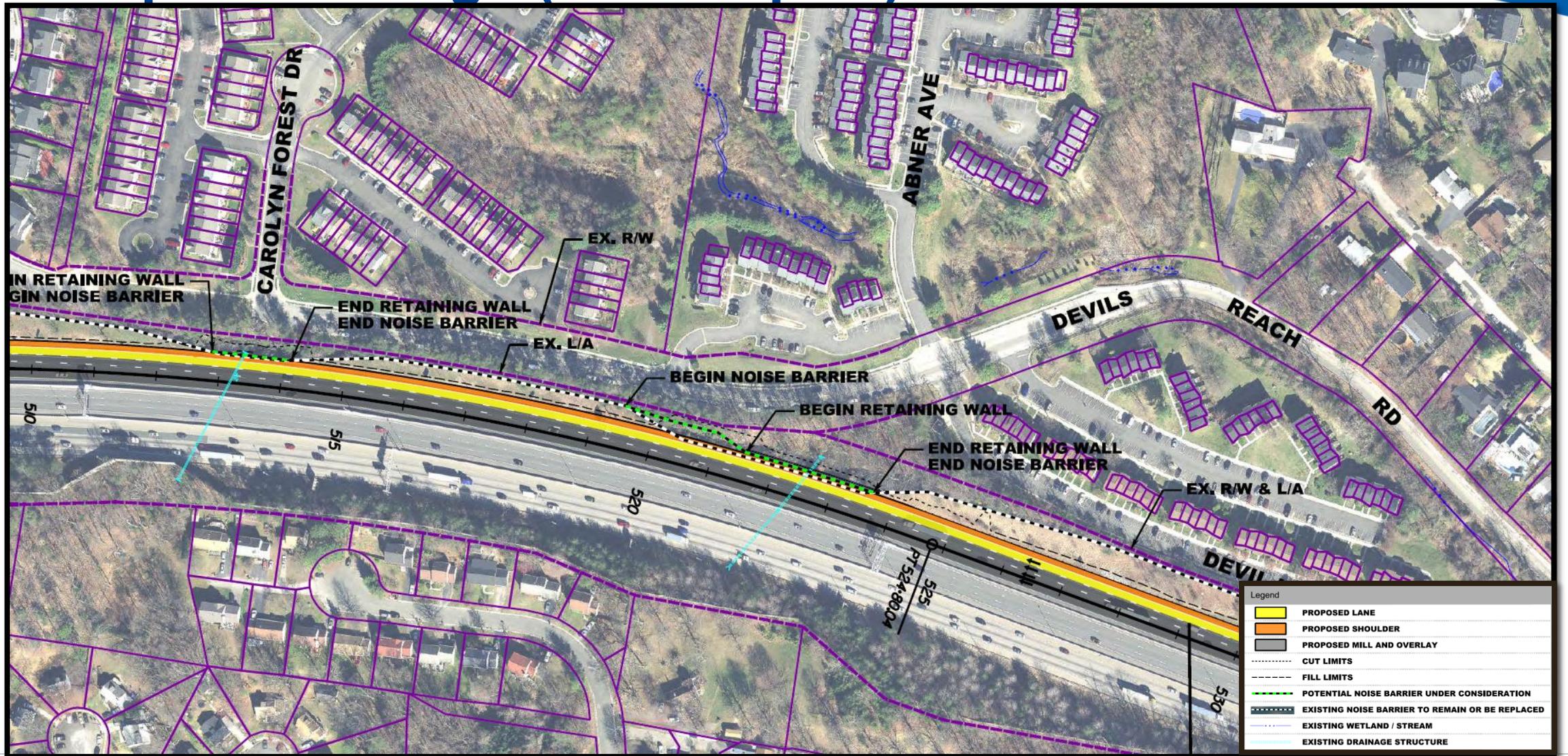
Proposed Design (Close-Up #1)



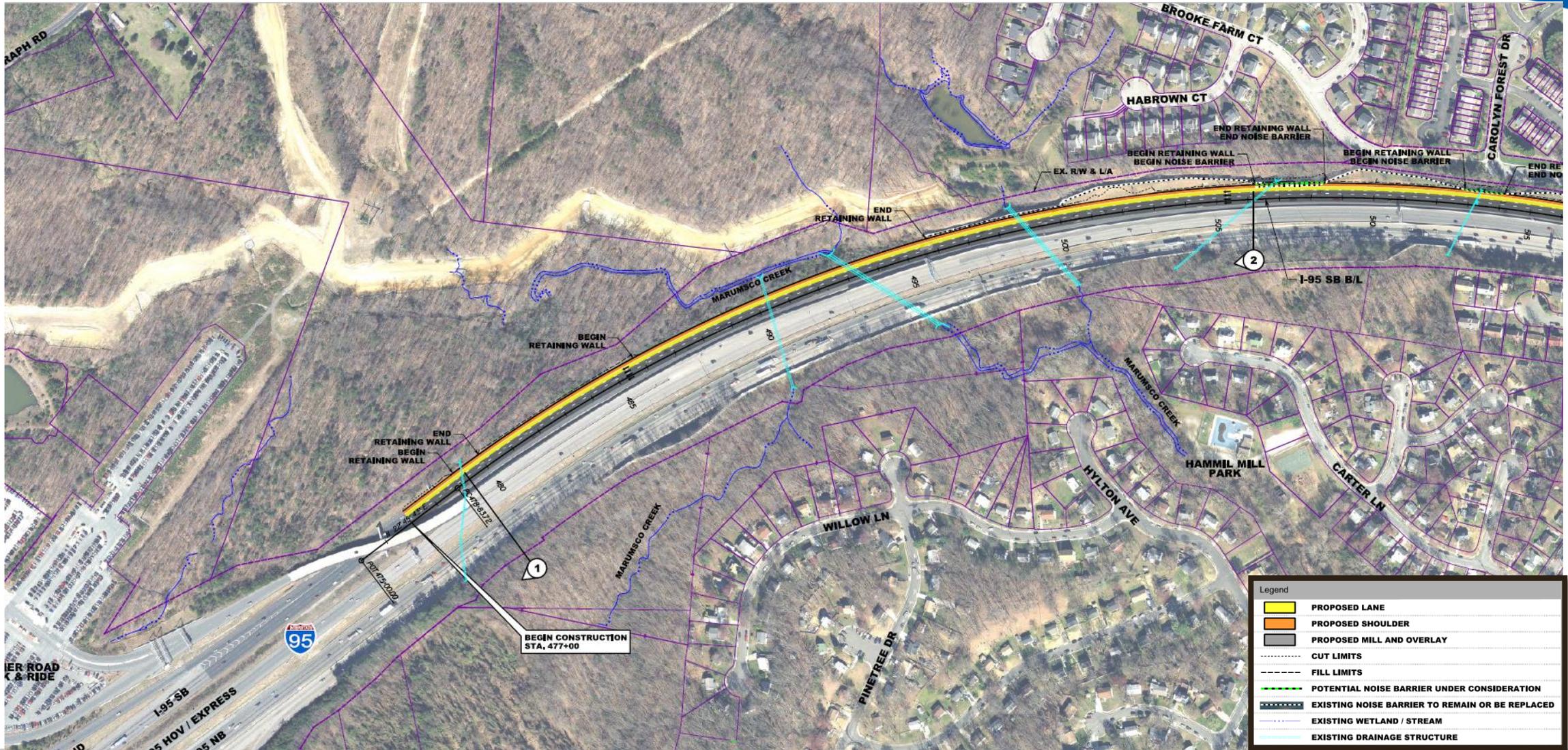
Proposed Design



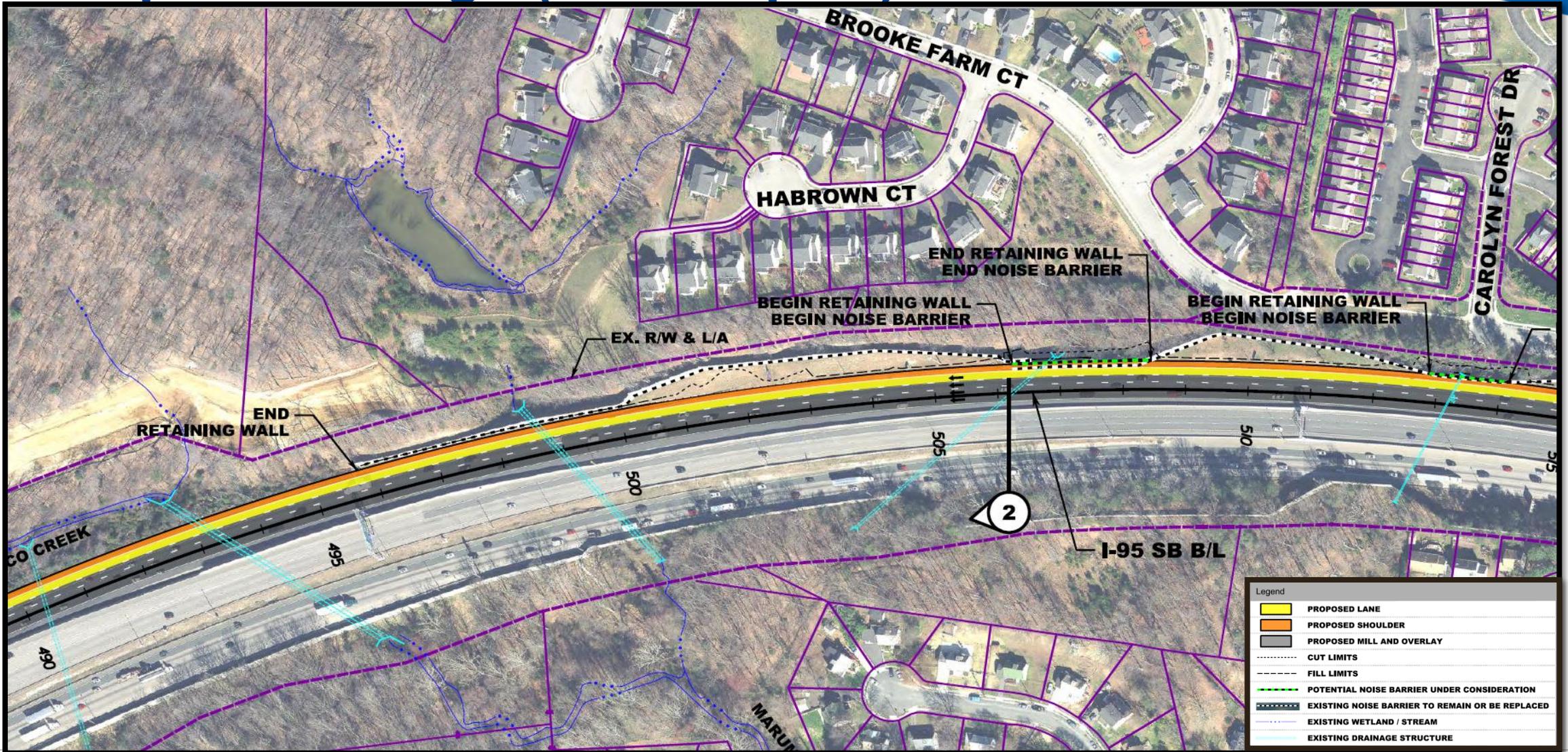
Proposed Design (Close Up #2)



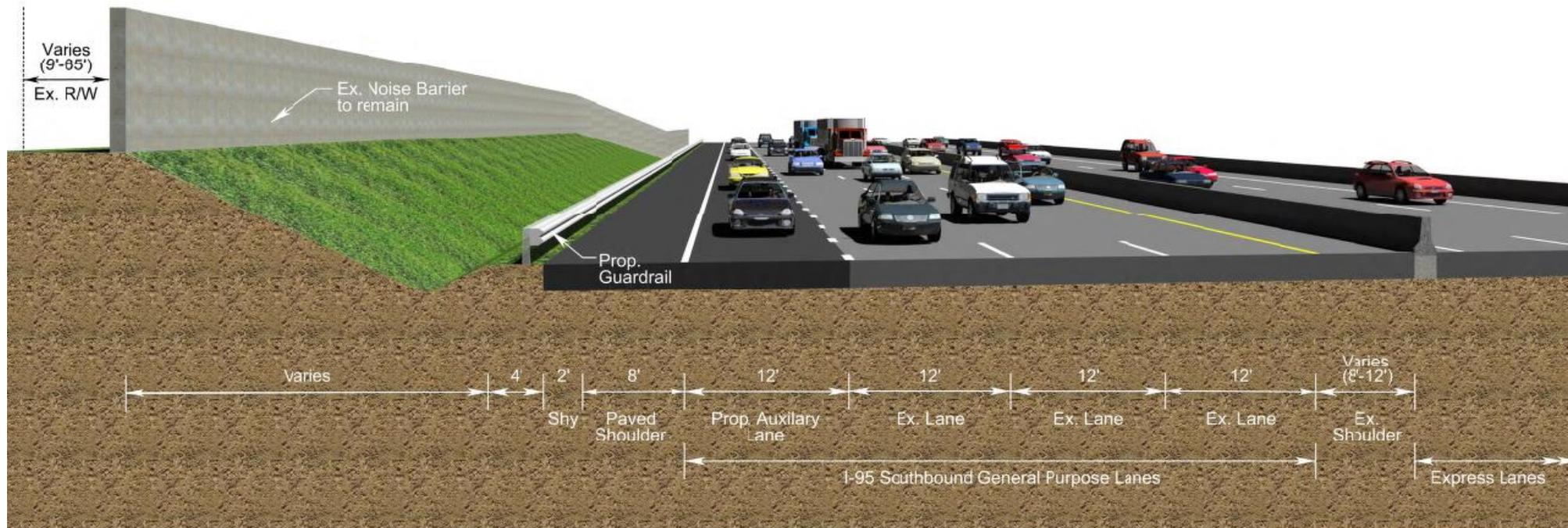
Proposed Design



Proposed Design (Close Up #3)



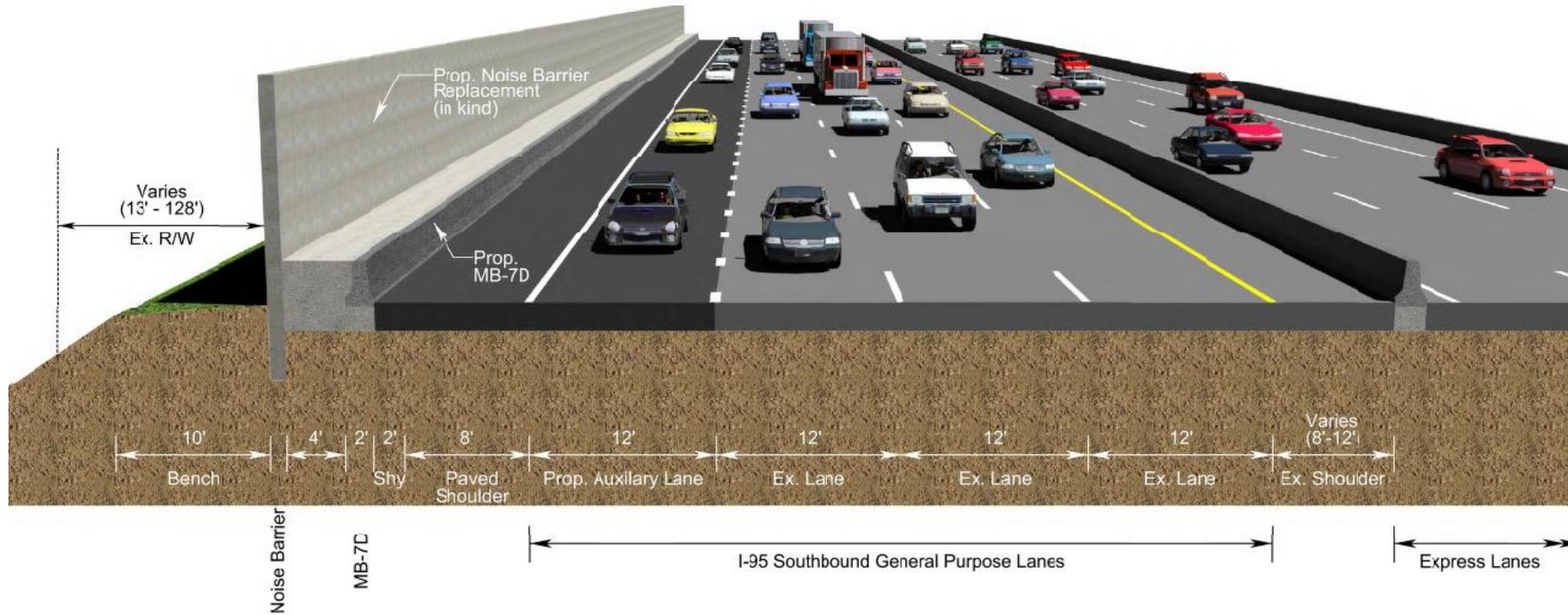
Proposed Design



Typical Section with Guardrail Looking North

Not to Scale

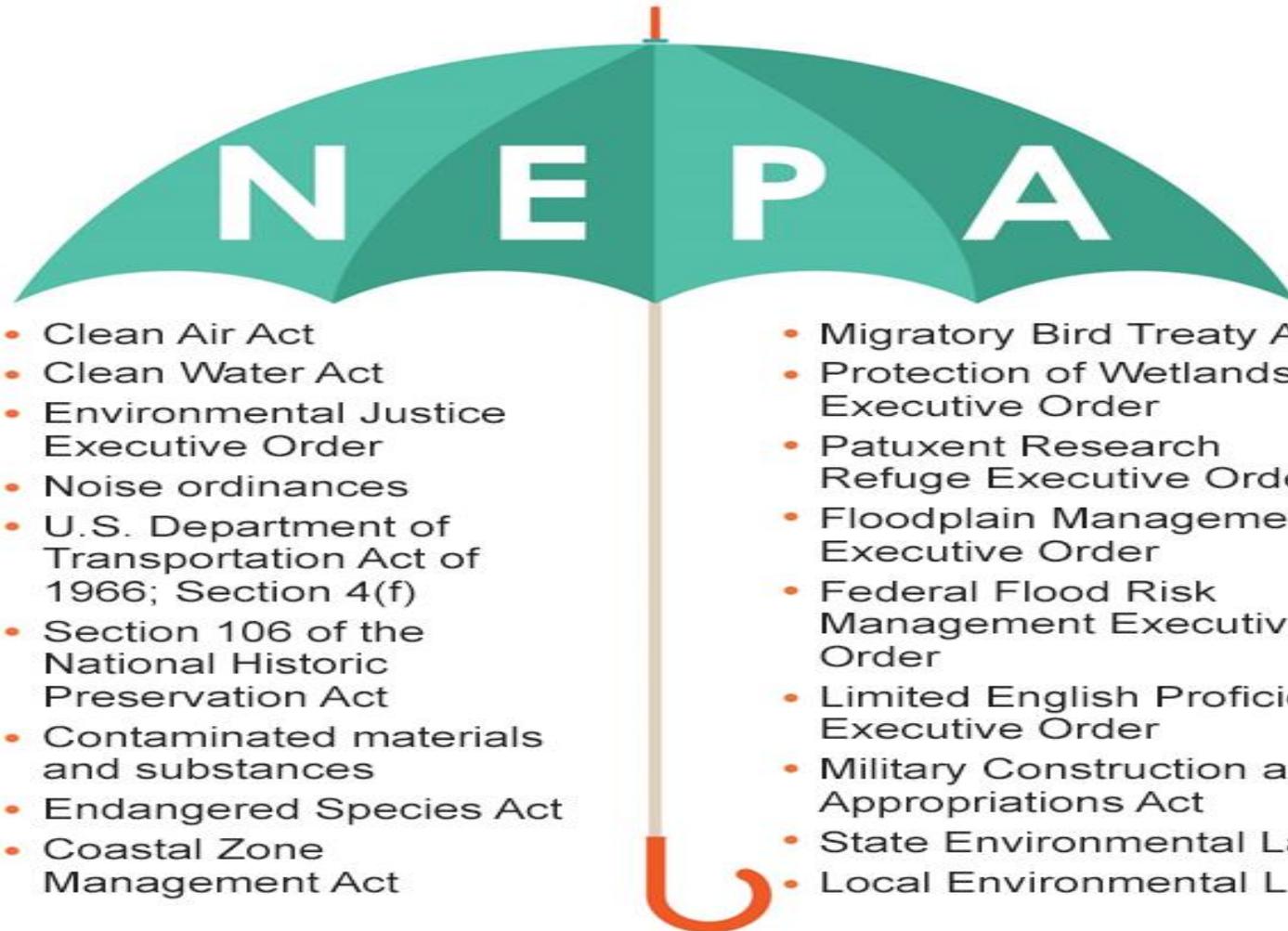
Proposed Design



Typical Section with Median Barrier and Noise Barrier Replacement Looking North

Not to Scale

National Environmental Policy Act



- Clean Air Act
- Clean Water Act
- Environmental Justice Executive Order
- Noise ordinances
- U.S. Department of Transportation Act of 1966; Section 4(f)
- Section 106 of the National Historic Preservation Act
- Contaminated materials and substances
- Endangered Species Act
- Coastal Zone Management Act

- Migratory Bird Treaty Act
- Protection of Wetlands Executive Order
- Patuxent Research Refuge Executive Order
- Floodplain Management Executive Order
- Federal Flood Risk Management Executive Order
- Limited English Proficiency Executive Order
- Military Construction and Appropriations Act
- State Environmental Laws
- Local Environmental Laws

National Environmental Policy Act (NEPA)

Document Levels

Environmental Impact Statement (EIS)	Known significant impacts	A Categorical Exclusion (CE) is being prepared for this project. When approved for public availability by FHWA, a public notice will be published in local newspapers advising the CE is available on the project website for review and comment.
Environmental Assessment (EA)	Significance of impacts is unknown	
Categorical Exclusion (CE)	Minimal impacts	
Programmatic Categorical Exclusion (PCE)	No effects	

Environmental Considerations

- A Categorical Exclusion (CE) is under preparation in accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771
- A Public Notice will be published when the CE is available for public review and comment
- No Environmental Impacts anticipated for this project



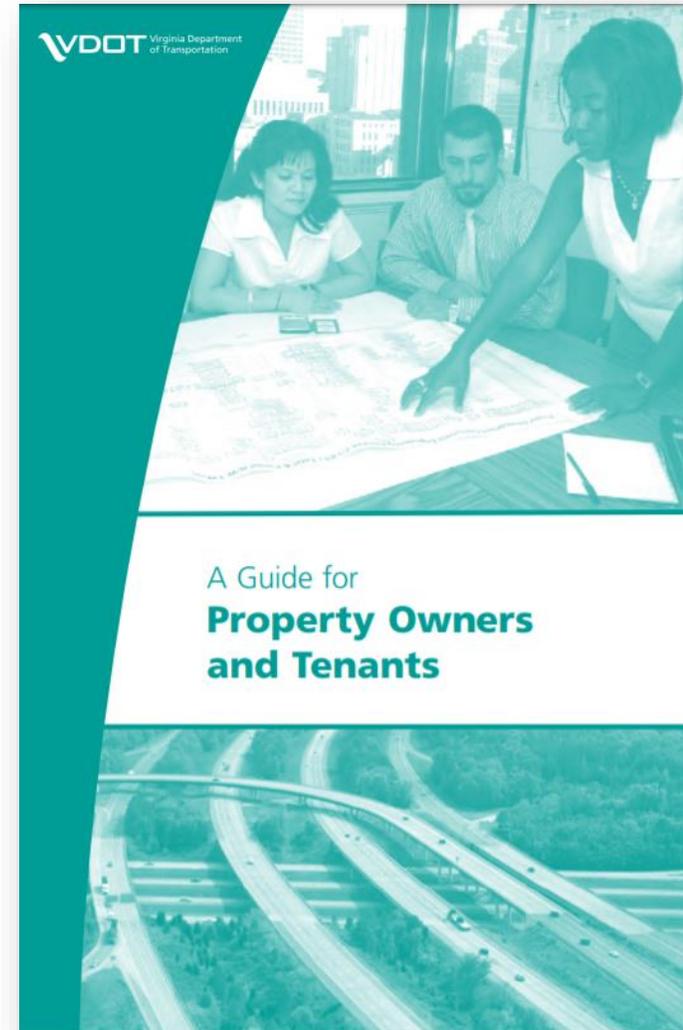
Noise Analysis and Barriers

- Preliminary noise analysis was completed in October 2019
- Four sections of existing wall must be removed and relocated to make room for the new, wider roadway



Right of Way

- Project completed within the existing right of way
 - No displacement of homes or businesses
- VDOT's "A Guide for Property Owners and Tenants" right of way brochure is available at sign-in table and at VirginiaDOT.org



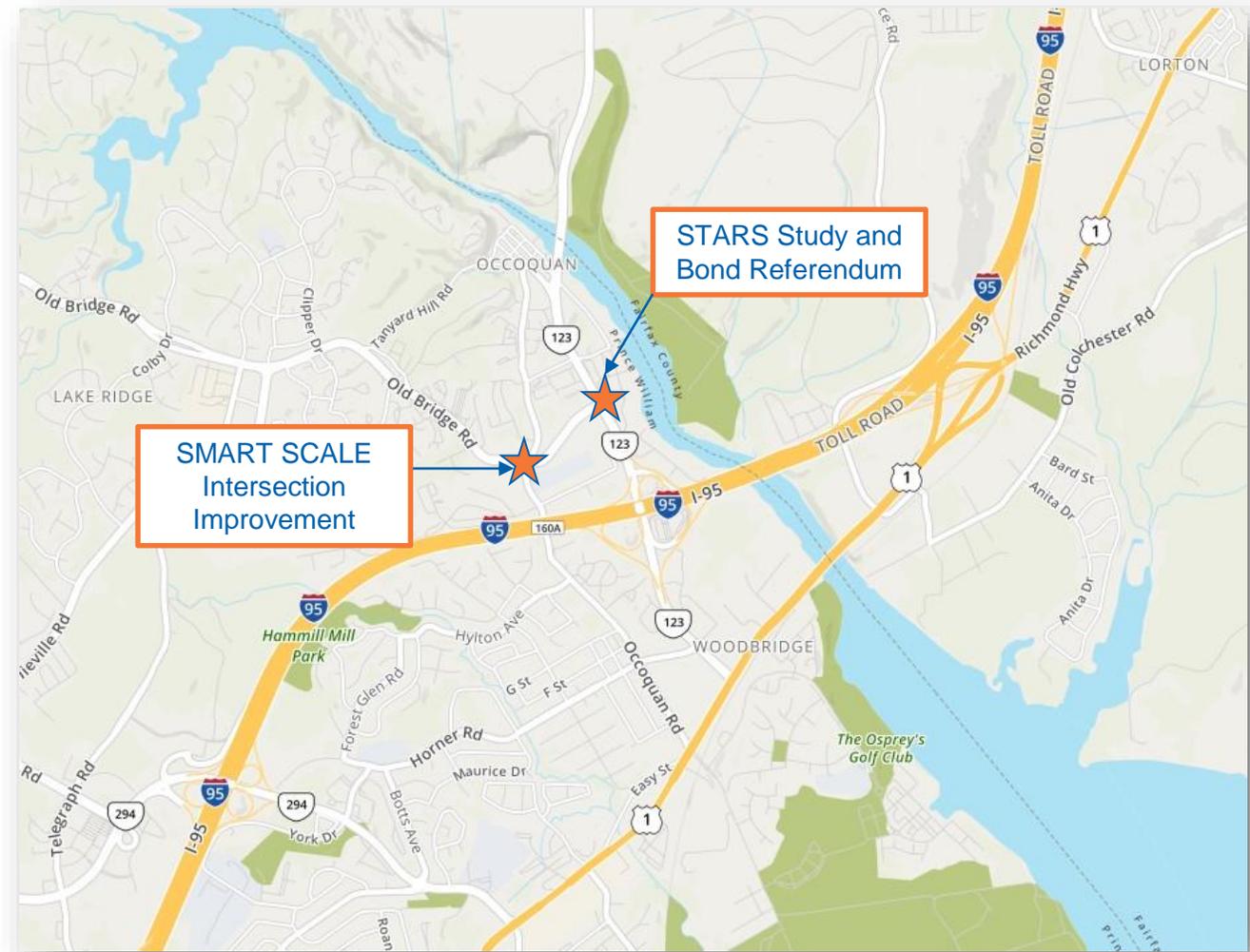
Schedule and Funding

Key Milestone	Timing
Preliminary Engineering Began	Mid 2019
Public Information Meeting in Conjunction with I-95 Corridor Study Meeting <i>Freedom High School</i>	Oct. 17, 2019
Design Public Hearing <i>Old Bridge Elementary School</i>	
Construction Begins	Early 2021
Construction Complete	Late 2022

- Estimated Project Cost: \$32 million
 - Preliminary Engineering: \$3.4 million
 - Construction: \$28.7 million
- Funded by 95 Express Lanes Concession Fee, State, and Federal Sources

Other Nearby Projects

- VDOT Gordon Boulevard and Old Bridge Road STARS study (safety and congestion)
- Prince William County bond referendum included \$15 million for Old Bridge Road and Gordon Boulevard intersection improvements
- VDOT SMART SCALE project to realign intersection of Old Bridge Road and Occoquan Road to improve safety (\$12 million)



I-95 Corridor Improvement Plan

- Includes all 179 miles of I-95 in Virginia from DC to NC
- Recognizes the multimodal nature of I-95 by evaluating how people move in the corridor
- Identifies hotspots for performance measures and recommends targeted improvements
- Prioritizes proposed multimodal improvements using a SMART SCALE-like approach



PERFORMANCE MEASURES



VA95Corridor.org

A Commonwealth of Virginia Website Virginia.gov Find an Agency

 **Virginia Commonwealth Transportation Board**

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Interstate 95 Corridor Improvement Plan

What's Being Done

The Commonwealth Transportation Board (CTB), supported by the Virginia Department of Transportation (VDOT), the Department of Motor Vehicles, and the Virginia State Police, will study Interstate 95 (I-95) to identify priorities as well as potential revenue sources that could be dedicated to improvements.

As directed in **Senate Joint Resolution 276** and **House Joint Resolution 581** during the 2019 General Assembly, the study team will identify targeted improvements and incident management strategies for the corridor, as well as financing options for suggested projects.

The Commonwealth Transportation Board (CTB) will receive briefings during the study time frame.

View the first CTB **presentation briefing**, held in April 2019.

View the CTB's study launch **announcement**.

Begin date: April 2019

Localities: Counties of Caroline, Chesterfield, Fairfax, Greensville, Hanover, Henrico, Prince George, Prince William, Spotsylvania, Stafford, Sussex and cities of Alexandria, Emporia, Fredericksburg Colonial Heights, Petersburg and Richmond

Districts: Northern Virginia, Fredericksburg, Richmond and Hampton Roads

Contact: **Ben Mannell**, project manager

How to Provide Comments

COMMENT DEADLINE – December 16, 2019

At Tonight's Public Hearing:

- Submit written comments on the comment sheet
- Provide oral comments during the comment period following the formal presentation or individually to the court reporter after Q&A

Mail:

- Mail written comments to: Calvin Britt, VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030

Email:

- Email your comments or questions to meetingcomments@vdot.virginia.gov and include "I-95 Southbound Auxiliary Lane" in the subject line