I-95 Southbound Auxiliary Lane Project

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
- Noise analysis to identify necessary noise mitigation
- All improvements within existing VDOT right of way

Funded by 95 Express Lanes Concession Fee, State, and Federal Sources

Key Milestone

<table>
<thead>
<tr>
<th>Preliminary Engineering Began</th>
<th>Mid 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Public Hearing Old Bridge Elementary School</td>
<td>Dec. 4, 2019 6:30-8:30 p.m. (Snow date: Dec. 11)</td>
</tr>
<tr>
<td>3501 Old Bridge Road, Woodbridge</td>
<td>Early 2021</td>
</tr>
<tr>
<td>Construction Begins</td>
<td>Late 2022</td>
</tr>
<tr>
<td>Construction Complete</td>
<td></td>
</tr>
</tbody>
</table>

UPC: 115999 State Project # 0095-076-276, P101
Project Manager: William “Calvin” Britt, P.E., 703-259-2961, Calvin.Britt@vdot.virginia.gov
EXISTING CONDITION

THESE RENDERINGS ARE CONCEPTUAL ONLY. DESIGN DETAILS ARE SUBJECT TO CHANGE.

PROPOSED AUXILIARY LANE
The noise evaluation is preliminary and a more detailed review will be completed shown on these plans.

These plans are unfinished and unapproved and are not to be used for any type of

Disclaimer

Calvin.Britt@vdot.virginia.gov

Comments may also be sent to:

Fairfax, VA 22030

4975 Alliance Drive

Virginia Department of Transportation

NOVA District Location & Design

Project Manager

W. Calvin Britt, PE

Contact Information

Legend

EXISTING DRAINAGE STRUCTURE
EXISTING WETLAND / STREAM
EXISTING NOISE BARRIER TO REMAIN OR BE REPLACED
POTENTIAL NOISE BARRIER UNDER CONSIDERATION
FILL LIMITS
CUT LIMITS
PROPOSED MILL AND OVERLAY
PROPOSED LANE / SHOULDER

100'

Prince William County

Town/City

SCALE
I-95 Southbound Auxiliary Lane

Typical Section with Guardrail
Looking North

Typical Section with Median Barrier and Noise Barrier Replacement
Looking North

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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 during 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

<table>
<thead>
<tr>
<th>Peak Time Period</th>
<th>Without Auxiliary Lane</th>
<th>WITH Auxiliary Lane</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS Freeway V/C Ratio</td>
<td>Density (cars/mile/ lane)</td>
<td>-LOS Freeway V/C Ratio</td>
</tr>
<tr>
<td>AM</td>
<td>E 0.89</td>
<td>35.9</td>
<td>D 0.65</td>
</tr>
<tr>
<td>PM</td>
<td>E 0.96</td>
<td>41.4</td>
<td>D 0.72</td>
</tr>
<tr>
<td>Weekend</td>
<td>F 1.18</td>
<td>*</td>
<td>E 0.88</td>
</tr>
</tbody>
</table>

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