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.

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.

Contact Information

<table>
<thead>
<tr>
<th>Primary Contact:</th>
<th>Location &amp; Design</th>
<th>4975 Alliance Drive Fairfax, VA 22030</th>
<th>703-259-2961</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calvin Britt, P.E.</td>
<td>Location &amp; Design</td>
<td>4975 Alliance Drive Fairfax, VA 22030</td>
<td>703-259-2377</td>
</tr>
<tr>
<td>Angel Tao, P.E.</td>
<td>Preliminary Engineering</td>
<td>4975 Alliance Drive Fairfax, VA 22030</td>
<td>703-259-1779</td>
</tr>
<tr>
<td>Jennifer McCord</td>
<td>Communications</td>
<td>4975 Alliance Drive Fairfax, VA 22030</td>
<td>703-259-1779</td>
</tr>
</tbody>
</table>

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 Overview

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.

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.
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.

**Project Description**

**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.

**Anticipated Schedule**

- **Design Public Hearing**
  Dec. 4, 2019
- **Design Public Hearing Comments Deadline**
  Dec. 16, 2019
- **Begin Construction**
  Spring 2021

**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.

**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.

**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.

**Typical Section**

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

www.VirginiaDOT.org

COMMENT SHEET


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.
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
I-95 SOUTHBOUND AUXILIARY LANE PROJECT
ROUTE 123 TO PRINCE WILLIAM PARKWAY
Design Public Hearing
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**

<table>
<thead>
<tr>
<th>Public Information Meeting</th>
<th>Design Public Hearing</th>
</tr>
</thead>
<tbody>
<tr>
<td>An opportunity for public input, in an informal setting, on the ongoing development of project information</td>
<td>An opportunity for public input, in a formal setting, prior to commitment to specific design features</td>
</tr>
<tr>
<td>Influences the course of the preliminary studies</td>
<td>Held for project being developed on an existing alignment</td>
</tr>
<tr>
<td>Allows data to be gathered and evaluated to allow development of feasible alternatives</td>
<td>Held after plans are 40% completed and major design features are delineated on plans and identified clearly</td>
</tr>
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</table>

**Tonight’s meeting**
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
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
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
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

<table>
<thead>
<tr>
<th>I-95 SB General Purpose Lanes 2022 Opening Year</th>
<th>Without Auxiliary Lane</th>
<th>WITH Auxiliary Lane</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Peak Time Period</strong></td>
<td><strong>LOS</strong></td>
<td><strong>V/C Ratio</strong></td>
<td><strong>Density (cars/mile/lane)</strong></td>
</tr>
<tr>
<td>AM</td>
<td>E</td>
<td>0.89</td>
<td>35.9</td>
</tr>
<tr>
<td>PM</td>
<td>E</td>
<td>0.96</td>
<td>41.4</td>
</tr>
<tr>
<td>Weekend</td>
<td>F</td>
<td>1.18</td>
<td>*</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
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
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
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

<table>
<thead>
<tr>
<th>Environmental Impact Statement (EIS)</th>
<th>Known significant impacts</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Assessment (EA)</td>
<td>Significance of impacts is unknown</td>
<td></td>
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<tr>
<td>Categorical Exclusion (CE)</td>
<td>Minimal impacts</td>
<td></td>
</tr>
<tr>
<td>Programmatic Categorical Exclusion (PCE)</td>
<td>No effects</td>
<td></td>
</tr>
</tbody>
</table>
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
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

### Schedule and Funding

<table>
<thead>
<tr>
<th>Key Milestone</th>
<th>Timing</th>
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<tbody>
<tr>
<td>Preliminary Engineering Began</td>
<td>Mid 2019</td>
</tr>
<tr>
<td>Public Information Meeting in Conjunction with I-95 Corridor Study Meeting</td>
<td>Oct. 17, 2019</td>
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<tr>
<td>Freedom High School</td>
<td></td>
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<tr>
<td>Design Public Hearing</td>
<td></td>
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<tr>
<td>Old Bridge Elementary School</td>
<td></td>
</tr>
<tr>
<td>Construction Begins</td>
<td>Early 2021</td>
</tr>
<tr>
<td>Construction Complete</td>
<td>Late 2022</td>
</tr>
</tbody>
</table>
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
Virginia Commonwealth Transportation Board

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 timeframe.

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

View the CTB's study launch announcement.

Begin date: April 2019

Locality: 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