

CMS Documentation for Projects in the 2006 CLRP

1. Project ID:

Record No: 1685335150

Agency Project ID: 57017/61259

2. Project Location

Project Name

Facility: I 95 Capital Beltway

From/At: Newington

To: VA 123

Jurisdiction: Fairfax County, Prince William County

3. Description of the traffic congestion conditions that necessitate the proposed project

Congestion on this section of I-95 (stop-and-go traffic) occurs for several hours in both the AM and PM peak periods; as well as, on weekends, holidays, and frequently during other times of the day. The alternate crossings of the Occoquan River (US 1 and VA 123) are also often congested during the same time periods. This congestion may be partly attributable to insufficient capacity crossing the Occoquan.

CMS Documentation is not available, form will be completed at a later date.

Anticipated date of completion:

Reason for unavailability:

4. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

A Transportation Management Association is in the vicinity

Channelized or grade-separated intersection(s) or roundabouts

Reversible, turning, acceleration/deceleration, or bypass lanes

High occupancy vehicle facilities or systems

Transit stop (rail or bus) within a 1/2 mile radius of the project location

Park-and-ride lot within a one-mile radius of the project location

Real-time surveillance/traffic device controlled by a traffic operations center

Motorist assistance/hazard clearance patrols

Interconnected/coordinated traffic signal system

Other in-place congestion management strategy or strategies (briefly describe below)

This Corridor includes an existing, physically separated, HOV facility, express buses to and from the urban core, slugging, VRE rail service and commuter stations, and a number of park-and-ride lots.

5. List and briefly describe how the following categories of (additional) strategies were considered as full or

a. Transportation demand management measures, including growth management and congestion pricing

b. Traffic operational improvements

VDOT has recently completed an extension of the HOV facility south to Dumfries.

c. Public transportation improvements

A 2020 No-Build with Transit alternative was considered as part of the feasibility study. "This model run was conducted to assess the impacts on non-SOV alternatives on travel demand within the corridor. In order to assume a best case scenario for the non-SOV alternatives, headways were decreased by 25 percent for all transit services originating south of the study area and traveling within the I-95 corridor (all express and feeder bus service and VRE)." (VDOT/HNTB, I-95 4th Lane Widening Feasibility Study, page A-11, 1998)

"The year 2020 No-Build with Transit model run showed that the decrease in headway on transit services would reduce daily traffic by less than two percent" (VDOT/HNTB, page A-13)

A study is underway to examine methods of improving access to the park-and-ride lot located in the northeast loop of the I-95/VA 123 Park-and-Ride Lot. Improvement of access to the lot should, in turn, increase the attractiveness of HOV usage and public transit in the corridor. "VRE is examining measures to increase ridership and plans to purchase double decker cars which will increase the capacity of the rail line by fifty percent." (VDOT/HNTB, page A-7)

d. Intelligent Transportation Systems technologies

A continuous Traffic Management System is scheduled to be implemented in the I-95 Corridor between Dumfries and Washington by July, 1998.

e. Other congestion management strategies

The HOV lanes in the median of I-95 are identified in the CLRP for expansion to three lanes in the year 2020 network.

f. Combinations of the above strategies

6. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

No, "Work to date indicates that even with the implementation of the proposed transit/transportation demand management measures, there will still be a need for additional SOV capacity within the corridor." (VDOT/HNTB, page A-7)

"Currently, over 13,500 persons cross the Occoquan River on I-95, Route 1, Route 123, or rail in the AM peak hour. Fifty percent of these travelers use HOV, bus, and rail transit. . . . In general, existing transit services in the corridor are well established, service coverage is good, and the service operates under capacity. Transit services within the corridor include fixed route bus service, route deviation bus services, Metrorail, Virginia Railway Express (VRE), and local rideshare programs." (VDOT/HNTB, page A-6)

"The I-95 corridor is served by more than 5,000 park-and-ride lot spaces with a daily usage rate of 62 percent." (VDOT/HNTB, page A-6)

7a. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

All congestion management strategies that are to be incorporated into the proposed highway project are already in place. Please refer to the response to Question #3.

7b. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of

N/A