

CMS Documentation for Projects in the 2006 CLRP

1. Project ID:

Record No: 1922218962

Agency Project ID: 00014693

2. Project Location

Project Name Rte 1

Facility: VA 123

From/At: US 1

To:

Jurisdiction: Prince William County,

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

Congestion at this intersection of US 1 and VA 123 (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. This intersection serves as a gateway to the US Route 1 crossing of the Occoquan River. Traffic demand at this intersection exceeds the existing capacity of the intersection and would exceed the capacity of the intersection, if Routes 1 and 123 were each widened to six lanes. As part of the interchange construction, Route 1, between Occoquan Road and the Occoquan River, and VA 123, between Horner Road and US 1, will be widened to six lanes. This widening is consistent with FY98-2003 TIP and CLRP Air Quality Conformity Inputs Table.

The alternate crossings of the Occoquan River (I-95 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

Prince William county has recently reduced housing density in 1/3 of the County - the rural crescent. Loudoun County's comprehensive plan and land use policies direct growth to the east side of US 15. At the behest of the jurisdictions in NoVA the Virginia legislature is considering legislation which would allow jurisdictions to better control growth.

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 I-95 widening from Newington to VA 123 facility

study. Due to their close proximity and the fact that during the peak periods these two corridors serve similar transportation demands, results of the I-95 widening study are applicable to the US 1 Corridor. "This model (I-95) run was conducted to assess the impacts of 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)

Preliminary engineering will soon begin to design improved access to the park-and-ride lot located in the northeast loop of the I-95/VA 123 Interchange. Improved 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)

A study which will investigate solutions to the bus transit gap on US 1 will begin in calendar year 2000.

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 2010 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