

# I-95 SB AUXILIARY LANE

PROPOSED MAJOR ADDITION

VISUALIZE 2045

From VA 123 to VA 294

## Basic Project Information

Project Length.....1.5 Miles

Anticipated Completion.....2028

Estimated Cost of Construction.....\$27.5 million

Submitting Agency.....Virginia DOT

Anticipated Funding Sources.....

☒ Federal ☒ State ☐ Local ☐ Private ☐ Bonds ☐ Other

CEID.....3664



HIGHWAY



TRANSIT

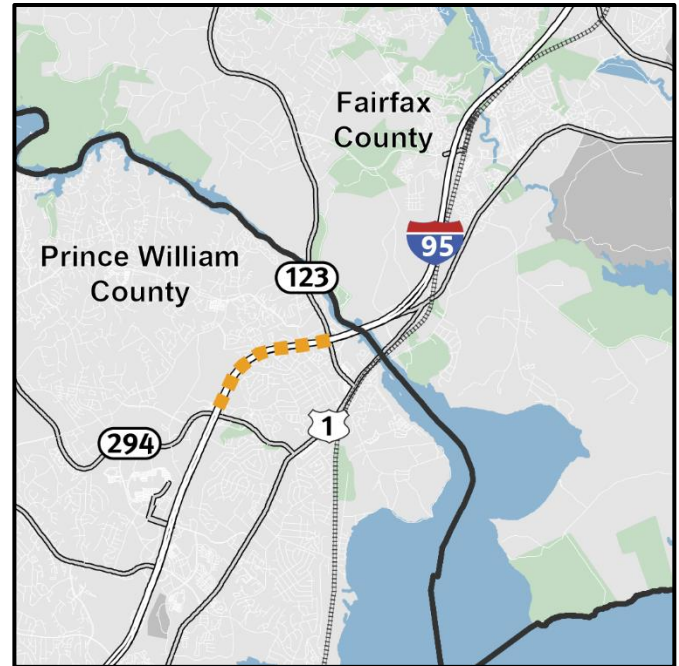


BICYCLE OR PEDESTRIAN

## NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018

See reverse for details, or visit [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).



## Project Description

This project will add one auxiliary lane to southbound I-95 between the Route 123 on-ramp and the Route 294 exit ramp.

## Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Pending

See official Visualize 2045 Project Description Form for more information about this project.



**Goal 1:** Provide a Range of Transportation Options



**Goal 2:** Promote Dynamic Activity Centers



**Goal 3:** Ensure System Maintenance, Preservation, and Safety



**Goal 4:** Maximize Operational Effectiveness and Safety



**Goal 5:** Protect and Enhance the Natural Environment



**Goal 6:** Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

## How this project supports or advances goals in the Regional Transportation Priorities Plan

Enhancing safety (Goal 3) is the primary motivation for the addition of a southbound auxiliary lane on I-95 in Prince William County. The project will expand travel options (Goal 1) for drivers and bus riders, support freight movement (Goal 6), and enhance a connection to Woodbridge, which is an Activity Center (Goal 2).



### Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- ☒ Single Driver (SOV) ☐ Carpool/HOV ☐ Metrorail ☐ Commuter Rail
- ☐ Streetcar/Light Rail ☐ BRT ☒ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
- ☐ Bicycling ☐ Walking ☐ Other
- ☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



### Goal 2: Promote Dynamic Activity Centers

- ☒ Begins or ends in an Activity Center
- ☐ Connects two or more Activity Centers
- ☐ Promotes non-auto travel within one or more Activity Centers



### Goal 3: Ensure System Maintenance, Preservation, and Safety

- ☐ Contributes to enhanced system maintenance, preservation, or safety



### Goal 4: Maximize Operational Effectiveness and Safety

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



### Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- ☐ Criteria Pollutants (NOx, VOCs, PM2.5) ☐ Greenhouse Gases



### Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- ☒ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air
- Enhances, supports, or promotes the following passenger carrier modes:
- ☐ Air ☐ Amtrak Intercity Passenger Rail ☒ Intercity Bus

## Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- ☒ Support Economic Vitality
- ☒ Increase Safety for All Users
- ☐ Support Homeland and Personal Security
- ☒ Increase Accessibility and Mobility of People and/or Freight
- ☐ Protect and Enhance the Environment
- ☐ Enhance Integration and Connectivity
- ☐ Promote Efficient System Management and Operation
- ☐ Emphasize System Preservation

## Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☒ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

## Comment on this project or on Visualize 2045

**December 14, 2017-January 13, 2018** Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**September 13-October 13, 2018** Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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