

# **I-95 Corridor Study**

## **Phase II Highway Element**

April 16, 2018

# Recent Activity

1. Further investigated effects of new or modified Interstate access near mileposts 131, 128, 126, and 124 in terms of changes in traffic volume on local roadways
2. Revised traffic forecasts and operational analysis to test performance of new future condition in order to identify remaining choke points or other unexpected consequences

# I-95 Phase 2 – Potential New Access Points

## *Status Update*

## **The Study Team is testing four new or modified I-95 access scenarios.**

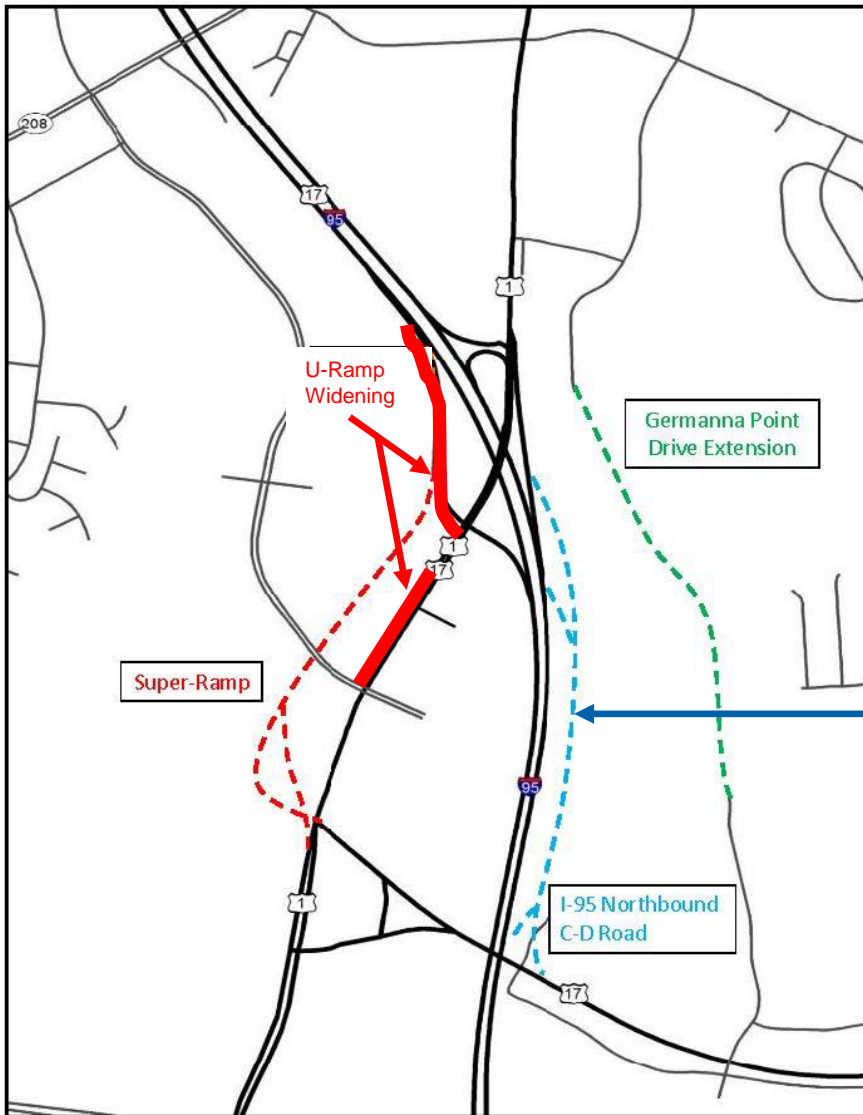
- 1) New full access near milepost 131 (Central Park)***
- 2) New full access near milepost 128 (Harrison Rd)***
- 3) Improved access at existing Exit 126 (Rte 1/Rte 17)***
- 4) New full access near milepost 124 (Alexander's Crossing/Jackson Village)***

# Comparison for all four interchanges is not complete due to deficiency found with Exit 126 Interchange Planning Concept

*Results only available for 3 of 4 so comparison will be postponed to May 21st:*

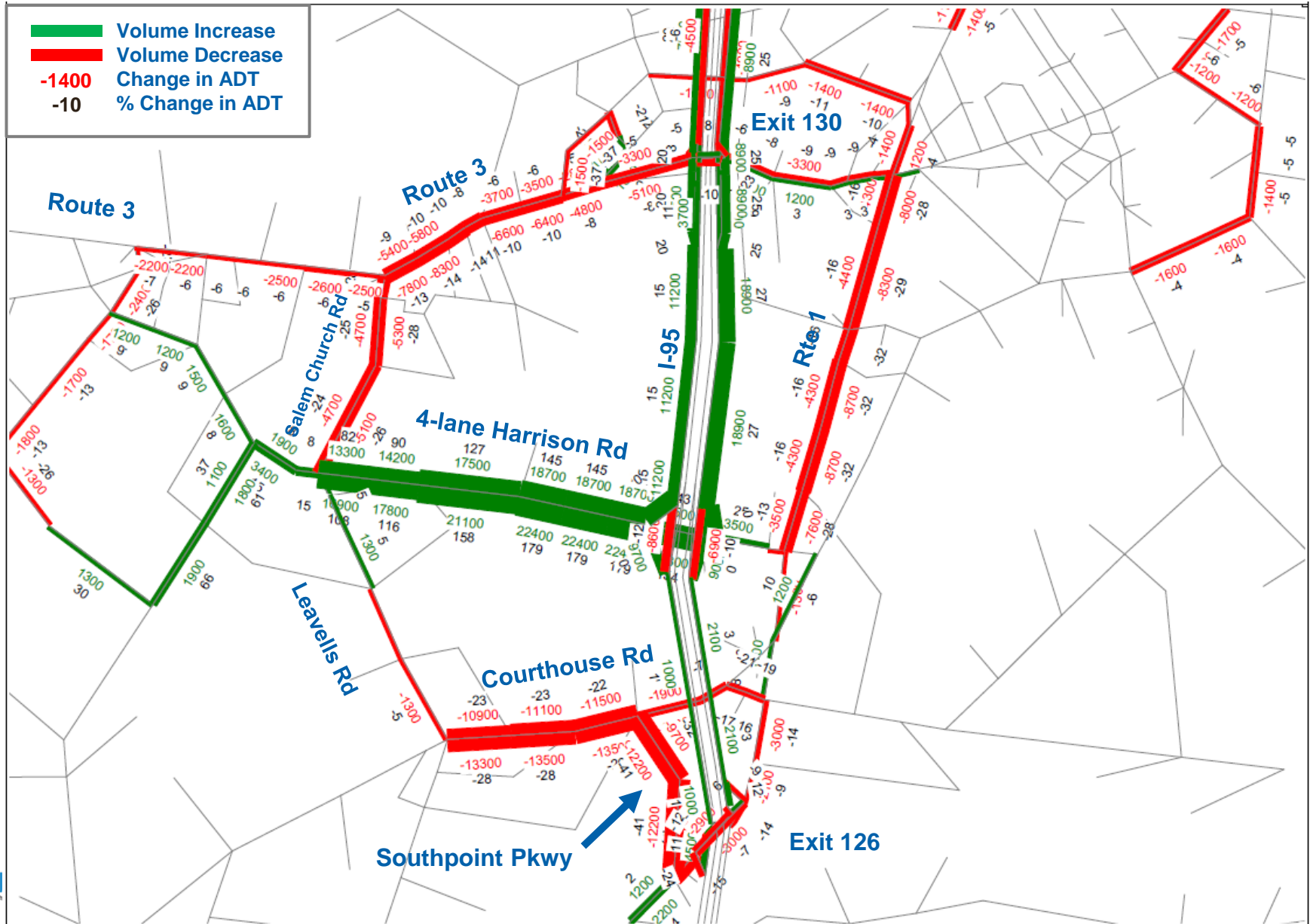
- *Exit 131 (Shown to FAMPO in February, 2018)*
- *Exit 128*
- *Exit 124*

# Issue with Exit 126 Planning Study Concept

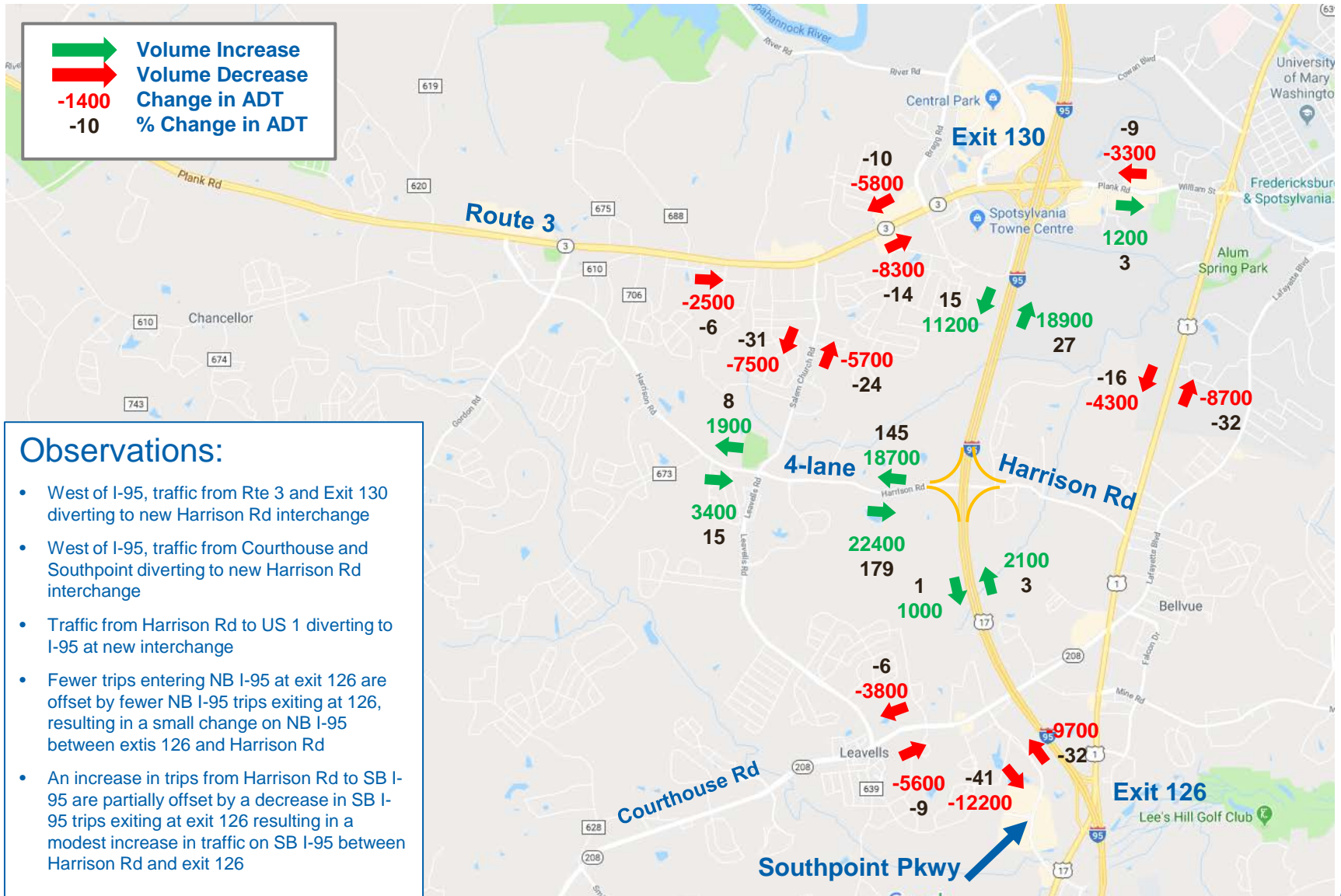


- 1-Lane NB Onramp CD lane from Rte 17 to I-95 can not handle the traffic and actually makes congestion in the Massaponax area worse
- New design being developed by FAMPO consultants

# New Exit 128: Harrison Rd access point 2045 traffic impacts

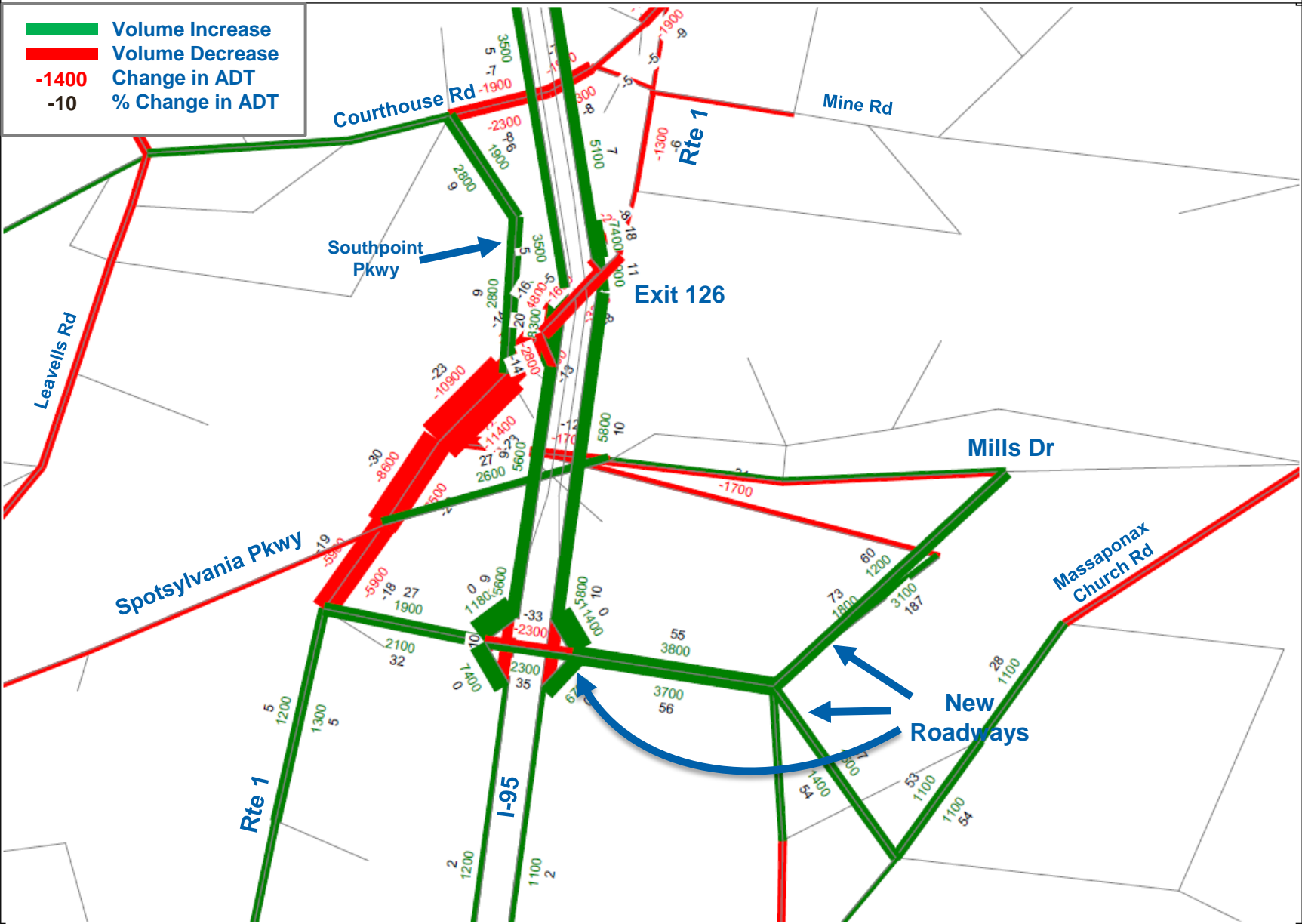


# New Harrison Rd access point – 2045 traffic impacts



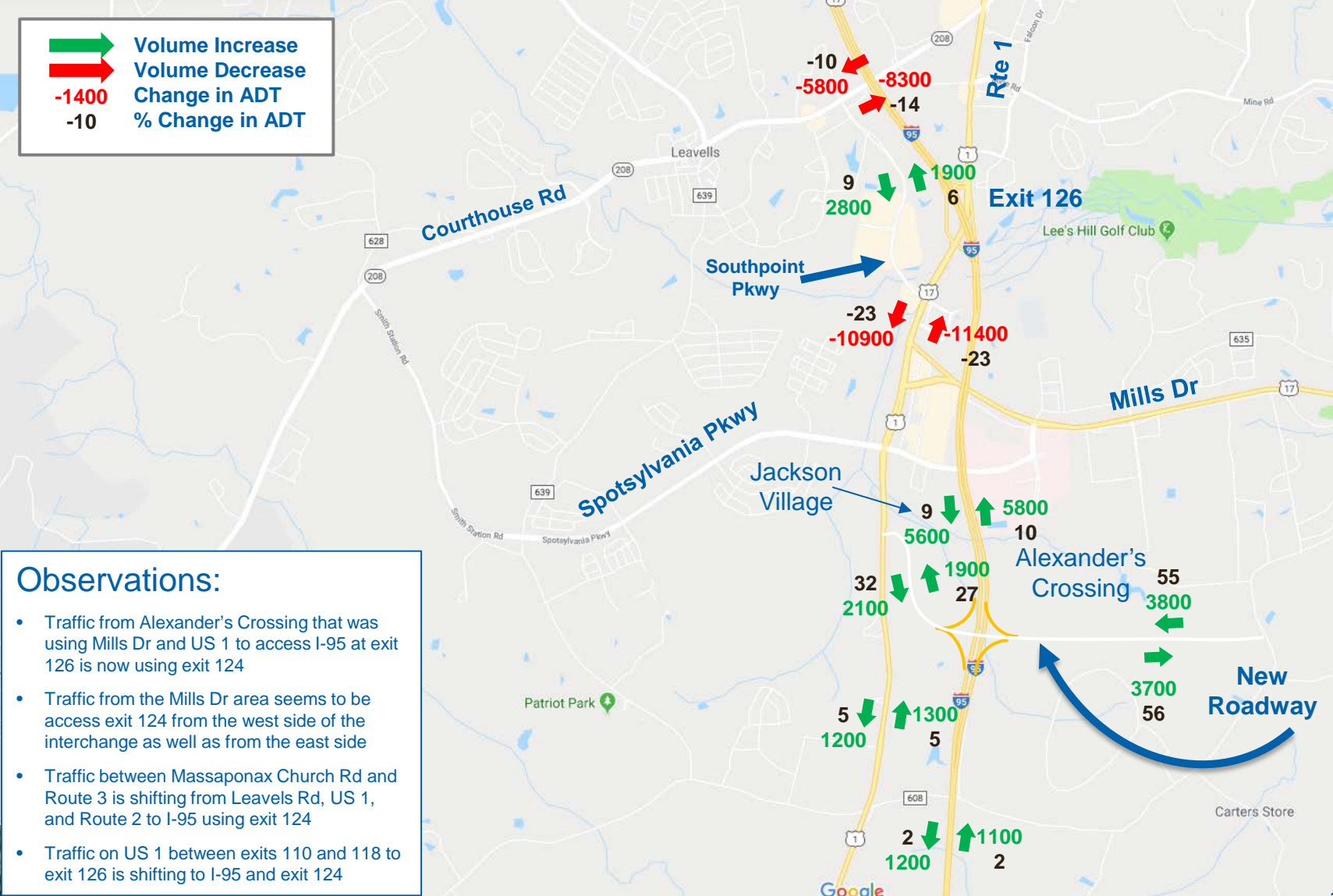


# New Exit 124 access point – 2045 traffic impacts



# New Exit 124 access point – 2045 traffic impacts

	Volume Increase
	Volume Decrease
-1400	Change in ADT
-10	% Change in ADT



## Observations:

- Traffic from Alexander's Crossing that was using Mills Dr and US 1 to access I-95 at exit 126 is now using exit 124
- Traffic from the Mills Dr area seems to be access exit 124 from the west side of the interchange as well as from the east side
- Traffic between Massaponax Church Rd and Route 3 is shifting from Leavels Rd, US 1, and Route 2 to I-95 using exit 124
- Traffic on US 1 between exits 110 and 118 to exit 126 is shifting to I-95 and exit 124

# I-95 Phase 2 Operational Analysis

## Status Update

# The Study Team is evaluating I-95 Mainline needs for 2030 and 2045

- 1) *Between Exit 136 and Exit 126 area*
- 2) *Roughly Mpt 138 to Mpt 123*

# Summary of Key Findings: I-95 SB by 2030

## 1. *4<sup>th</sup> GP Lane Needed between Exit 130 and Exit 126*

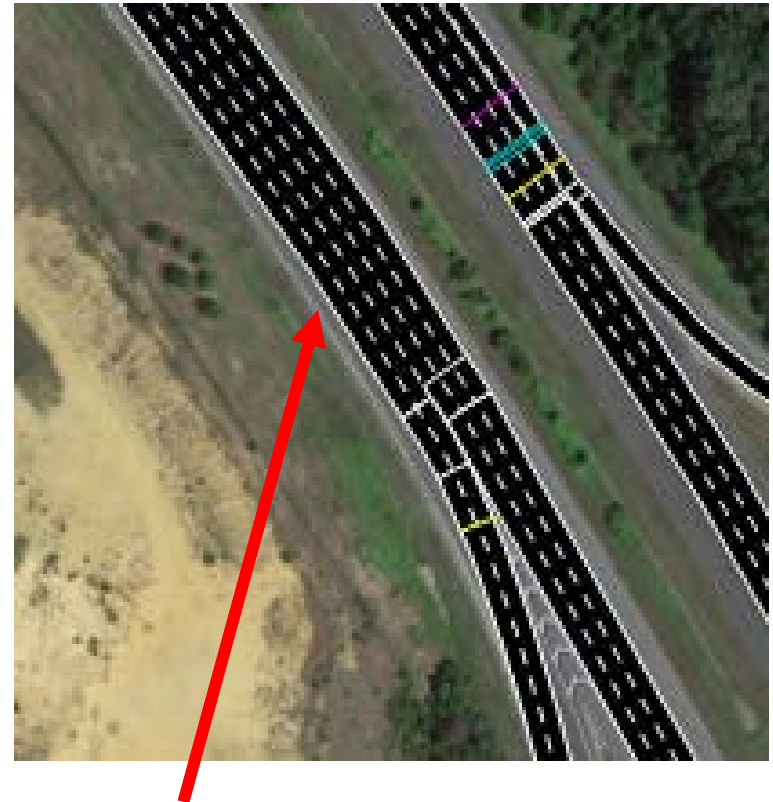
- *Needed for Weekday PM*
- *Draft VDOT Cost Estimate: \$15 Million*
  - *Assumes Harrison Rd Bridge does not need to be replaced*

## 2. *Additional Auxiliary Deceleration Lane needed at Exit 126*

- *Needed for Weekday PM*
- *Planning Level Cost Estimate: \$10 Million*
- *This project is part of the larger Exit 126 SB “Super Ramp” to Rte 17*

# I-95 Southbound Off-Ramp Design at Exit 126 (Preferred Design)

- Preferred cross-section includes an 1,500 – 2,000 feet auxiliary deceleration lane on the right side of the four I-95 SB GP Lanes (*4<sup>th</sup> lane on I-95 SB between GP/CD merge and Exit 126 is currently proposed*). There is 3,300 feet of space between the Courthouse Rd bridge and the gore point for the Exit 126 off-ramp.
- The benefits with this design is inclusion of traffic storage (on the new deceleration lane) for spillbacks from the Exit 126 off-ramp due to challenges with arterial and/or ramp operations. This design significantly improves traffic safety on I-95 at Exit 126.



1,500 – 2,000 feet  
auxiliary deceleration lane

# Summary of Key Findings: I-95 NB by 2030

## **1. 4<sup>th</sup> GP Lane Needed between Exit 126 and Exit 130**

- **Needed for Weekend Peak (Sunday)**
- **VDOT researching if existing Harrison Rd bridge will allow a 4<sup>th</sup> NB lane**

## **2. Exit 126/Rte 1 improvements: Rte 1 to I-95 NB**

- **Needed for Weekday and Weekend Peaks**
- **Planning Level Cost Estimate: \$25 Million**
- **This project is from Exit 126 STARS Study (Results expected by May)**

# Potential Funding Sources for Improvements

## 1. *Smart Scale Round 3*

- *About \$470 Million expected in Statewide High Priority Funding*
- *Deadlines: June 1<sup>st</sup> (Initial) and August 1<sup>st</sup> (Complete)*

## 2. *Fred Ex*

- *About \$232 Million expected to be available for I-95/395 between Exit 126 and DC Line*
- *Improvements must benefit Express lane users*
- *Process/Timeframe TBD*
- *More information expected by Late Spring/Summer*



# Next Steps for May 21st

1. *Summary of Improvements Needed by 2030 and 2045 for I-95 mainline*
2. *Presentation of Interchange Comparison Results*
  - *Exit 131: Central Park*
  - *Exit 128: Harrison Rd*
  - *Exit 126: Rte 1/Rte 17*
  - *Exit 124: Alexander's Crossing/Jackson Village*