

# HOV Lane Operation at Turkeycock Run

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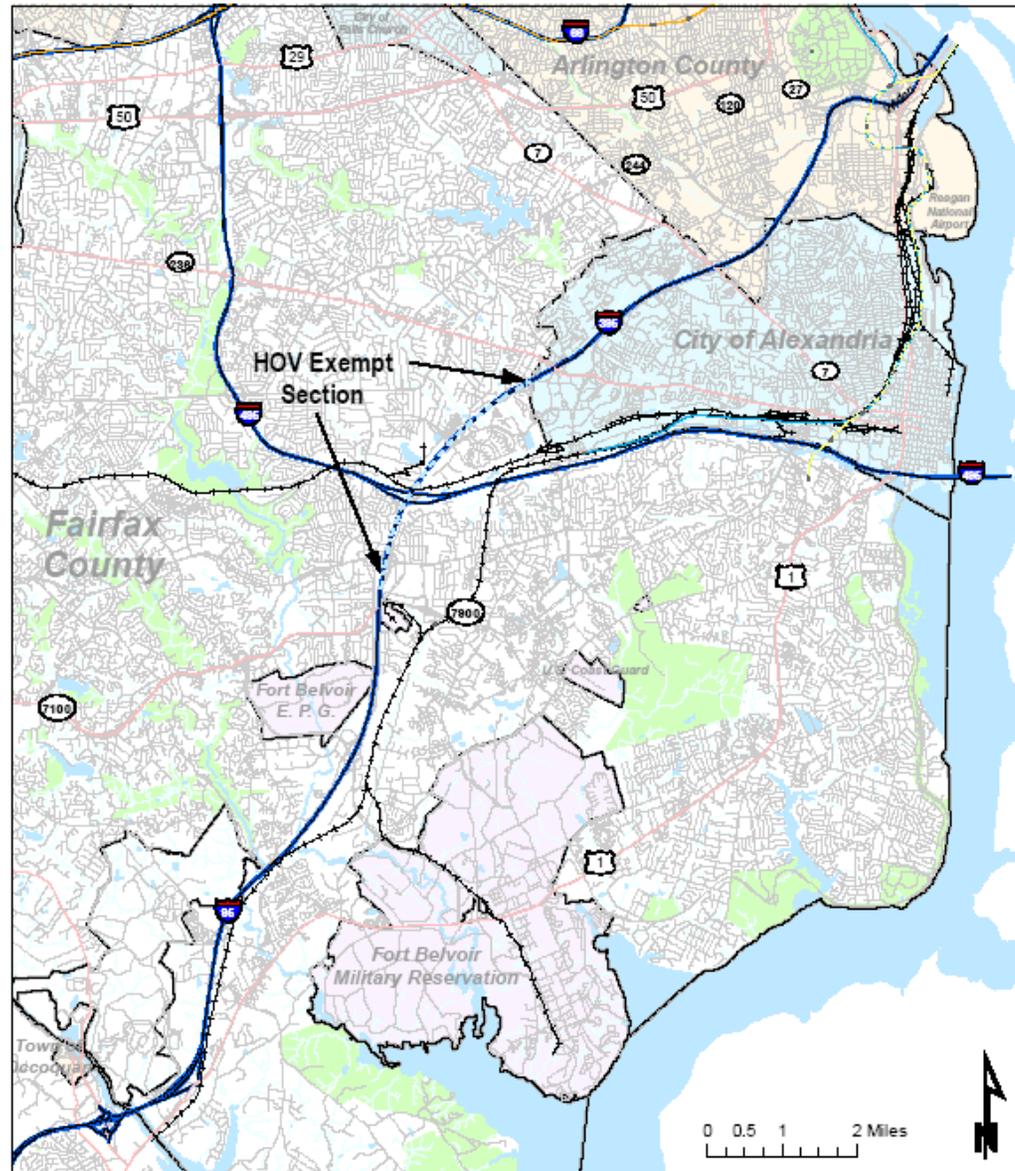
November, 2007



# Situation

- **Since 1982, the Commonwealth Transportation Board has allowed all traffic to use a three-mile stretch of the barrier-separated HOV lanes on I-395 south during the restricted hours of 3:30 to 6:00 p.m. Non-HOVs are permitted to enter the HOV lanes at a slip ramp south of Duke Street (also known as Turkeycock) and continue to the flyover ramp south of Springfield.**
- **This HOV exemption has allowed traffic to bypass the heavily congested general purpose lanes and helped smooth traffic flow through the Springfield Interchange area.**

# Turkeycock Run to south of Springfield Interchange

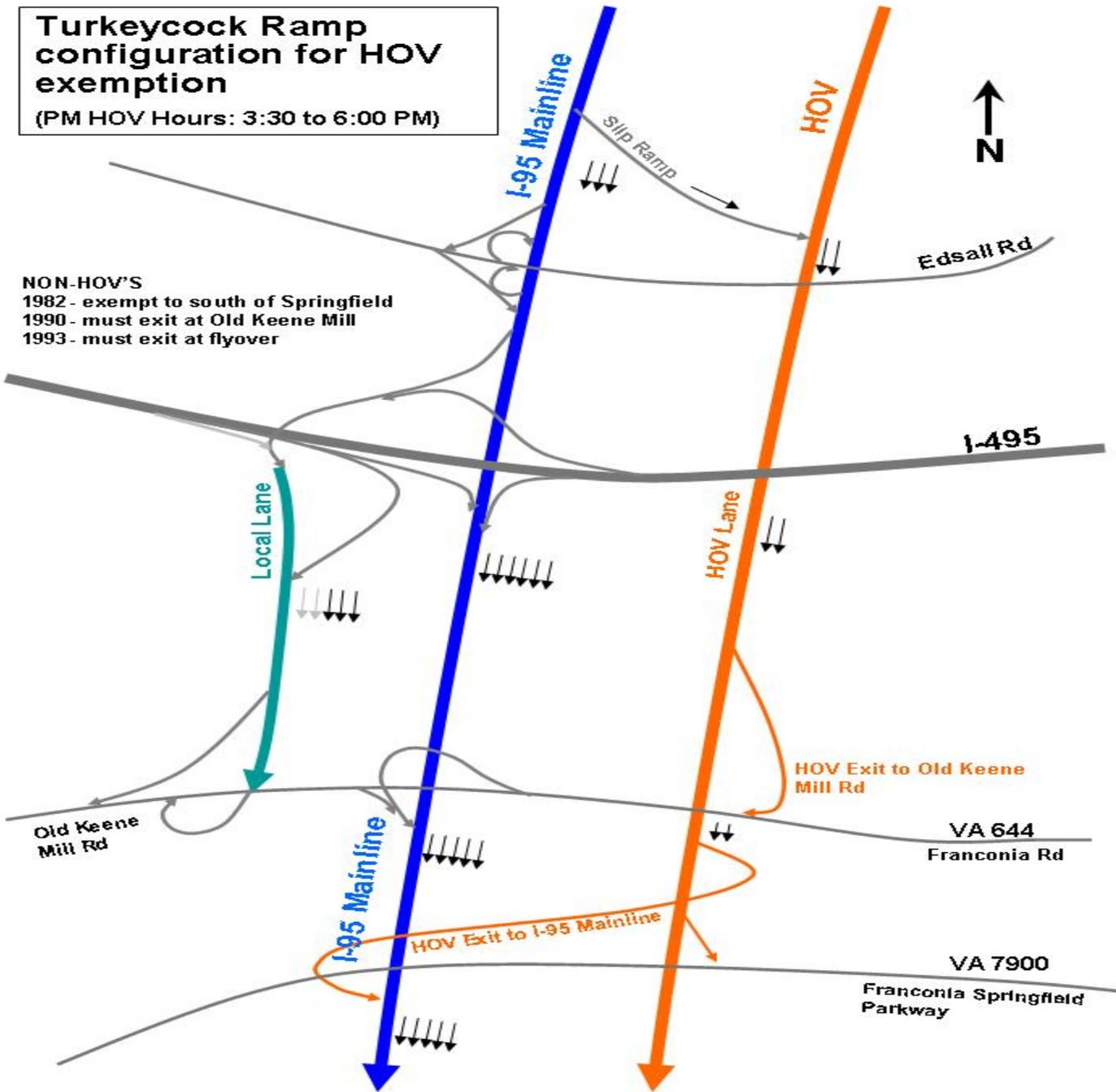


Section of I-395 / I-95 HOV lanes exempt from HOV occupancy requirements during PM Peak Hours (3:30 - 6 PM)

# Proposal

- **Propose that this segment be returned to HOV-3+ only. Supported by:**
  - **NOVA HOV Advisory Committee**
  - **DRPT**
  - **Virginia State Police**
  - **FHWA**
  - **VDOT**
- **Impacts of change:**
  - **More capacity available for HOV**
  - **Minimal traffic impacts on general purpose lanes**
  - **Eliminates confusing signage**
  - **Simplifies enforcement**
  - **Underscores VDOT's commitment to HOV lane users**

**Turkeycock Ramp configuration for HOV exemption**  
 (PM HOV Hours: 3:30 to 6:00 PM)



# New Springfield Interchange

- **Eliminates weave and merge**
  - **New configuration eliminates weave and merge as traffic enters I-95 south from I-495 East, I-495 West, and I-395 South, and eliminates weave among 6 lanes to local ramps and the 3 through lanes on I-95**
  - **Movements have been separated, and 11 lanes now accommodate the local and express traffic through the interchange**
- **Completed in July, 2007**

# Traffic Ramifications

- About 2500 non-HOV's use this section of I-395 HOV lanes during the two and one-half evening HOV hours
- Operational study shows traffic impacts to general purpose lanes would be minimal. One-half of the non-HOV traffic is expected to use the regular through lanes and one-half is expected to use the local lanes, exiting at Springfield
- Peak vehicle volumes on HOV would drop by over 30 percent, improving their level of service. Peak vehicle volumes on general purpose through lanes would grow by about 8 percent, but not change the level of service
  - Minimal increase in traffic on through and local general purpose lanes
  - General purpose lanes' flow may improve due to elimination of diverge (at Turkeycock ramp) and merge (at flyover)

# Traffic Ramifications- Cont.

- Provides more reliable and consistent travel times on HOV lanes; potential to attract new users
- Important component of Transportation Management Plan (TMP) for I-95 4<sup>th</sup> lane widening project
- Keeping the SOV access available would not provide benefits for maintenance of traffic or TMP associated with HOT lanes construction
- Simplifies HOV enforcement. Eliminates safety problems
- **Underscores VDOT's commitment to HOV lane users**