



**Resolution Requesting an Operational and Safety Study of the Southbound
Interstate 95 Exit 163 Ramp and Lorton Road Interchange**



Whereas, Interstate 95 is the principal north-south transportation corridor serving Fairfax County and the Commonwealth of Virginia, carrying regional, interstate, commuter, commercial, and emergency traffic;

Whereas, Exit 163 provides one of the primary access points between Interstate 95 and the Lorton community and serves residents, businesses, schools, public facilities, Fort Belvoir, and surrounding neighborhoods;

Whereas, the southbound Exit 163 off-ramp currently provides a single through/left-turn lane and a single right-turn lane at its intersection with Lorton Road starting from a single exit lane from Interstate 95;

Whereas, recurring weekday afternoon congestion causes significant vehicle queues to develop on the southbound Exit 163 off-ramp, particularly during the evening peak travel period;

Whereas, members of the South County Federation, area residents, and daily commuters have regularly observed exiting queue lengths extending well beyond the exit ramp itself, the I-95 exit lane, and, on numerous occasions, as much as a half mile of the main Interstate 95 through lanes, creating operational inefficiencies and increasing the potential for rear-end collisions;

Whereas, recurring congestion at this interchange contributes to increased use of Lorton Road and nearby local streets by motorists seeking alternate routes around congestion occurring on Interstate 95 in Prince William County and points farther south;

Whereas, continued residential growth, commercial development, and increased regional travel demand have placed additional operational demands upon the Exit 163 interchange and the surrounding transportation network;

Whereas, improving traffic operations at this location has the potential to enhance roadway safety, reduce congestion, improve travel reliability, and better serve residents, businesses, emergency responders, and the traveling public;

Whereas, transportation engineering best practices support evaluating operational improvements through data-driven analysis that considers traffic volumes, queue lengths, signal timing, lane utilization, roadway geometry, safety performance, and future demand;

Whereas, the South County Federation supports collaborative planning efforts among Fairfax County, VDOT, elected officials, community organizations, and the public to identify practical, cost-effective transportation improvements.

Now, Therefore, Be It Resolved the South County Federation respectfully requests that the Fairfax County Board of Supervisors ask the Virginia Department of Transportation, in coordination with the Fairfax County Department of Transportation, to conduct a comprehensive operational and safety study of the Interstate 95 Southbound Exit 163 ramp and interchange at Lorton Road.

Be It Further Resolved, that the study evaluate, at a minimum:

- Existing and projected traffic volumes;
- Peak-hour queue lengths and queue spillback onto Interstate 95;
- Signal timing and intersection operations;
- Existing lane assignments and lane utilization;
- Storage capacity of the southbound exit ramp;
- Opportunities to improve right-turn capacity;
- The feasibility of providing an extended right-turn lane;
- Other geometric or operational improvements identified through engineering analysis;
- Impacts to pedestrian, bicycle, transit, freight, and emergency vehicle operations.

Be It Further Resolved, that the study include recommendations regarding the operational, financial, environmental, and right-of-way feasibility of any proposed improvements, together with implementation priorities and potential funding opportunities.



President

7/15/2022
Date