



I-395 Express Lanes Northern Extension Project Public Hearings

**Susan Shaw, PE, Megaprojects Director
Virginia Department of Transportation**

**Amanda Baxter, Special Projects Manager
Virginia Department of Transportation**

Purpose of Tonight's Meeting

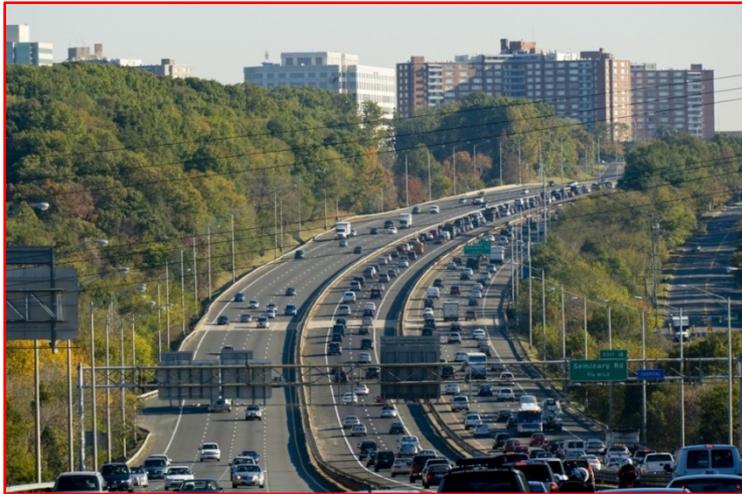
Provide information and gain public input:

- Draft Environmental Assessment (EA)
- Design concepts including Eads Street improvement concept
- Key traffic findings
- Overall project update and schedule

Opportunities to provide formal comments for the public record:

- Submit written comments on the comment sheet
- Provide oral comments following the presentation or to a court reporter

Existing Conditions



- Lack of capacity and congestion on I-395 between Edsall Road and Washington DC
- Access challenges at the Pentagon
- Lack of capacity on Eads Street ramp

Purpose and Need

Develop a transportation solution that:

- Reduces congestion
- Provides additional travel choices
- Improves travel predictability
- Improves roadway safety



Project Background

- Comprehensive Agreement executed in 2012 with 95 Express Lanes, LLC (95 Express) for 95 Express Lanes contemplated potential future development of the Northern Express Lanes in the I-395 corridor
- In November 2015, VDOT and 95 Express signed a Development Framework Agreement outlining roles and responsibilities
- The toll project will provide a long-term transit investment through an annual transit payment from toll revenues (at \$15 Million minimum, escalated annually)



Atlantic Gateway: Partnering to Unlock the I-95 Corridor (FASTLANE/TIGER Grants)

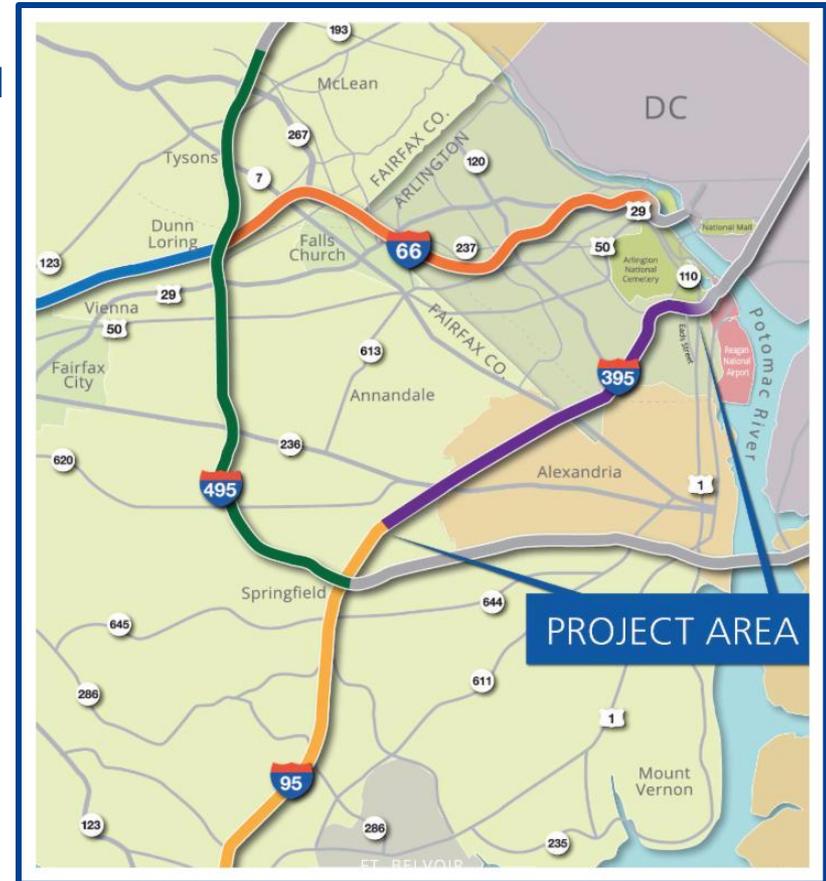
Virginia selected to receive \$165 million dollar federal grant to improve more than 50 miles of the I-95/I-395 Corridor from Fredericksburg to the Pentagon.

- Extend I-95/I-395 Express Lanes
 - North to the Pentagon (~ 7 miles)
 - South to Fredericksburg (~ 10 miles)
- Improve commuter rail service on VRE and Amtrak
 - Construct Third track in Fairfax County (~ 8 miles)
 - Design Improvements to Long Bridge (Potomac Crossing) (~ 6 miles)
- Increase capacity on I-95/I-395 General Purpose Lanes
 - Widen I-395 between Duke Street and Edsall Road
 - Add new lanes across Rappahannock
- Expand bus service and commuter parking spaces in the corridor



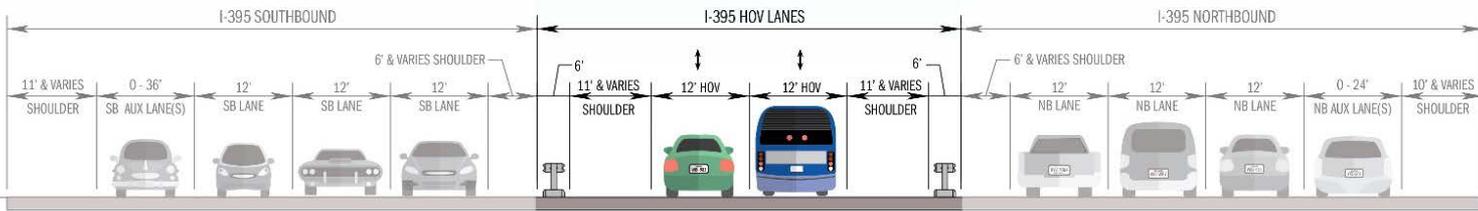
Project Scope

- Expand and convert the two existing reversible High Occupancy Vehicle (HOV) lanes to three managed High Occupancy Toll (HOT) or Express Lanes for approximately eight miles from Edsall Road to the vicinity of Eads Street near the Pentagon
- Provide improved connections between the proposed I-395 Express Lanes and Eads Street
- Install signage, toll systems, and an Active Traffic Management System
- Provide sound walls

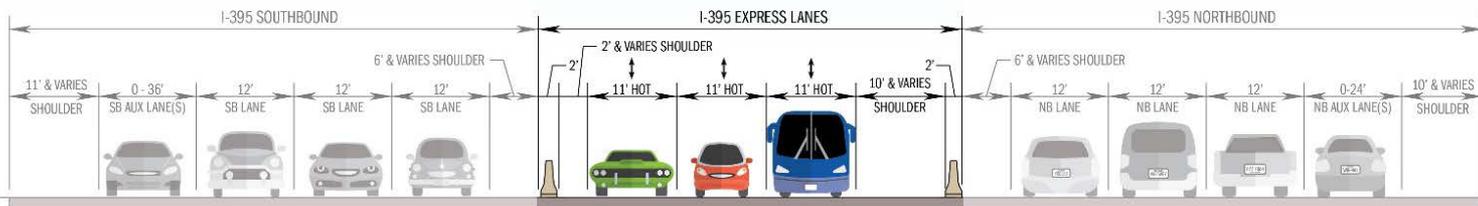


Typical Section

Existing Condition



Proposed Condition

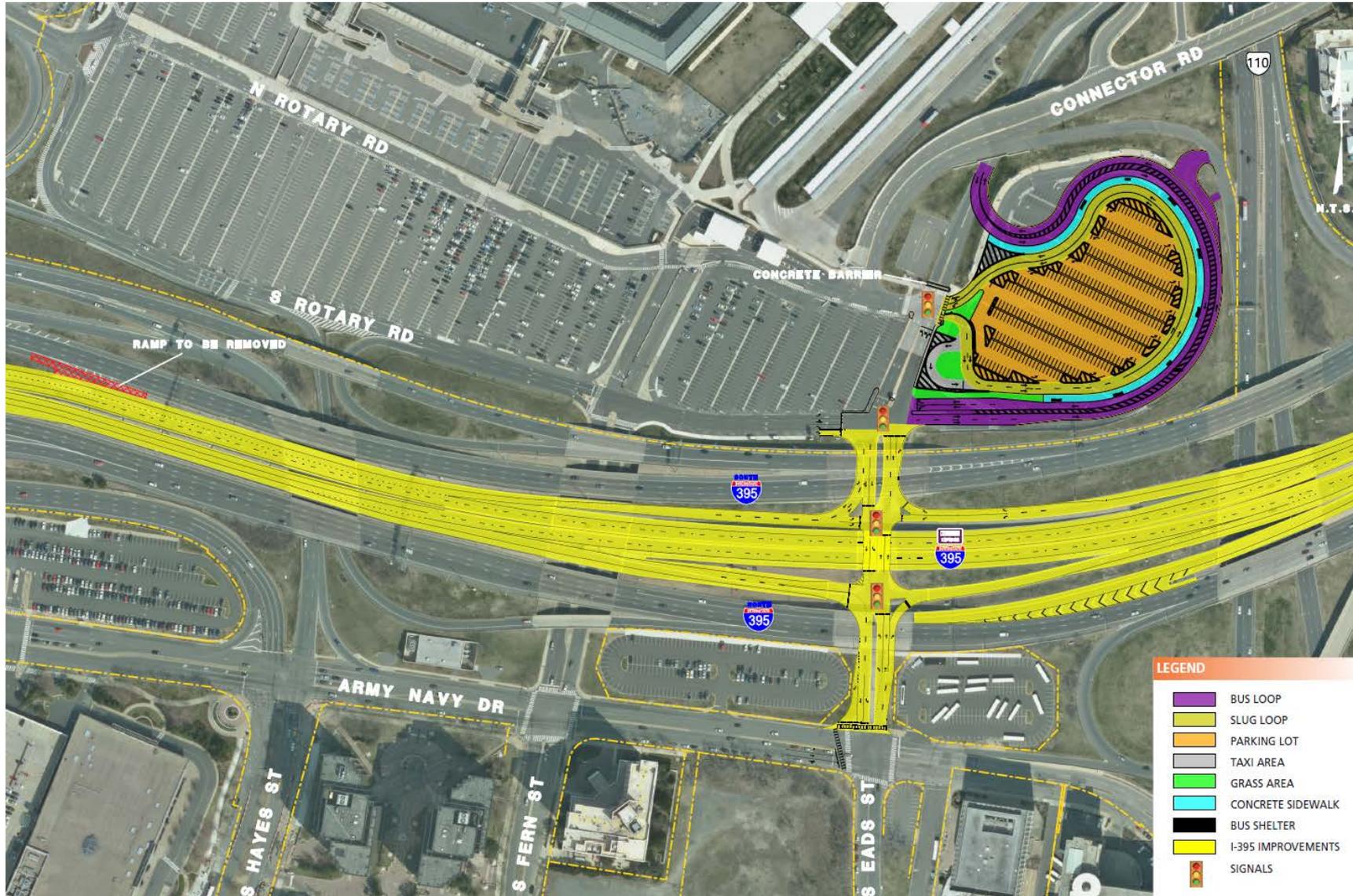


Express Lanes Access

- All existing access points to remain the same – except for Eads Street Interchange
- Capacity and operational improvements at Eads Street Interchange under evaluation
- Seminary Road South facing ramp remains limited to HOV-only at all times



Eads Street Interchange and Pentagon Multimodal Improvements

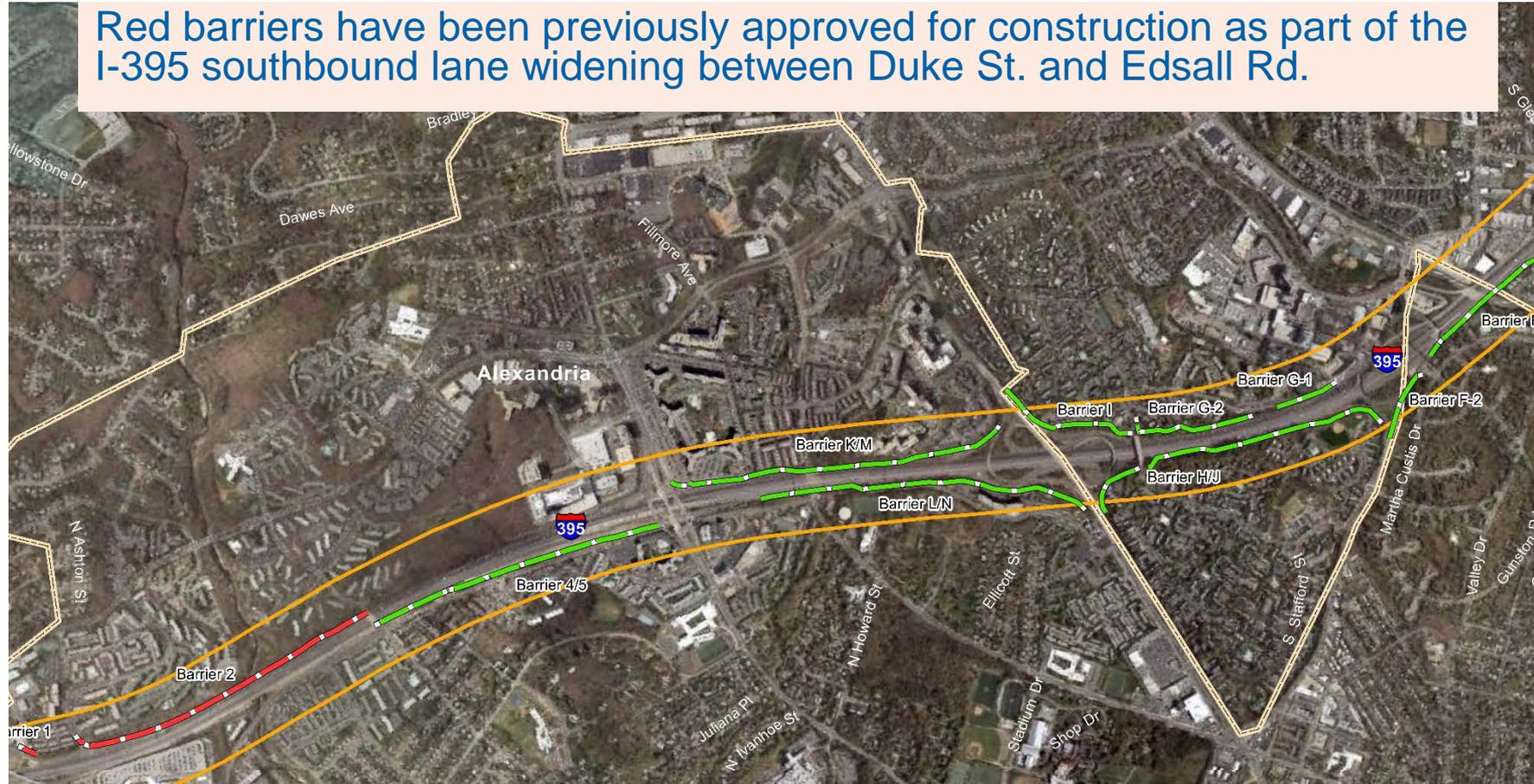


Environmental Assessment Findings

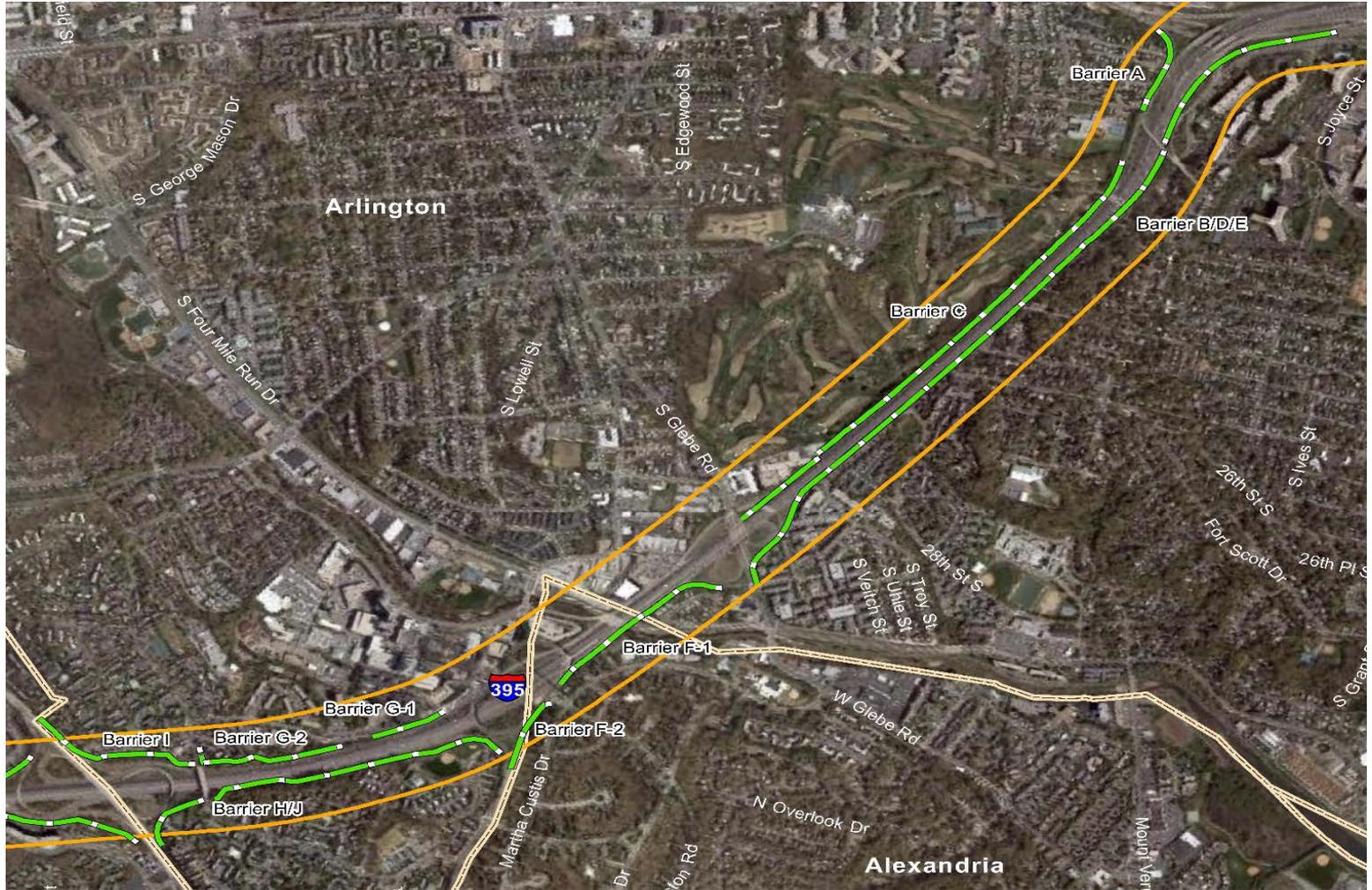
Environmental Resource	Resource Summary
Property Impacts	No relocations or displacements. 5.3 acres of right of way acquisition and/or easements.
Environmental Justice	No disproportionate impacts.
Land Use, Community Facilities, and Recreational Resources	No substantial impacts.
Cultural Resources	No adverse effect. 5.91 acres of property may be impacted by noise barriers.
Air Quality	No adverse impacts to ambient air quality and no violation of NAAQS.
Noise	Impact to 2,857 noise-sensitive receptors. 8.1 miles of barriers have preliminarily been identified as being feasible and reasonable.
Wetlands and Streams	Impacts to 0.004 acres of wetlands.
Floodplains	Impacts to 0.09 acres of 100-year floodplains and 0.01 acres of 500-year floodplains.
Wildlife and Habitat	Minimal Impact.
Threatened, Endangered, and Special Status Species	No adverse effects to the Northern Long Eared Bat and the Dwarf Wedgemussel. Anadromous Fish Use areas mapped downstream of the study area may require time-of-year restrictions.
Hazardous Materials	8 sites of elevated environmental concern. Sites will be managed and handled in accordance with federal, state, and local procedures.
Indirect and Cumulative Effects	Minimal impacts since the proposed improvements are to an existing facility within existing right of way in an environment that is highly developed.
Section 4(f)	If right of way impacts occur to historic properties, the Section 4(f) use would likely be considered a de minimis impact.

Noise Barriers within Alexandria

Red barriers have been previously approved for construction as part of the I-395 southbound lane widening between Duke St. and Edsall Rd.



Noise Barriers within Arlington



Noise Barriers Under Construction



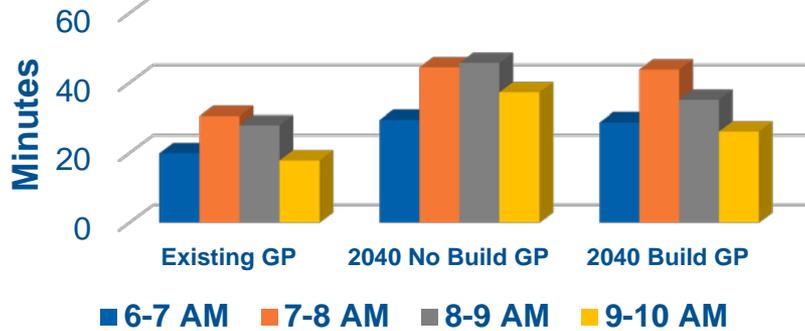
Sample Completed Noise Barriers



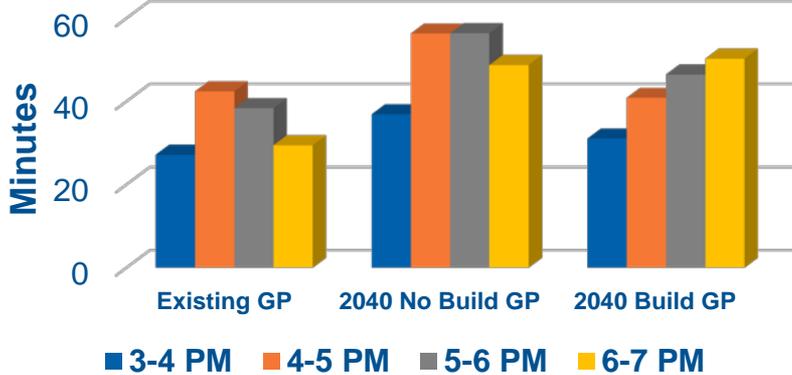
Traffic Operations Results

I-395 Travel Times

Northbound I-395 - AM Peak



Southbound I-395 - PM Peak

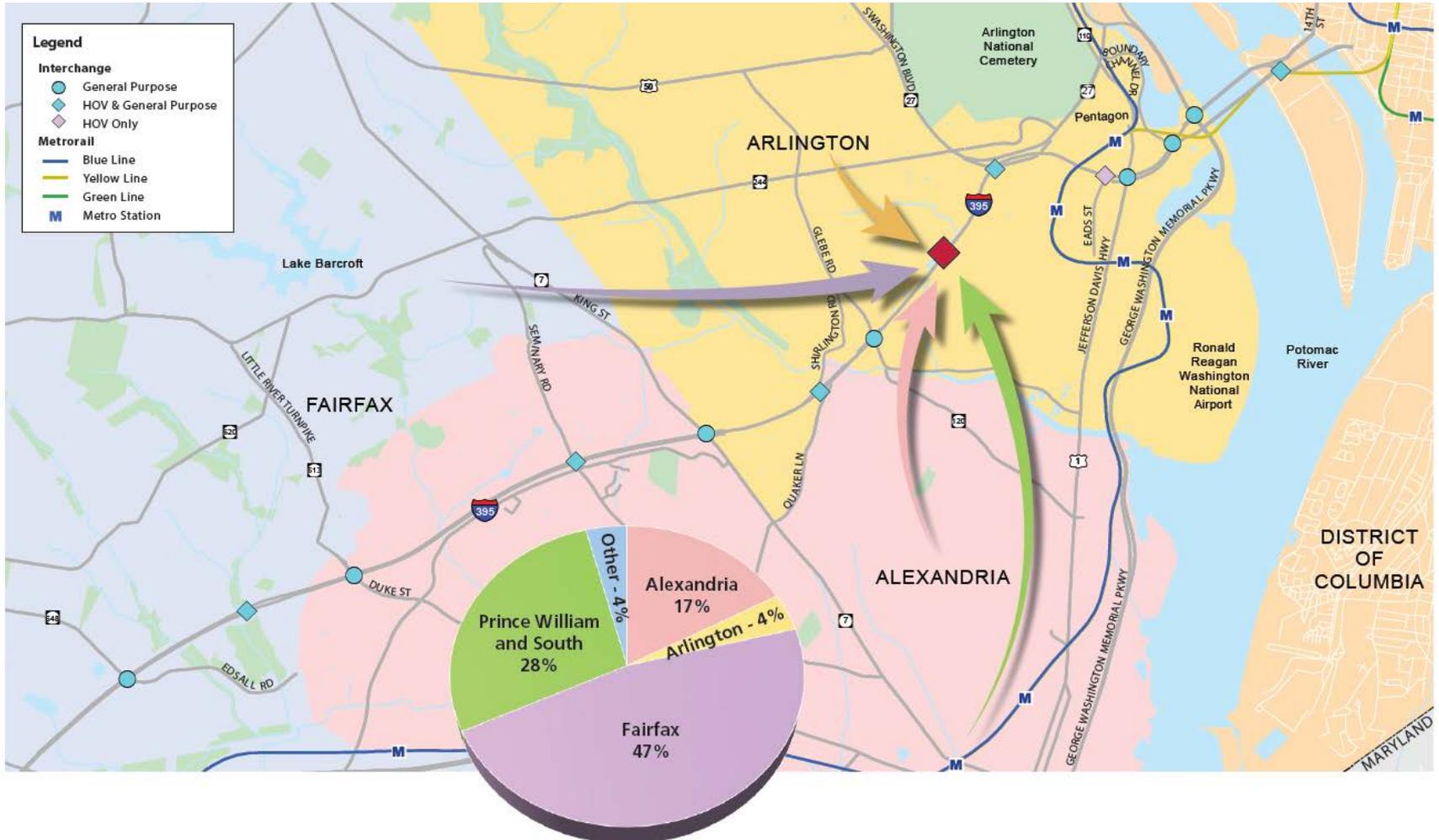


- Average 6 – 8 minute travel time reduction
- 15% reduction in travel times

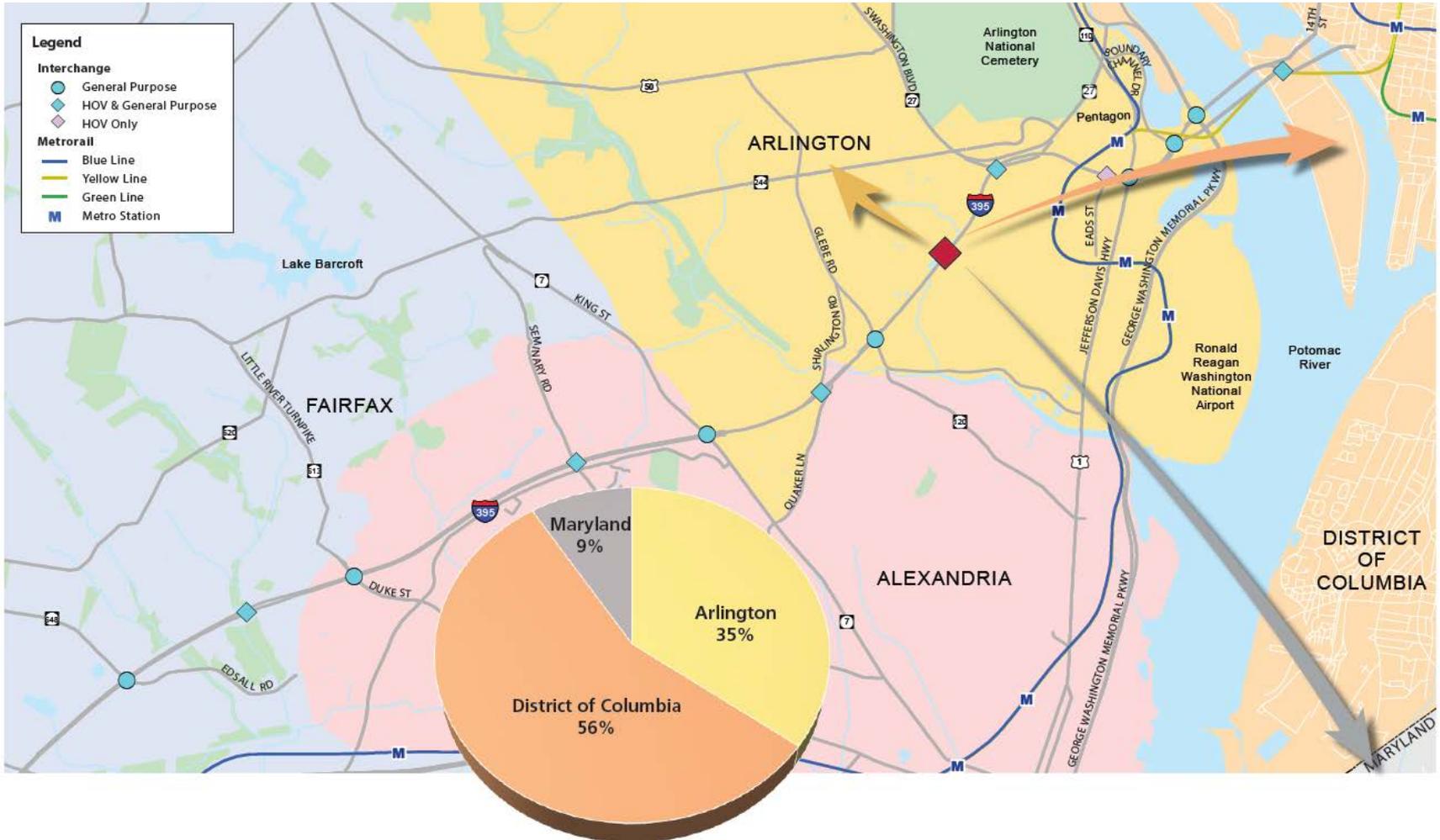
Arterial Operations

- **55 intersections evaluated**
 - Reduced number of intersections operating at LOS E/F
 - Eads Street Interchange Improvements eliminates several deficient intersections
 - 2 intersections have a LOS degradation to D or E in PM peak hour

Northbound I-395 – North of Glebe Road Origins – AM Peak



Northbound I-395 – North of Glebe Road Destinations – AM Peak



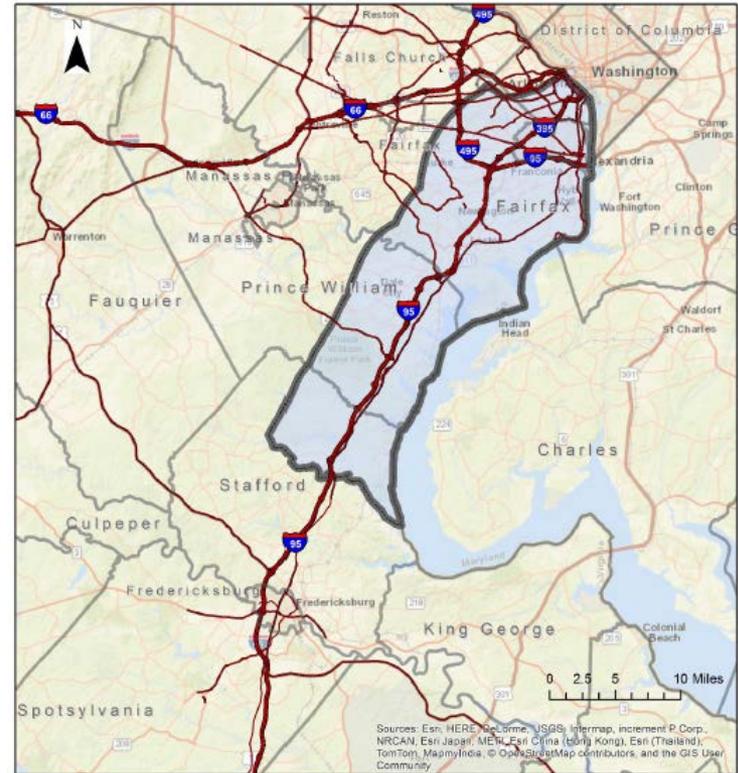
I-95/I-395 Transit and TDM Study

- DRPT is leading the development of a new I-95/I-395 Transit/Transportation Demand Management (TDM) Study in coordination with key stakeholders including:
 - Cities of Alexandria and Fredericksburg
 - Arlington, Fairfax, Prince William, Spotsylvania and Stafford Counties
 - Northern Virginia Transportation Commission (NVTC)
 - Potomac and Rappahannock Transportation Commission (PRTC)
 - VRE and WMATA



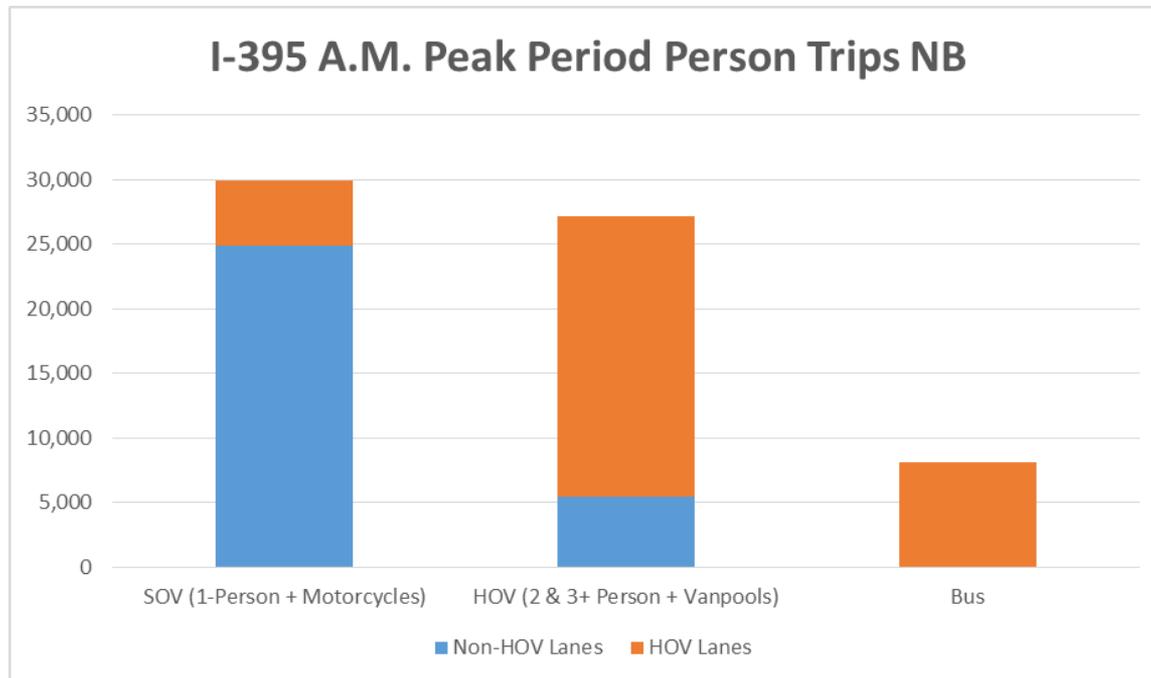
I-95/I-395 Transit/TDM Study Area and Markets

- Project study area extends from the southern terminus of the I-95 Express Lanes (at Garrisonville Road) north to the Potomac River and includes:
 - Parallel commuting corridors
 - Alternative modes of travel
- Transit/TDM services, programs, or facilities that are being studied include those that:
 - Use I-95 and/or I-395 and serve work destinations within the study area inside the Beltway (including downtown DC)
 - Increase person throughput but do not use I-95 or I-395
 - Provide direct access to services in the corridor that increase person throughput or travel choices in the study area



Existing Peak Period Travel

- In the A.M. peak period, there are 65,000 persons carried in 40,000 vehicles northbound
- 54% of the person trips are on the HOV lanes
- Transit vehicles are less than 1% of the vehicles but carry 12% of trips



Project Benefits

- **Move More People**

- 35 - 50% increase in traffic volumes in HOT lanes; relieves General Purpose lanes
- Move more than 13,000 more people in PM peak (north of Glebe Rd)

- **Reduce Congestion**

- Average 6 to 8 minute travel time reduction in General Purpose Lanes
- 15% reduction in travel times in General Purpose lanes
- Increasing capacity on I-395 reduces diversion of traffic to arterial roadways

- **Expand Travel Choices**

- Promote HOV throughout the day (currently no incentive to HOV during off-peak)
- Allow all motorists to continue north on the HOT lanes at Turkeycock Run or enter the southbound HOT lanes exiting DC

- **Increase Reliability**

- Reduce congestion in HOT lanes before and after current HOV restricted periods

- **Improve Safety**

- Increased capacity will reduce the potential for congestion-related crashes
- Increase safety at Eads Street interchange (eliminate southbound weave)

- **Noise Mitigation**

- Provide opportunities along corridor to mitigation noise

Key Milestones

Key Milestones	Begin Dates
Public Outreach and Technical Coordination	Ongoing
Begin NEPA – Environmental Assessment	January 2016
Begin Transit/TDM Study	April 2016
Public Information Meetings	April 11 and 13, 2016
Public Meetings and Hearings	October 24 and 26, 2016 October 27 (395 Widening) November 30, 2016
Regional Long-Range Plan Decision	November 2016
Final Transit/TDM Study	December 2016
Final NEPA Decision	January 2017
Begin Construction	2017
Project Completion	2019

How to Provide Comments

COMMENTS MUST BE RECEIVED BY DECEMBER 12, 2016

At the Public Hearings

- Submit written comments on the comment sheet
- Provide comments following the formal presentation or individually to the court reporter

Mail

- Mail written comments to VDOT Northern Virginia District, Attn: Amanda Baxter, 4975 Alliance Drive, Fairfax, VA 22030

Email

- Email your comments or questions to 395expresslanes@VDOT.Virginia.gov

Please reference “I-395 Express Lanes Northern Extension” in the subject line of all correspondence

I-395 South Widening Duke Street to Edsall Road

I-395

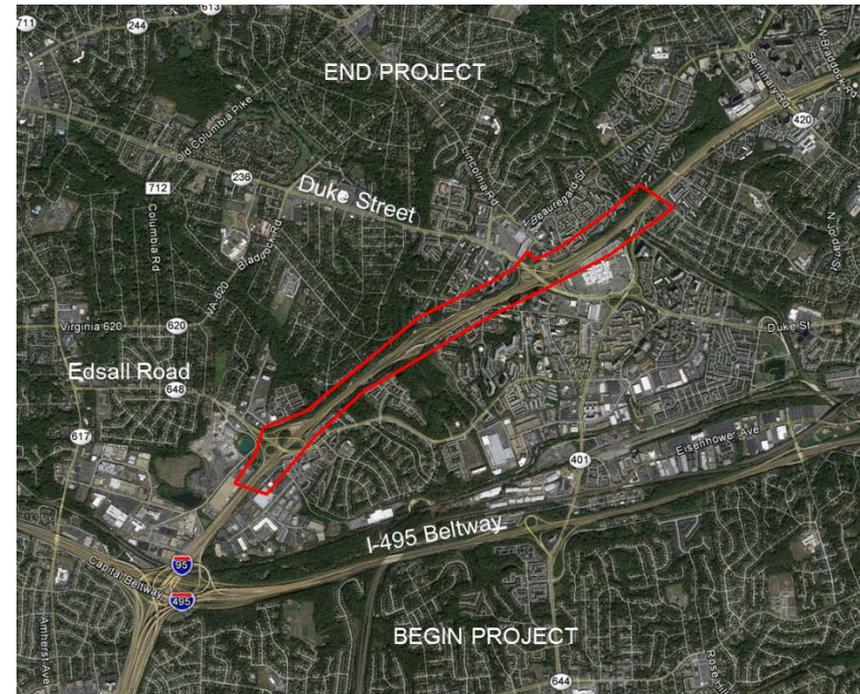
- Widen Southbound I-395 from 3 lanes to 4 lanes between Duke Street and Edsall Road

Edsall Road Interchange

- Replace existing Edsall Westbound to I-395 Southbound Loop Ramp with new signalized intersection

Duke Street Interchange

- Replace existing I-395 Southbound to Duke Eastbound Loop Ramp with new signalized intersection





Thank you

Viriniadot.org/395express

**For more information
and to sign up for updates**