

Visit 395ExpressLanes.com for the latest project information or to schedule a briefing to your community group.



MINIMIZING IMPACTS TO THE COMMUNITY

VDOT and its private partners are committed to minimizing impacts during construction.

- Third lane will be constructed within existing footprint of 395 HOV lanes
- Will not require taking of any homes or businesses
- New sound walls could require some easements but would be minimized as much as possible
- No major interchange construction will be required except for improvements to Eads Street interchange

Dedicated to robust public outreach.

- Multiple large scale public meetings in all impacted jurisdictions
- Individual meetings with local homeowner associations and community groups
- Ongoing updates and opportunities to provide input using a multi-channel approach

PRIVATE SECTOR TO FUND PROJECT

Portion of toll revenues will be dedicated to fund transit.

VDOT would utilize existing I-395 development rights under Public-Private Transportation Act (PPTA) to expedite improvements and would dedicate a portion of toll revenues to fund transit improvements in the corridor.

By utilizing private investment, VDOT can save scarce transportation dollars for other improvements in Northern Virginia and ensure taxpayers are protected from construction cost overruns, project debt or unpredictable traffic and revenue.

There would be a seamless customer experience with consistent signage, toll setting, payments and customer interface management of the 95 Express Lanes.

PUBLIC OPINION



71%

of Express Lanes users support I-395 extension



68%

of carpoolers and sluggers support I-395 extension



2 in 3

area drivers support I-395 extension

Source: KRC Research Study, Sept. 2015



395 EXPRESS LANES EXTENSION



Visit 395ExpressLanes.com for more information



The project would extend the 95 Express Lanes for eight miles north to the DC line. Carpoolers and sluggers with three or more persons would continue to ride for free. Those willing to pay a toll would be able to access the lanes.

NO IMPACTS TO MOST INTERCHANGES

Access Points	Existing Access	Future Access
I-395 North	Full entry/exit between HOV lanes, regular lanes and 95 Express Lanes	No changes to on/off ramps; HOT access
Seminary Road – North Facing Ramp	AM northbound/ PM southbound access	No changes to interchange or on/off ramps; HOT access
Seminary Road – South Facing Ramp (Opening Early 2016)	HOV only at all times	HOV only at all times
Shirlington Road – North Facing Ramp	AM northbound/ PM southbound access	No changes to interchange or on/off ramps; HOT access
Washington Blvd (Rte. 27) – North Facing Ramp	AM northbound/ PM southbound	No changes to interchange or on/off ramps; HOT access
Eads Street – South Facing Ramp	AM northbound/ PM southbound	Capacity and operational improvements

Existing HOV entry and exit points would become accessible for toll paying customers. The new Seminary Road ramp currently under construction would remain HOV use only. Improvements would be made to Eads Street access point.

CONSTRUCTION WOULD BEGIN IN SPRING 2017

KEY IMPROVEMENTS

- Extend Express Lanes to the vicinity of the DC line
- Add additional HOV Lane to make three reversible lanes on I-395
- Support 1,500 jobs during construction
- Provide new option to pay a toll to access Express Lanes to DC line
- Provide dedicated funding for transit improvements in the corridor



KEY PROJECT BENEFITS

ADD CAPACITY ON I-395

The project will significantly reduce congestion within the I-395 corridor, improving mobility for users.

SUPPORT JOBS

Construction of the project could generate 1,500 jobs and more than half a billion dollars of economic activity. It could put as many as 100 Virginia small businesses to work as early as 2015.

PROVIDE NEW TRAVEL CHOICES

Extends the benefits and travel options of the 95 Express Lanes further north to the DC line.

IMPROVE HOV SERVICE

New Express Lanes would reduce HOV violations on I-395 HOV lanes and improve travel times for carpoolers and sluggers.

GENERATE GUARANTEED TRANSIT FUNDING

The project will be designed to utilize a portion of toll revenues for guaranteed annual funding for transit like improved bus service.

ENHANCE PENTAGON ACCESS

Improvements at the project's most northern section, including the Eads Street interchange, will be planned in conjunction with Arlington County and federal officials.

IMPROVING TRAVEL IN THE REGULAR LANES

The 395 Express Lanes would also provide improvements and timing savings to the regular lanes as well. The 95 Express Lanes have provided 17.5 minutes in average time savings per trip on the regular lanes.