I-395 Express Lanes
Northern Extension Project
Fairlington Citizens Association
September 12, 2016

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

Amanda Baxter, Special Projects Manager
Virginia Department of Transportation
Meeting Agenda

• Project Update
• Key findings of draft Environmental Assessment
• Key traffic findings
• Eads Street improvements design concept
• Update on the 95/395 Transit and Traffic Demand Management Study
• Project schedule
Existing Conditions

• Lack of capacity and congestion on I-395 between the current Express Lanes terminus near Edsall Road and Washington DC

• Access challenges to and from the Pentagon at the Eads Street Interchange

• Lack of capacity on Eads Street ramp
Purpose and Need

- Develop a transportation solution that improves roadway conditions throughout the corridor by:
  - Reducing congestion
  - Providing additional travel choices
  - Improving travel predictability
  - Improving 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.
- VDOT is working to finalize the scope.
- The toll project will provide long-term transit investment through an annual transit payment.
- Improvements to be built largely within VDOT’s right of way.
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.

- Extending I-95/I-395 Express Lanes
  - North to the Pentagon (~ 7 miles)
  - South to Fredericksburg (~ 10 miles)
- Improving commuter rail service on VRE and Amtrak
  - Third track construction in Fairfax County (~ 8 miles)
  - Improvements to Long Bridge (Potomac Crossing) (~ 6 miles)
- Increases Capacity on Interstate General Purpose Lanes
  - Eliminates bottleneck on I-395 at Duke Street
  - Adds new lanes across Rappahannock
- Expanding bus service and commuter parking spaces in the corridor
Project Scope

• Expand and convert the two existing reversible High Occupancy Vehicle (HOV) lanes on I-395 to three managed High Occupancy Toll (HOT) or Express Lanes for eight miles along I-395 from north of 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

• Conduct a Transit/TDM Study to identify candidate projects
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 Concept
PM Operation
Pentagon South Parking Option 4 and Eads Street Interchange
## Partner Roles and Responsibilities

<table>
<thead>
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<th>VDOT and DRPT</th>
<th>95 Express</th>
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<td>Environmental Assessment</td>
<td>Preliminary Engineering and Design</td>
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<td>Federal, State and Local Agency Coordination</td>
<td>Finance Plan</td>
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<tr>
<td>Transit/TDM Study</td>
<td>Design-Build Procurement</td>
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<tr>
<td>Public Outreach to Support Environmental Assessment</td>
<td>Community and Public Outreach for I-395 Express Lanes</td>
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Environmental Assessment

• VDOT prepared Environmental Assessment (EA)
  – Draft Environmental Assessment available at Virginiadot.org/395express on September 12, 2016
  – Technical Studies include:
    • Traffic Analysis and Forecasting
    • Air Analysis
    • Noise Analysis
    • Indirect and Cumulative Effects
    • Cultural and Natural Resources
  – Public Information Meeting in April 2016
  – Public Hearings on October 24 and 26, 2016
## Environmental Assessment

### Findings

<table>
<thead>
<tr>
<th>Environmental Resource</th>
<th>Resource Summary</th>
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<tbody>
<tr>
<td>Property Impacts</td>
<td>No relocations or displacements. 5.3 acres of easements.</td>
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<tr>
<td>Environmental Justice</td>
<td>No disproportionate impacts.</td>
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<tr>
<td>Land Use, Community Facilities, and Recreational Resources</td>
<td>No substantial impacts.</td>
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<tr>
<td>Cultural Resources</td>
<td>No adverse effect. 5.06 acres of property may be impacted by noise barriers.</td>
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<td>Air Quality</td>
<td>No adverse impacts to ambient air quality and no violation of NAAQS.</td>
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<td>Noise</td>
<td>Impact to 2,857 noise-sensitive receptors. 8.1 miles of barriers have preliminarily been identified as being feasible and reasonable.</td>
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<td>Wetlands and Streams</td>
<td>Impacts to 0.004 acres of wetlands.</td>
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<td>Floodplains</td>
<td>Impacts to 0.09 acres of 100-year floodplains and 0.01 acres of 500-year floodplains.</td>
</tr>
<tr>
<td>Wildlife and Habitat</td>
<td>Minimal Impact.</td>
</tr>
<tr>
<td>Threatened, Endangered, and Special Status Species</td>
<td>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.</td>
</tr>
<tr>
<td>Hazardous Materials</td>
<td>8 sites of elevated environmental concern. Sites will be managed and handled in accordance with federal, state, and local procedures.</td>
</tr>
<tr>
<td>Indirect and Cumulative Effects</td>
<td>Minimal impacts since the proposed improvements are to an existing facility within existing right of way in an environment that is highly developed.</td>
</tr>
<tr>
<td>Section 4(f)</td>
<td>If right of way impacts occur to historic properties, the Section 4(f) use would likely be considered a de minimis impact.</td>
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</table>
Noise Barriers within Alexandria

- Four barriers and a portion of one barrier (3.4 miles) have been preliminarily identified as feasible and reasonable (green barriers).
- Two barriers will be constructed as part of a previous project (red barriers).
Nine barriers and a portion of one barrier (4.7 miles) have been preliminarily identified as feasible and reasonable (green barriers).
Peak Hour Volumes (7 - 8 AM)
Northbound I-395

North of Edsall Road to Eads Street
No Build ➔ Build: 6 - 10% increase
(Combined GP + HOV/HOT)
Peak Hour Volumes (5 – 6 PM)
Southbound I-395

North of Edsall Road to Eads Street
No Build ➔ Build: 0 - 5% increase
(Combined GP + HOV/HOT)
Northbound I-395 Travel Times – 2040 AM Peak
South of Edsall Rd to North of HOV Lane Terminus in DC
Southbound I-395 Travel Times – 2040 PM Peak
South of Edsall Rd to North of HOV Lane Terminus in DC

Minutes

Existing GP
2040 No Build GP
2040 Build GP

3-4 PM
4-5 PM
5-6 PM
6-7 PM

Virginia Department of Transportation
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:
  - Northern Virginia Transportation Commission (NVTC)
  - Potomac and Rappahannock Transportation Commission (PRTC)
  - Arlington, Fairfax and Prince William, Spotsylvania and Stafford Counties
  - Cities of Alexandria and Fredericksburg
  - VRE and WMATA
I-95/I-395 Transit/TDM Eligible Projects and Funding

- Eligible projects will increase mobility and move more people along I-95 and I-395 and benefit toll payers in the I-395 corridor. Example projects:
  - Enhanced service to existing routes
  - New local and commuter bus service
  - Transit capital (bus and rail) projects
  - Park and ride lots
  - TDM program enhancements

- The Commonwealth will commit to provide at least $15 million annually for 95/395 Transit and TDM initiatives.
95/395 Transit/TDM Study Area and Markets

• Primary 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
  - Various modes of travel

• Transit/TDM services, programs, or facilities that are being studied include those that:
  - Serve work destinations within the project study area inside the Beltway (including downtown DC)
  - Directly use the I-395 Express Lanes
  - Provide direct access to services in the corridor or 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.
Public Outreach Update

• Meetings with key stakeholder groups and elected officials
  – Alexandria Transportation Commission briefing on September 21
  – Arlington County Transportation Commission on September 29
  – Arlington County Board on October 15 or 18
  – Pentagon
  – District Department of Transportation
  – Northern Virginia Transportation Commission (NVTC)
  – Potomac and Rappahannock Transportation Commission (PRTC)

• Community Briefings with 95 Express partner
• Coordination with planned projects along the corridor
• Virginiadot.org/395express project website and opportunity to sign-up for updates
# Key Milestones

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<th>Key Milestones</th>
<th>Begin Dates</th>
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<tr>
<td>Public Outreach and Technical Coordination</td>
<td>Ongoing</td>
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<tr>
<td>Begin NEPA – Environmental Assessment</td>
<td>January 2016</td>
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<tr>
<td>Begin Transit/TDM Study</td>
<td>April 2016</td>
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<tr>
<td>Public Information Meetings</td>
<td>April 11 and 13, 2016</td>
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<td>Public Hearing</td>
<td>October 24 and 26, 2016</td>
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<tr>
<td>Regional Long-Range Plan Decision</td>
<td>November 2016</td>
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<tr>
<td>Final NEPA Decision</td>
<td>December 2016</td>
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<tr>
<td>Final Transit/TDM Study</td>
<td>December 2016</td>
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<tr>
<td>Final Financial Agreement</td>
<td>January 2017</td>
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<tr>
<td>Begin Construction (95 Express)</td>
<td>Summer 2017</td>
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<td>Project Completion (95 Express)</td>
<td>Summer 2019</td>
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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
Upcoming Public Hearings
I-395 Corridor

I-395 Express Lanes Northern Extension
Public Hearing on draft Environmental Assessment and Design

Monday, October 24, 2016 (6:30–8:30 p.m. Presentation at 7 p.m.)
Wakefield High School Cafeteria
1325 S. Dinwiddie Street
Arlington, VA 22206

Wednesday, October 26, 2016 (6:30–8:30 p.m. Presentation at 7 p.m.)
Francis C. Hammond Middle School
4646 Seminary Road
Alexandria, VA 22206

I-395 South Widening – Duke Street to Edsall Road
Public Hearing

Thursday, October 27, 2016 (6:30–8:30 p.m.)
Bren Mar Park Elementary School
6344 Beryl Rd
Alexandria, VA 22312
Thank you

Virginiadot.org/395express

For more information and to sign up for updates