WHO IS TRAVELING ALONG I-395?

WHERE ARE THEY TRAVELING TO AND FROM?

HOW ARE THEY TRAVELING?

NORTHBOUND I-395 - NORTH OF GLEBE ROAD
AM PEAK PERIOD (6 AM - 9 AM)

**HOV LANE VEHICLES**

- 1 & 2 Persons: 60%
- 3+ Persons: 32%
- Buses: 8%

**REGULAR LANE VEHICLES**

- 1 & 2 Persons: 99%
- 3+ Persons, Buses, and Vans: 1%

**PERSON TRIPS**

- HOV Lanes
  - Vans: 2%
  - Buses: 6%
  - 1 & 2 Persons: 32%
  - 3+ Persons: 60%

- Regular Lanes
  - 1 & 2 Persons: 99%
  - 3+ Persons: 1%

Source: MWCOG Transportation Planning Board Travel Model
PROJECT BENEFITS

MOVING MORE PEOPLE

Move More People
- Move more than 10,000 additional people during PM peak period (north of Glebe Rd)
- Increase traffic in HOV lanes (future Express Lanes) by 35-50% during the PM peak period

Reduce Congestion
- Reduce travel times in the regular lanes by an average of 6 to 8 minutes

Expand Travel Choices
- Promote HOV throughout the day (currently no incentive to HOV during off-peak hours)
- Expand the regional Express Lanes network

Increase Reliability
- Provide reliable travel times for transit service to and from Pentagon
- Reduce congestion in HOV lanes (future Express Lanes) before and after current HOV restricted periods

Improve Safety
- Reduce the potential for congestion-related crashes

TRAVEL TIME SAVINGS

Travel times decrease 11 minutes from 8 AM to 10 AM

Travel times decrease 10 – 16 minutes from 4 PM to 6 PM
<table>
<thead>
<tr>
<th>Environmental Resource</th>
<th>Resource Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Impacts</td>
<td>No relocations or displacements; up to 5.30 acres of potential right of way acquisition and/or easements</td>
</tr>
<tr>
<td>Environmental Justice</td>
<td>No disproportionate impacts</td>
</tr>
<tr>
<td>Land Use, Community Facilities, and Recreational Resources</td>
<td>No substantial impacts</td>
</tr>
<tr>
<td>Cultural Resources</td>
<td>No adverse effect; 5.91 acres of property may be impacted</td>
</tr>
<tr>
<td>Air Quality</td>
<td>No adverse impacts to ambient air quality and no violations of National Ambient Air Quality Standards</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>Wetlands and Streams</td>
<td>Impact to 0.004 acres of wetland</td>
</tr>
<tr>
<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 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 in an environment that is highly developed</td>
</tr>
<tr>
<td>Section 4(f)</td>
<td>Not anticipated, if right of way impacts occur to 4(f) properties, impacts would likely be considered \textit{de minimis}</td>
</tr>
</tbody>
</table>
The goals of tonight’s meeting are:

- To provide updated project information on the proposed improvements
- To present the preliminary design
- To present the environmental analysis completed for this project
- To discuss findings and seek your formal comments on the project design, Environmental Assessment, and supporting documentation

Project Purpose and Need

Develop a transportation solution that improves roadway conditions throughout the corridor by:

- Reducing congestion
- Providing additional travel choices
- Improving travel reliability
- Improving roadway safety
## I-395 HOV & EXPRESS LANES ACCESS POINTS

<table>
<thead>
<tr>
<th>Access Points</th>
<th>Existing Access</th>
<th>Future Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Eads Street Ramps</td>
<td>See Eads Street Interchange Display Boards</td>
</tr>
</tbody>
</table>
| 2 | Washington Boulevard – South Facing Ramp | AM: NB from HOV lanes  
PM: SB to HOV lanes | AM: NB from HOT lanes  
PM: SB to HOT lanes |
| 3 | Shirlington Road – North Facing Ramp | AM: NB to HOV lanes  
PM: SB from HOV lanes | AM: NB to HOT Lanes  
PM: SB from HOT lanes |
| 4 | Seminary Road – North Facing Ramp | AM: NB to HOV lanes  
PM: SB from HOV lanes | AM: NB to HOT lanes  
PM: SB from HOT lanes |
| 4 | Seminary Road – South Facing Ramp | AM: NB from HOV lanes  
PM: SB to HOV lanes | No change |
| 5 | Turkeycock Run (north of Edsall Road) | AM: NB access to and from HOV lanes  
PM: SB access to and from HOV lanes | AM: NB access to and from HOT lanes  
PM: SB access to and from HOT lanes |
EXPRESS LANES
How They Work

- Carpools (HOV-3), buses and motorcycles travel toll-free
- Drivers traveling alone or with one passenger have an option to pay a toll for a faster trip, even during rush hours
- Dynamic tolls adjust based on real-time traffic to keep drivers moving – tolls maintain highway speeds
- Current toll prices are displayed on signs before entry points
- E-ZPass is required for all drivers – HOV-3 travels free with E-ZPass Flex
- Rules of the road and tolls are in effect at all times
- Regular lanes remain free of charge at all times

EXPRESS LANES OPERATIONS CENTER
- Real-time data is collected
- Information is analyzed and a toll is calculated and displayed on the pricing signs
- The pricing ensures free-flowing travel speeds

MANAGING TRAFFIC
- There are federal requirements to maintain minimum travel speeds and therefore there is no maximum toll rate
- Dynamic tolls help to ensure requirements are met
- Tolls during off-peak hours cover operating and maintenance costs

SENSORS
- Sensors will be located approximately every 1/3 mile
- Sensors measure traffic volumes, speeds and how crowded the lanes are

TOLL PRICES
- On-road technology collects data to price specific trips
- As traffic increases, toll prices increase to manage demand
- Toll prices adjust as often as every 15 minutes

NORTHERN EXTENSION
I-395 EXPRESS LANES
## NOISE ANALYSIS PROCESS

### Identify noise receptors
- Identify Common Noise Environments (CNE) (typically within 500 feet of the highway)
- Identify noise sensitive receptors within each CNE

### Perform noise modeling
- Develop noise models of existing and future roadway conditions using computer modeling (incorporates roadway design, traffic volumes and speed, receptors, topography, and ground type)
- Validate model with noise measurements data
- Compute existing, no-build and build design-year sound levels

### Identify impacts (is noise mitigation warranted?)
- Approach or exceed Federal Highway Administration (FHWA) noise abatement criteria (i.e., 67 decibel (dB) for residences, parks, schools) or,
  - 10 dB increase above existing year sound levels

### Design and assess mitigation (typically noise walls)

#### Is the wall feasible?
- Does it work acoustically (do 50% or more of the impacted receptors receive a 5 dB or more noise reduction)
- Can it be constructed (e.g. are there safety, drainage, utilities, maintenance issues)

#### Is the wall reasonable?
- Cost-effectiveness (1,600 maximum square feet or less per benefited receptor)
- Design goal (Provide at least 7 dB or more of noise reduction for at least one impacted receptor)

### Present noise study results and preliminary noise wall locations at public meetings

### Complete final design noise analysis once the project has received design approval

### Obtain VDOT Chief Engineer approval

### Obtain FHWA concurrence

### Solicit public input from benefited property owners and renters (voting process)

### Incorporate approved noise wall(s) into the final road design construction plans

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**Timeline**

- **April / May 2016**
  - Identify noise receptors
  - Perform noise modeling
- **June / July 2016**
  - Identify impacts (is noise mitigation warranted?)
- **August 2016**
  - Design and assess mitigation (typically noise walls)
- **Oct./Nov. 2016**
  - Present noise study results and preliminary noise wall locations at public meetings
- **2017**
  - Complete final design noise analysis once the project has received design approval
### Tasks

<table>
<thead>
<tr>
<th>Task</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
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<tbody>
<tr>
<td>Begin NEPA - Environmental Assessment</td>
<td>January</td>
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<tr>
<td>Begin Transit / TDM Study</td>
<td>April</td>
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<td>Public Information Meetings</td>
<td>April 11 &amp; 13</td>
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<td>Public Meetings</td>
<td>October 24 &amp; 26 &amp; November 30</td>
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<tr>
<td>Final Transit / TDM Study</td>
<td>December</td>
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<tr>
<td>Final NEPA Decision</td>
<td>January</td>
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<tr>
<td>Construction</td>
<td>Fall</td>
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<td>Fall</td>
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