



DESIGN PUBLIC HEARING MEETING  
**I-395 Southbound Additional Through Lane**  
**Fairfax County / City of Alexandria**

Thursday October 27, 2016, 6:30 - 8:30 pm

Francis C. Hammond Middle School  
4646 Seminary Rd, Alexandria, VA 22304

## FREQUENTLY ASKED QUESTIONS

State Project No. (FO) 0395-029-015 / UPC 103316

### Sound Barrier Walls

- Why am I not getting a sound wall?

*The sound barrier locations shown are consistent with the noise studies which have been conducted for the project. The exhibits illustrate our current, best estimate regarding potential wall locations which may be subject to some refinement during the final design of the project. At some locations, sound walls were not warranted because noise levels aren't predicted to be high enough, a wall won't work in reducing noise levels, or a wall won't be cost effective.*

- How high will the wall(s) be? What will the wall(s) look like?

*Sound barrier wall heights typically range from 10-30 feet in high. VDOT has several standard texture/finish patterns which will be considered for any potential sound walls.*

### Roadway Design

- The highway is already wide enough. Why add another lane?

*Widening Southbound I-395 will address severe congestion under existing conditions, enhance safety, and accommodate future traffic volumes. The proposed widening to four southbound lanes is identified in the MWCOC Constrained Long-Range Plan and VDOT's Six Year Improvement Program.*

- Why are there no sidewalk or bike improvements on Edsall Road or Duke Street?

*A City of Alexandria project was recently completed to provide sidewalk along Duke Street. The I-395 project is compatible with this City project. Fairfax County has programmed but has not yet started a project to improve pedestrian and bike facilities along Edsall Road through the interchange. The I-395 project does not preclude the County project from moving forward with these improvements.*

### Traffic Signals

- Why are you removing the free-flow ramp from Edsall to SB I-395?

*Traffic will enter the ramp from the signalized intersection at a lesser rate than traffic using the existing free-flow ramp. The free-flow ramp is being removed to eliminate conflicts/operational issues resulting from the traffic merging into the single entrance ramp lane.*

- What is being planned to coordinate signal operations on the arterial roadways like Edsall Road and Duke Street?

*The proposed new signal along Duke Street at the interchange ramp will be owned and operated by VDOT. This new signal will be coordinated with the two existing signals to the west at Oasis Drive and North Beauregard Street.*

*The proposed new signal on Edsall Road will be owned and operated by VDOT. This signal will be integrated into the existing signal system that coordinates operations at Industrial Drive, Cherokee Avenue, Bren Mar Drive, and Bloomfield Drive.*

### Landscaping

- Will you save the existing trees?

*The design retains as many trees as possible on embankments adjacent to I-395. Some trees may be removed to construct retaining walls, sound walls, or repair eroded slopes.*

- Will the project include landscaping?

*VDOT is considering the issue. If you have strong feelings about the issue, please submit a written comment.*