



**I-395 Express Lanes
Northern Extension Project
Alexandria City Council
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**Susan Shaw, PE, Megaprojects Director
Virginia Department of Transportation**

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

Project Background

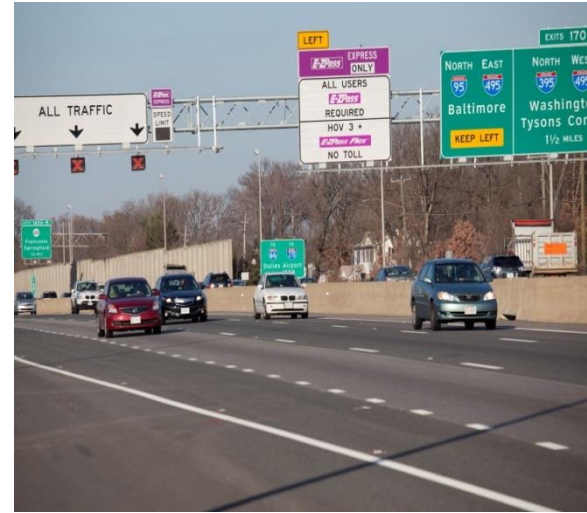
- Comprehensive Agreement executed in 2012 with 95 Express Lanes, LLC (95 Express) for 95 Express Lanes contemplated potential future development of the Northern Express Lanes in the I-395 corridor
- In November 2015, VDOT and 95 Express signed a Development Framework Agreement outlining roles and responsibilities
- VDOT is working to finalize the scope
- The toll project will provide long-term transit investment through an annual transit payment from toll revenues (at least \$15 million).
- Improvements to be built largely within VDOT's right of way



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

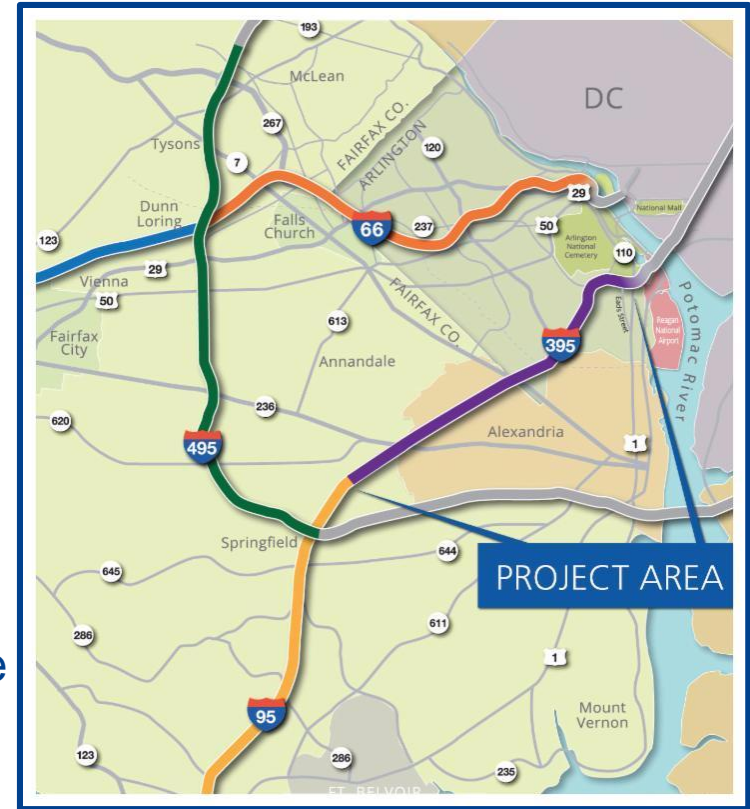
Virginia selected to receive \$165 million dollar federal grant to improve more than 50 miles of the I-95/I-395 Corridor from Fredericksburg to the Pentagon.

- 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



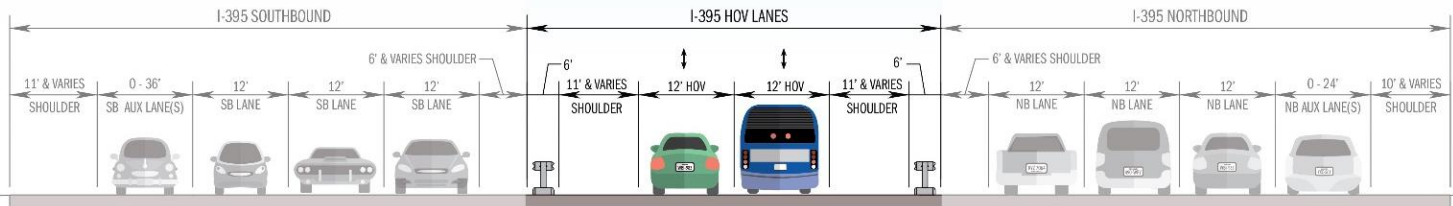
Project Scope

- 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

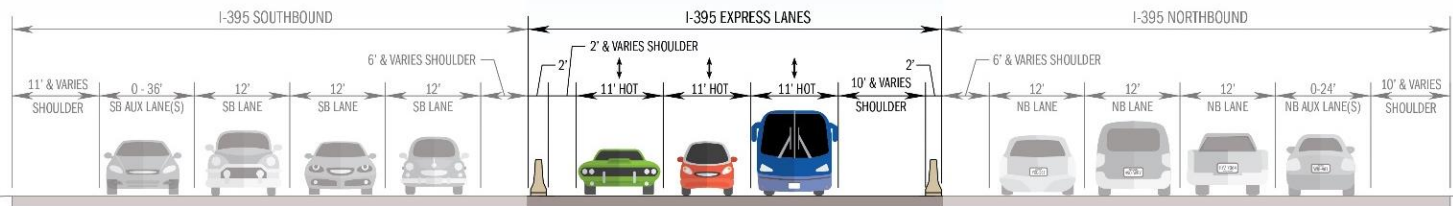


Typical Section

Existing Condition



Proposed Condition

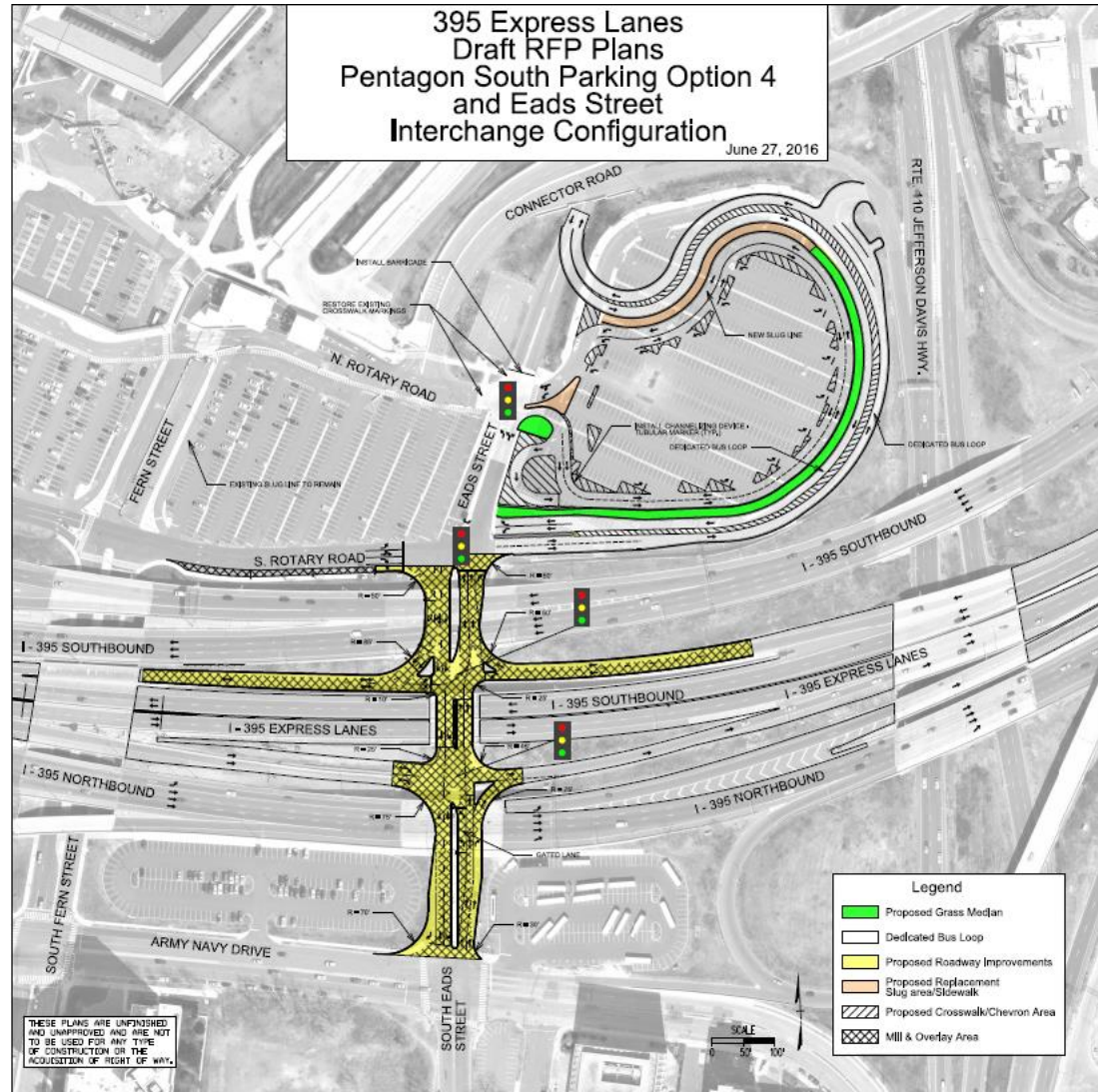


Express Lanes Access

- 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



Pentagon South Parking and Eads Street Interchange Configuration



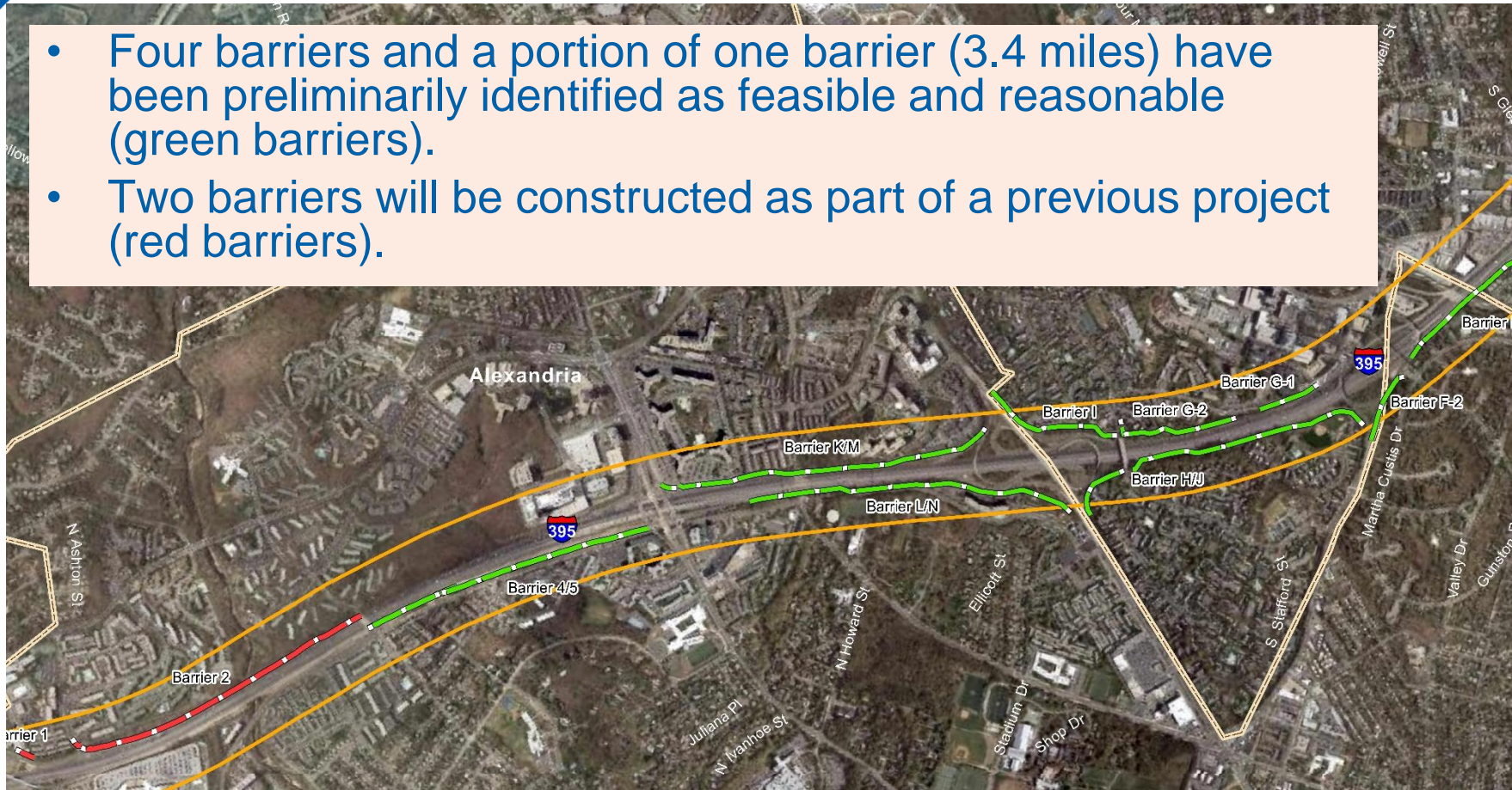
Environmental Assessment

- 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



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).



Noise Wall Analysis and Process

Preliminary Design

- ✓ Identify noise receptors
- ✓ Perform noise measurements at representative receptors along the corridor
- ✓ Perform noise modeling
- ✓ Identify impacts (is noise mitigation warranted?)
- ✓ Design and assess mitigation (typically noise walls)
- ✓ Present noise study results and preliminary noise wall locations at public meetings **<<WE ARE HERE**

Final Design

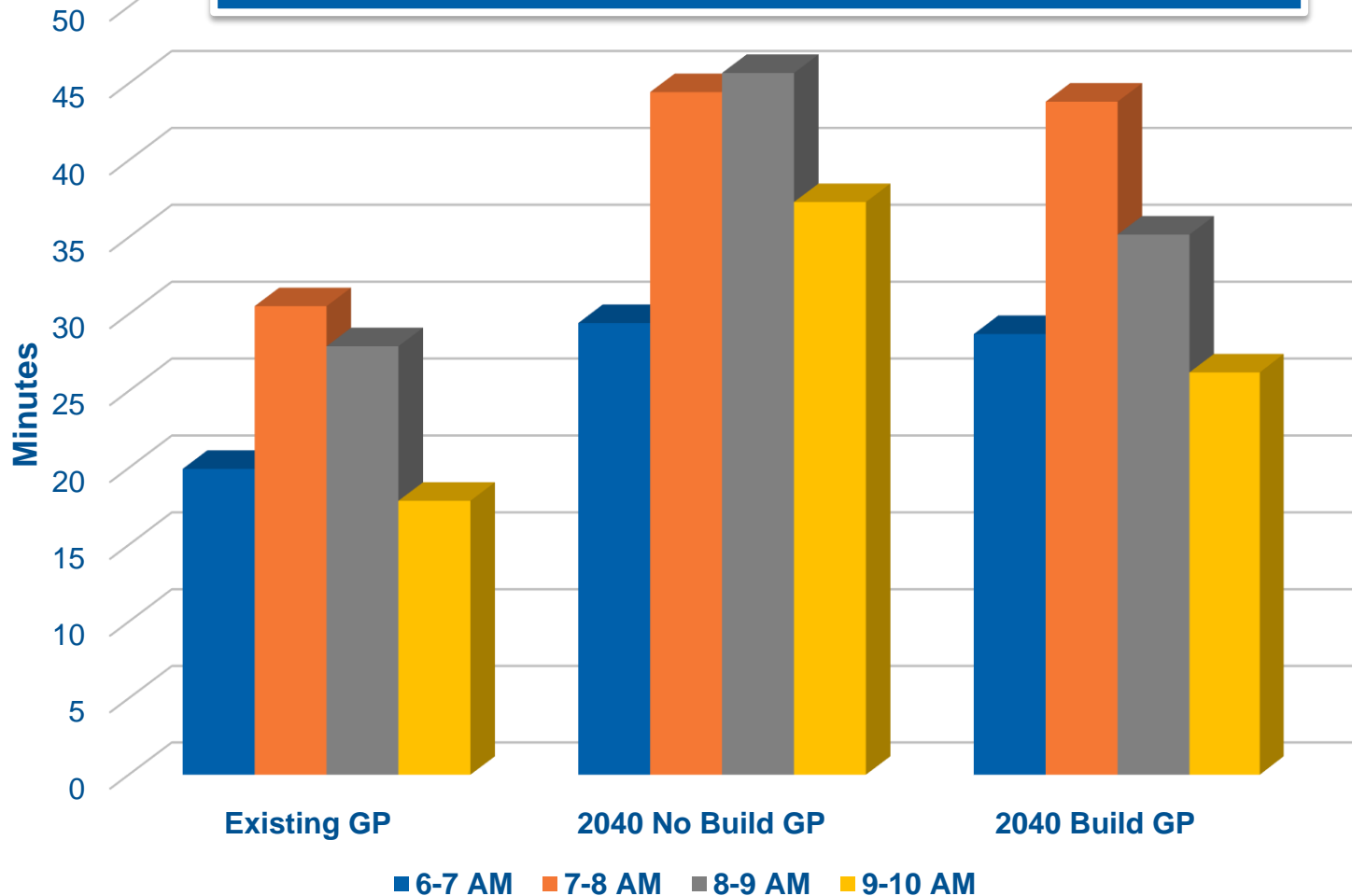
- ❑ Finalize noise barrier designs once the road has received design approval
- ❑ Obtain VDOT Chief Engineer approval
- ❑ Obtain FHWA concurrence
- ❑ Solicit public input from benefited property owners and renters
- ❑ Incorporate approved noise wall(s) into the final road design construction plans

Northbound I-395 Travel Times – AM Peak

South of Edsall Rd to North of HOV Lane Terminus in DC

2040 Build Condition vs. 2040 No Build Condition:

- Travel times decrease 11 min from 8 AM to 10 AM
- Average travel time decrease of 5.7 minutes (15% reduction)

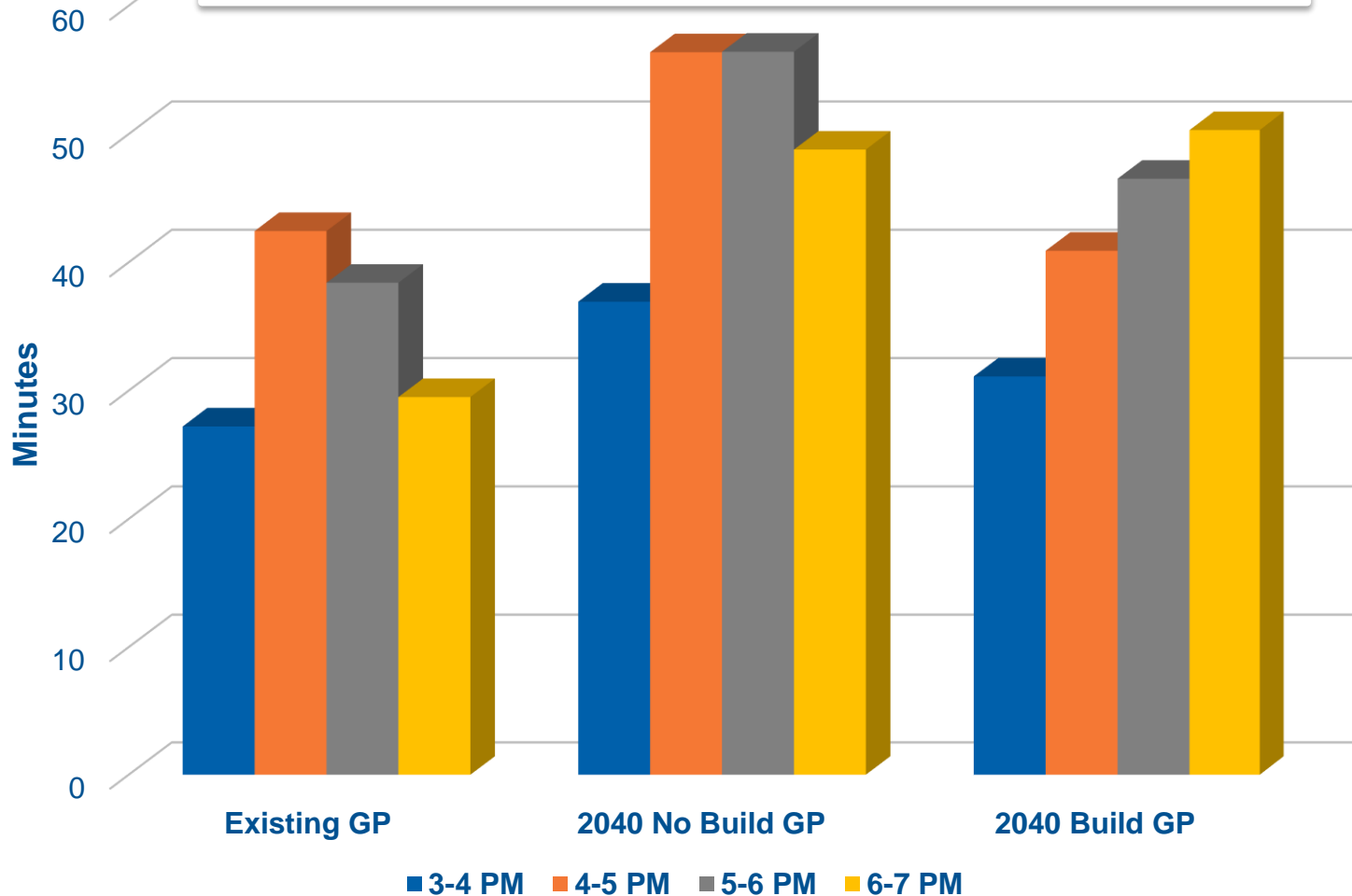


Southbound I-395 Travel Times – PM Peak

South of Edsall Rd to North of HOV Lane Terminus in DC

2040 Build Condition vs. 2040 No Build Condition:

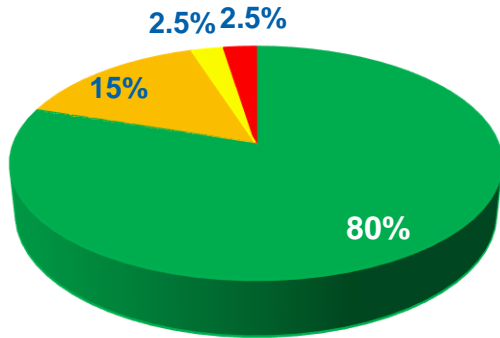
- Travel times decrease 10 - 16 min from 4 PM to 6 PM
- Average travel time decrease of 7.4 minutes (15% reduction)



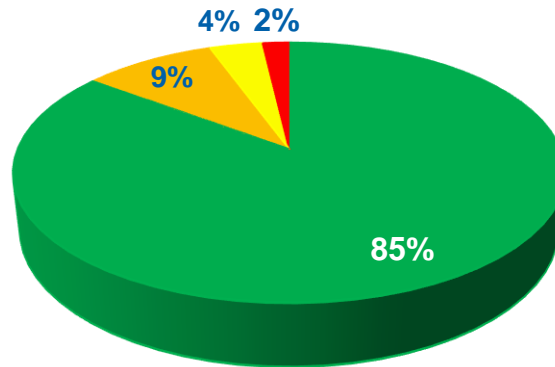
AM Peak Hour Level of Service Study Intersections

- 55 intersections evaluated
- Overall improvement in LOS in 2040 Build Condition
 - Reduced number of intersections operating at LOS E/F
 - Eads Street Interchange Improvements eliminate several deficient intersections

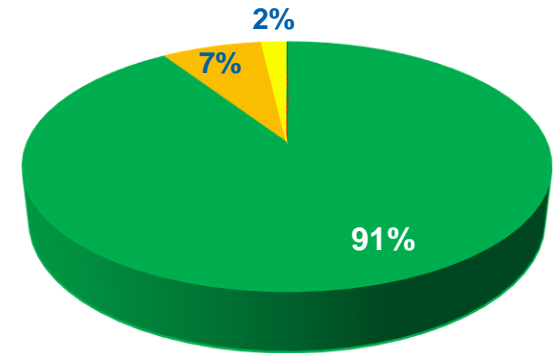
2015 Existing LOS



2040 No Build LOS



2040 Build LOS



■ A-C ■ D ■ E ■ F

■ A-C ■ D ■ E ■ F

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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

Transit/TDM Study Overview

- DRPT leading study that will identify transit services and TDM enhancements that can be funded by the Annual Transit Investment from I-395 toll revenues
- Study kicked-off in April; complete in December 2016
- DRPT coordinating study with 11 Key Stakeholders
- Public outreach including Pop-Ups, Open Houses, Presentations, Travel Behavior Survey, etc.
- Commonwealth will provide at least \$15 million annually from toll revenue for I-95/I-395 Transit & TDM initiatives
- Eligible projects will increase mobility, move more people and benefit toll payers in the I-395 corridor
- Initial, unrefined project list identifies \$11 billion in needs

Proposed Transit Improvements in Alexandria

- Improve frequency on existing DASH routes
- New DASH circulators
- Bus Rapid Transit
 - West End Transitway (Corridor C)
 - Duke Street Transitway (Corridor B)
- King Street and Van Dorn Street Metro station improvements
- Potomac Yard Metrorail Station
- New/expanded transit centers (Landmark Mall, Mark Center)
- DASH bus garage

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 Hearing	October 24 and 26, 2016
Regional Long-Range Plan Decision	November 2016
Final NEPA Decision	December 2016
Final Transit/TDM Study	December 2016
Final Financial Agreement	January 2017
Begin Construction (95 Express)	Summer 2017
Project Completion (95 Express)	Summer 2019

I-395 South Widening Duke Street to Edsall Road

I-395

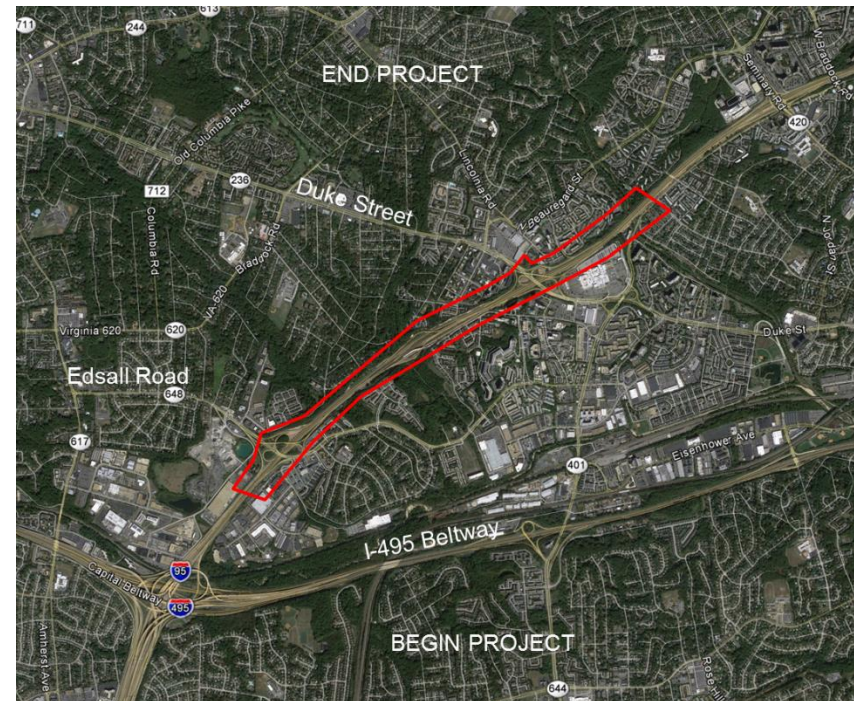
- Widen Southbound I-395 from 3 lanes to 4 lanes between Duke Street and Edsall Road

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

Virginiadot.org/395express

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