WELCOME

Welcome to the Public Information Meeting for the I-395 Express Lanes Northern Extension Project

The goals of this meeting are:

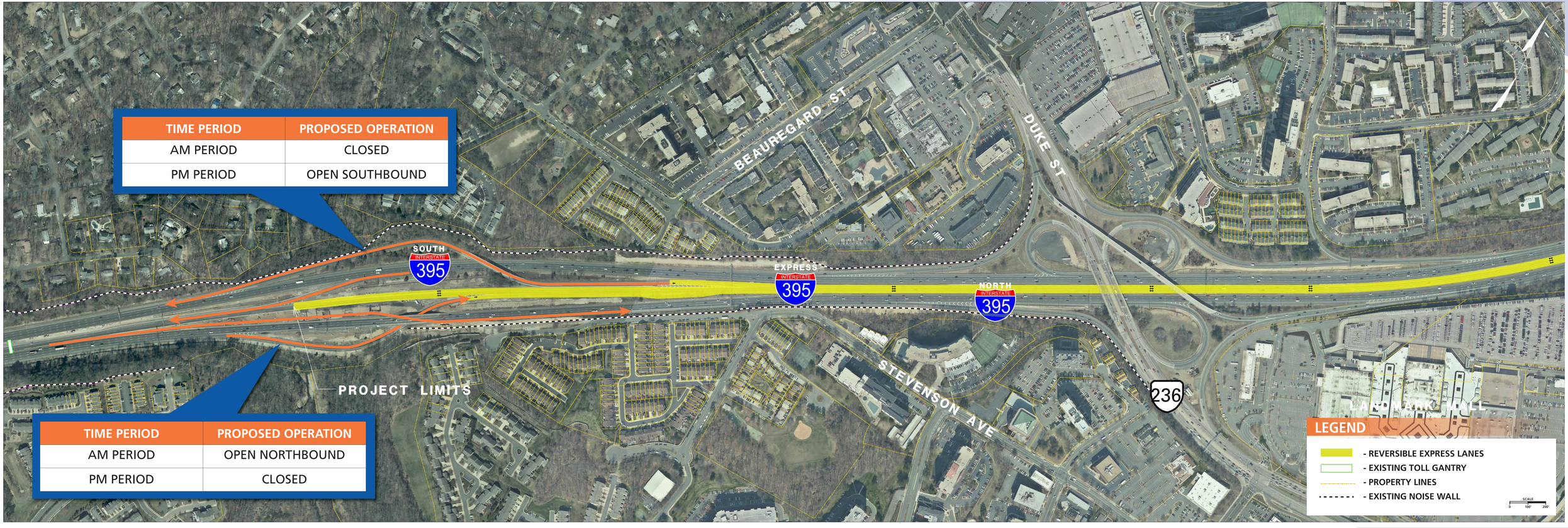
- To introduce the project and share information on the proposed improvements
- To provide an overview of key steps in the project development process
- To obtain your input on issues that should be considered during the development of the Environmental Assessment and supporting documentation

Project Purpose and Need

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

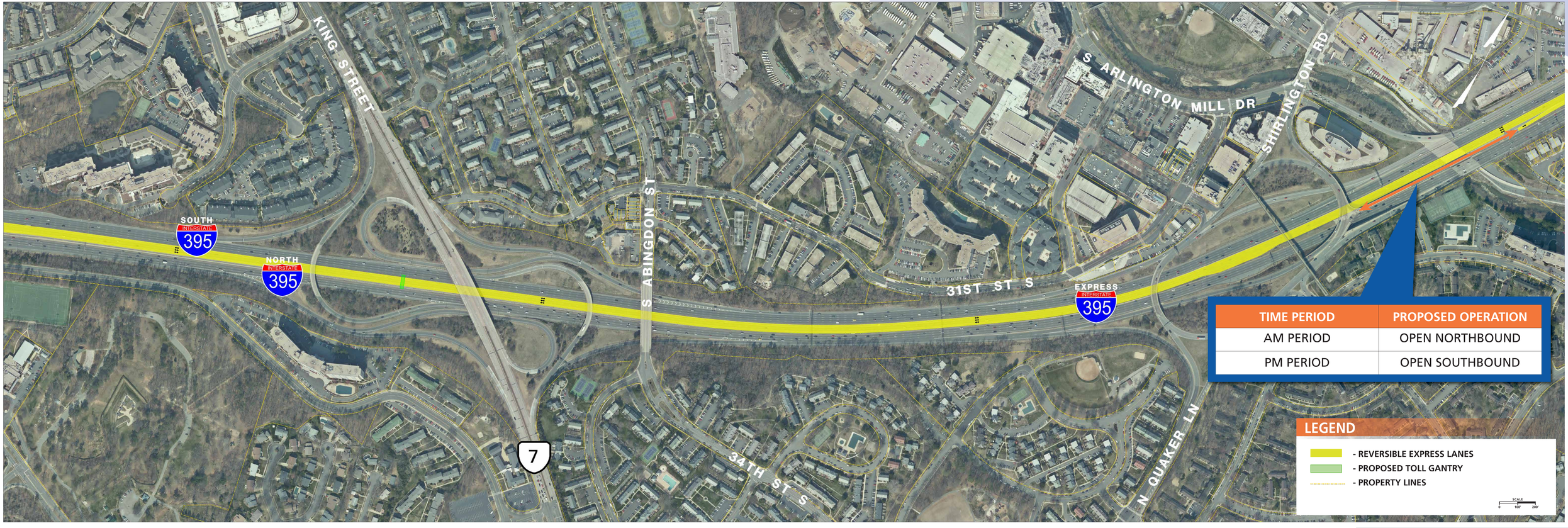
- Reducing congestion
- Providing additional travel choices
- Improving travel predictability
- Improving roadway safety

I-395 EXPRESS LANES NORTHERN EXTENSION CORRIDOR: SECTION 1



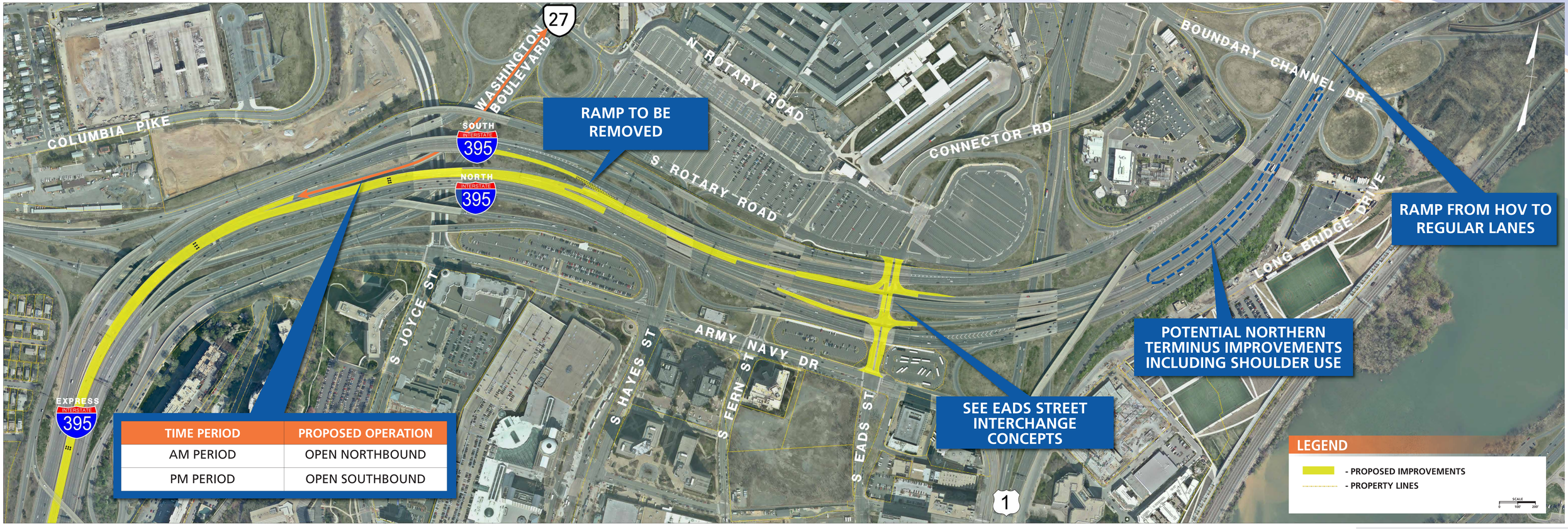
I-395 EXPRESS LANES NORTHERN EXTENSION CORRIDOR: SECTION 2

I-395 EXPRESS LANES NORTHERN EXTENSION CORRIDOR: SECTION 3



I-395 EXPRESS LANES NORTHERN EXTENSION CORRIDOR: SECTION 4

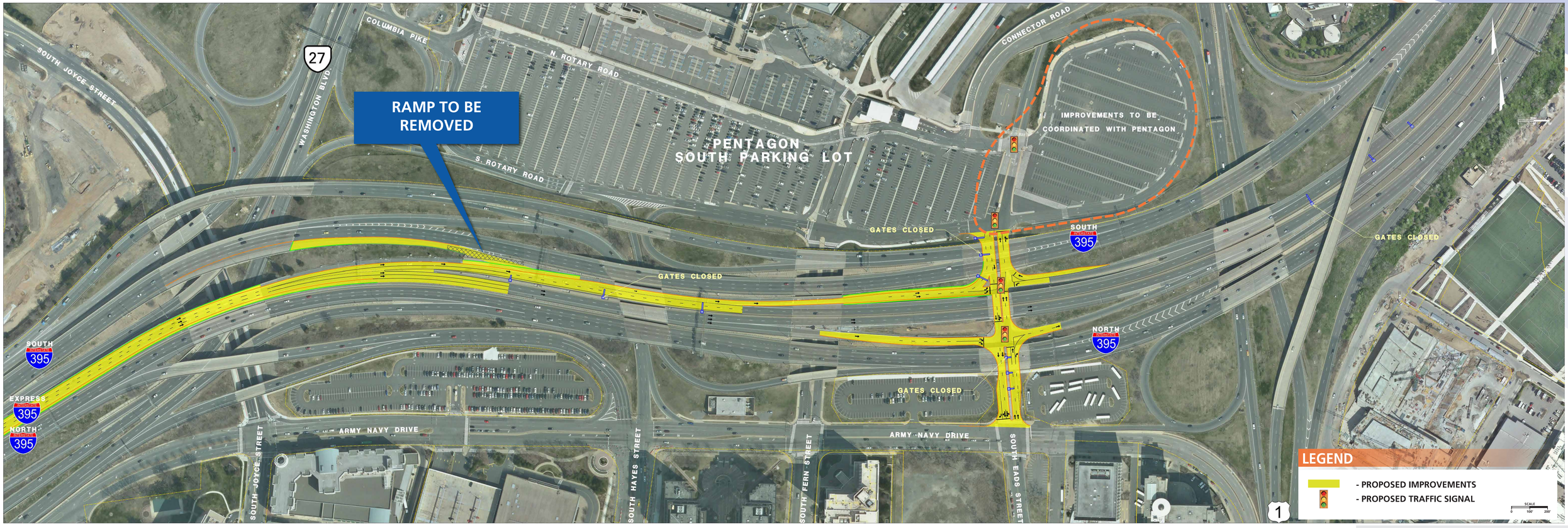
I-395 EXPRESS LANES NORTHERN EXTENSION CORRIDOR: SECTION 5



TIME PERIOD	PROPOSED OPERATION
AM PERIOD	OPEN NORTHBOUND
PM PERIOD	OPEN SOUTHBOUND

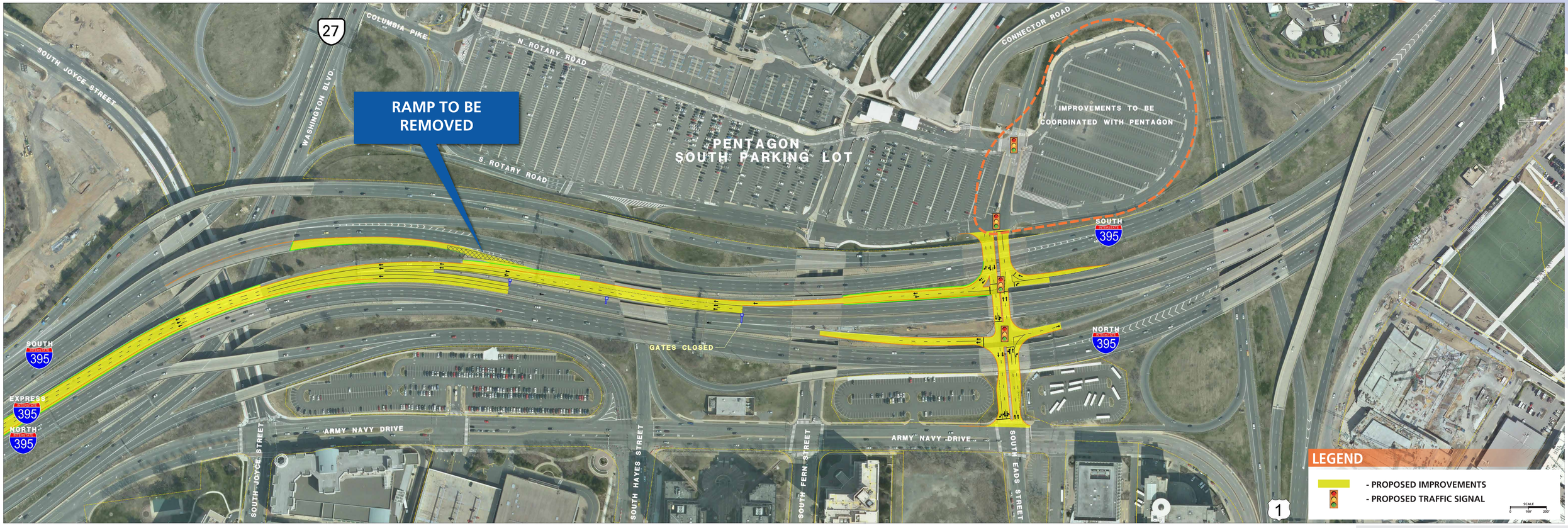
EADS STREET INTERCHANGE CONCEPTS

DUAL REVERSIBLE RAMPS – AM OPERATION



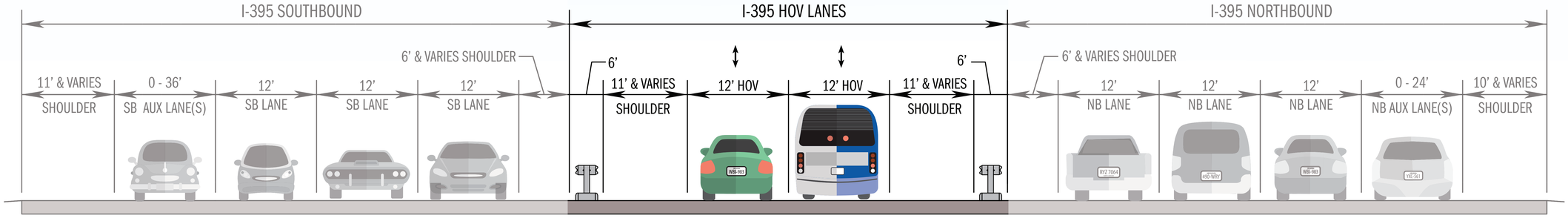
EADS STREET INTERCHANGE CONCEPTS

DUAL REVERSIBLE RAMPS – PM OPERATION

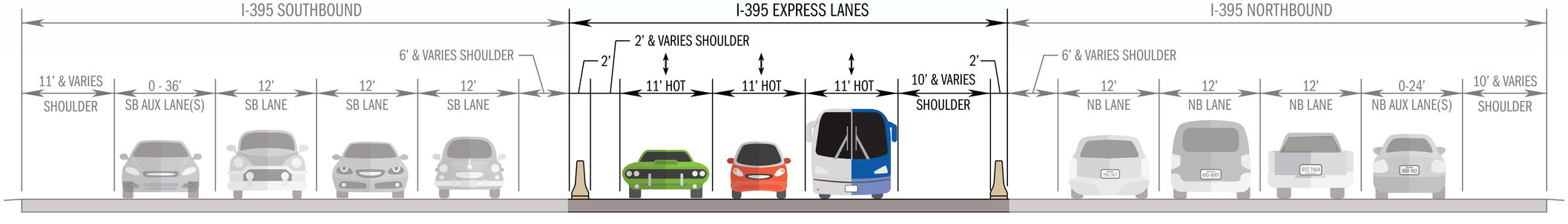


TYPICAL SECTION

Existing Condition



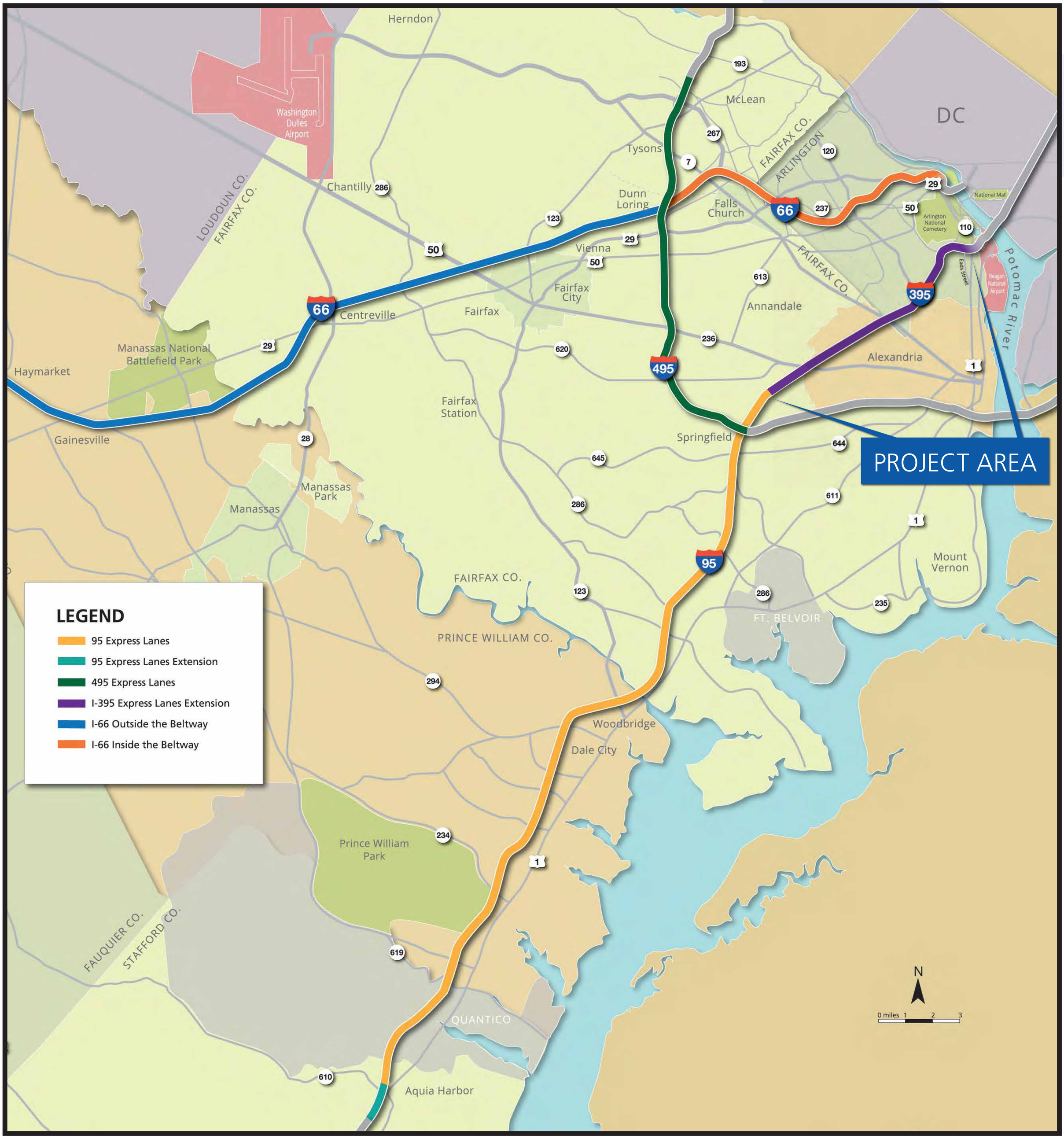
Proposed Condition



VDOT DRPT

395 ExpressLanes

NORTHERN VIRGINIA EXPRESS LANES NETWORK



PUBLIC INFORMATION MEETING | APRIL 2016

VDOT DRPT

395 ExpressLanes

I-395 HOV & EXPRESS LANES ACCESS POINTS

Access Points		Existing Access	Future Access
1	Eads Street – NB Off Ramp from HOV	AM: NB from HOV lanes PM: Closed	Capacity and operational improvements to be evaluated as part of detailed traffic and feasibility studies
	Eads Street – SB On Ramp to HOV	AM & PM: SB to HOV lanes	
	Eads Street – NB On Ramp to HOV	AM & PM: NB to HOV lanes	
	Eads Street – SB Off Ramp from HOV	AM & PM: SB from HOV lanes	
	Ramp from SB HOV Lanes to SB regular lanes (south of Eads Street)	AM & PM: SB from HOV lanes	
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
		HOV only at all times	
5	Turkeycock Run (north of Edsall Road)	Full access between HOV/HOT lanes and regular lanes	Full access between HOT lanes and regular 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 and ensure federally required performance standards
- 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

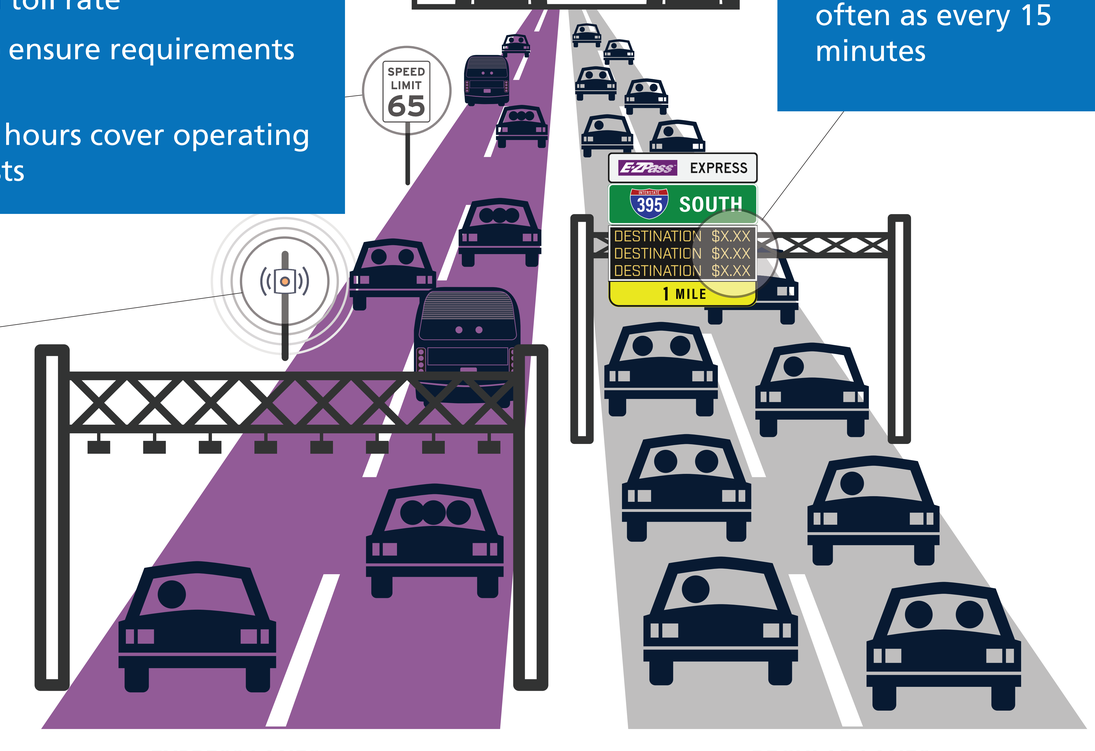
- There are federal requirements to maintain minimum travel speeds and therefore there is no maximum toll rate
- Dynamic tolls help to ensure requirements are met
- Tolls during off-peak hours cover operating and maintenance costs

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

SENSORS

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



EXPRESS LANES | REGULAR LANES

NOISE ANALYSIS PROCESS

NEPA and Preliminary Design

Identify noise receptors

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

April / May 2016

Perform noise measurements at representative receptors along the corridor

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

June / July 2016

Identify impacts (is noise mitigation warranted?)

- Approach or exceed Federal Highway Administration (FHWA) noise abatement criteria (e.g. 67 dB(A) for residences, parks, schools) or,
- 10 decibel increase above existing

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(A) 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 (7 decibels of noise reduction at 1 impacted receptor)

August 2016

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

Sept. 2016

Final Design

Finalize noise barrier designs once the road has received design approval

Obtain VDOT Chief Engineer approval

Obtain FHWA concurrence

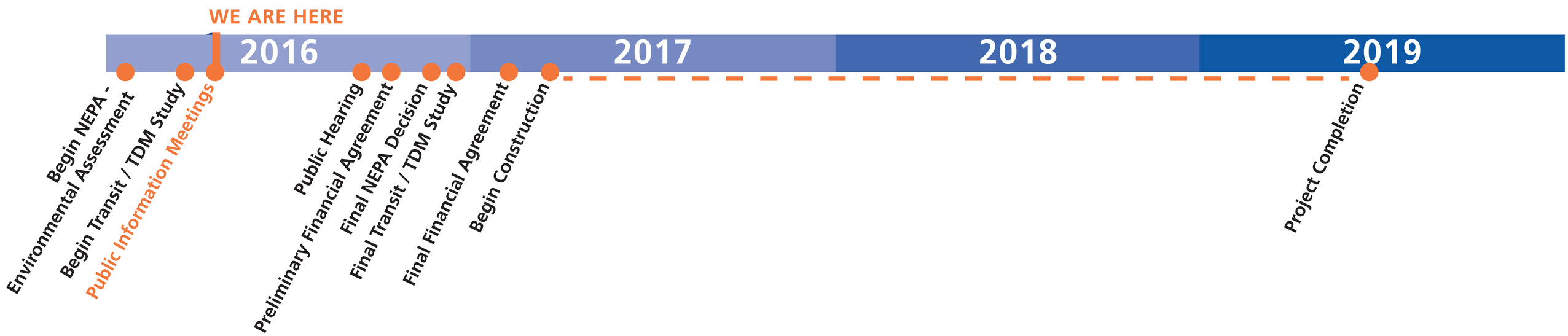
Solicit public input from benefited property owners and renters

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

2017

SCHEDULE

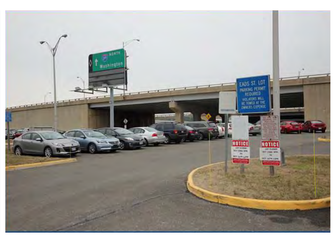
TASKS	2016	2017	2018	2019
Begin NEPA - Environmental Assessment	January			
Begin Transit / TDM Study	April			
Public Information Meetings	April 11 & 13			
Public Hearing	September			
Final NEPA Decision	December			
Final Transit / TDM Study	December			
Construction		Spring		Summer



I-95/I-395 TRANSIT/TRANSPORTATION DEMAND MANAGEMENT (TDM) STUDY

- Guaranteed annual transit payment from new I-395 Express Lane toll revenues to the Commonwealth for multimodal improvements along the I-95 and I-395 corridors
- Virginia Department of Rail and Public Transportation is leading a Transit and Transportation Demand Management (TDM) study in coordination with:
  - Arlington, Fairfax, Prince William and Stafford Counties
  - City of Alexandria
  - Northern Virginia Transportation Commission
  - Potomac and Rappahannock Transportation Commission
- Study area extends from Eads Street at the Pentagon to southern terminus of I-95 Express Lanes in Stafford County and will include parallel commuting corridors and routes, and modes of transportation
- Study will identify transit services and TDM program enhancements that can be funded by the annual transit investment payments
- Eligible projects for funding will increase mobility and move more people along I-95 and I-395 and benefit toll payers in the I-395 corridor. Projects may include:
  - New bus and rail service
  - Park and ride lots
  - TDM program enhancements
- Focused stakeholder engagement will begin in April 2016 and will involve existing transit service providers and TDM providers




Key Milestones

Begin Transit / TDM Study
April 2016

Begin Stakeholder Engagement
April 2016

Draft Transit / TDM Study
November 2016

Final Transit / TDM Study
December 2016

EADS STREET ALTERNATIVES

Eads Street Interchange Challenges

- Balancing the needs of all transportation users including transit vehicles, pedestrians, and HOVs
- Managing traffic between regular lanes and Express Lanes in a congested and constrained area with limited opportunities for expansion
- Maintaining free-flowing and safe traffic operations on Express Lanes at terminus and approaching Eads Street interchange

Concept Development and Study Process

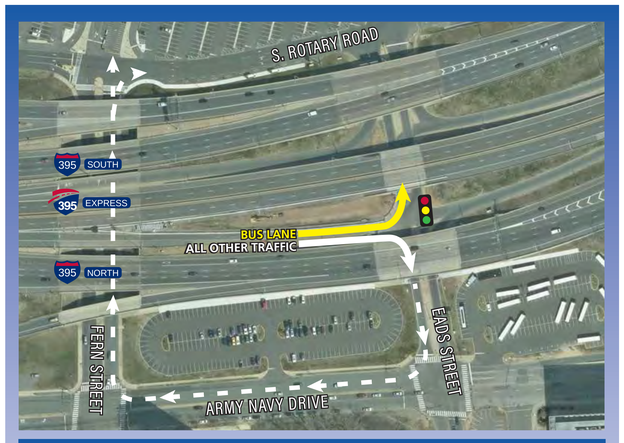
2008 / 2009: Ten concepts considered to address Eads Street / Northern Terminus challenges

2014 - present: Four concepts evaluated

Next Step: Interchange Modification Report will conduct traffic analyses to refine concepts and include a detailed engineering and operational assessment to recommend a preferred alternative

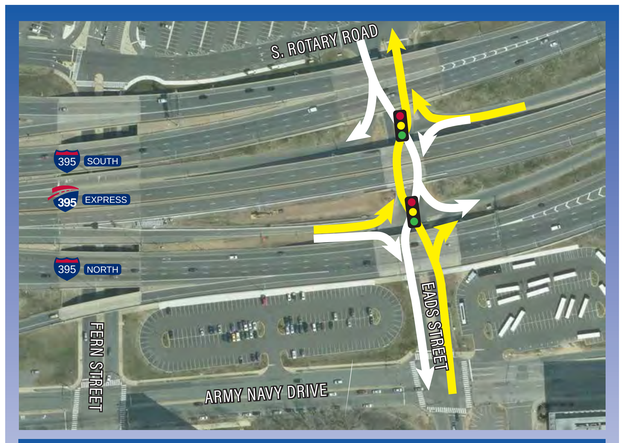
Single Reversible Ramp

- Single reversible ramp from Express Lanes to Eads Street widened to three lanes at Eads Street
- Retains all existing movements
- Requires reconstruction of I-395 HOV bridges over Fern Street and potentially Eads Street
- Significant disruption to traffic during bridge reconstruction



Dedicated Bus Lane and Right Turns

- Dedicated bus lane from Express Lanes to Eads Street/Pentagon
- Directs all traffic (excluding buses) to Army Navy Drive and Fern Street to access Pentagon
- Results in additional congestion on the off-ramp to Eads Street
- Increases pedestrian/vehicle conflicts along Army-Navy Drive



Diverging Diamond Interchange

- Simplifies ramp movements and traffic signal phasing and reduces turning conflicts; may be confusing to unfamiliar drivers
- Retains all existing movements
- Restricted area does not accommodate an optimal diverging diamond interchange configuration
- May require reconstruction of I-395 HOV bridge over Eads Street resulting in significant disruption to traffic during bridge reconstruction

Dual Reversible Ramps (Preferred Concept)

- Increases capacity to and from Eads Street by dividing traffic between two ramps (Pentagon and Army Navy Drive)
- Uses existing infrastructure thereby reducing construction impacts
- Eliminates southbound ramp from Express Lanes to regular lanes (south of Eads Street) to improve merging and weaving operations on both the Express Lanes and regular lanes
- Access to southbound I-395 regular lanes provided via Hayes Street/Army Navy Drive, Washington Boulevard/Columbia Pike and Boundary Channel Drive

FRAMEWORK AGREEMENT

- The Comprehensive Agreement executed in 2012 with 95 Express Lanes, LLC (95 Express) contemplated the potential future development of the extension of the I-95 Express Lanes along the I-395 corridor
- In November 2015, VDOT and 95 Express signed a Development Framework Agreement
- Agreement Terms
  - Improvements to be built largely within VDOT's existing right of way
  - VDOT and 95 Express will work together to finalize the scope, finance plan and agreement
  - 95 Express will provide a long-term transit investment through annual transit payments for the Agreement term (2087)

Project Scope

- Convert the two existing reversible High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; construct an additional HOT lane (Total = 3 HOT Lanes)
- Install an Active Traffic Management System
- Install signage and toll systems
- Provide noise walls
- Provide improved connections between the proposed I-395 Express Lanes and Eads Street
- Conduct transit/transportation demand management (TDM) study

VDOT Responsibilities

- Planning/Environmental Approvals
  - Inclusion in MWCOG Transportation Planning Board's Constrained Long Range Plan (CLRP)
  - Public Outreach
  - Environmental Assessment and supporting technical studies
  - Preliminary Noise Wall Work
- Interchange Modification Report (IMR)
- Federal, State and Local Agency Coordination
- Transit/TDM Study (conducted by DRPT)

95 Express Responsibilities

- Preliminary Engineering and Design
- Cost Estimating
- Finance Plan
- Design-Build Procurement
- Community Outreach
- Construction and Operation of the I-395 Express Lanes