

Get Involved

The comment period will close on December 12th, 2016. VDOT will review and evaluate any information received as a result of this Design Public Hearing.

After all comments have been addressed, the major design features will then be presented to the Fairfax County Board of Supervisors and the Alexandria City Council for endorsement, as well as VDOT's Chief Engineer or designee for approval.

Project information is available for review at VDOT's Northern Virginia District Office located at 4975 Alliance Drive, Fairfax, Virginia 22030. Please call ahead using the contact information below to ensure appropriate personnel are available to answer your questions.

Comments can also be submitted in writing to meeting_comments@VDOT.virginia.gov. Please include "I-395 South Widening" in the subject line.

Contact Information

Primary Contact: W. Calvin Britt, PE calvin.britt@vdot.virginia.gov	VDOT Northern Virginia Project Manager	4975 Alliance Drive Fairfax, VA 22030	703-259-2961
Brian Costello brian.costello@vdot.virginia.gov	VDOT Northeastern Region Right of Way & Utilities	4975 Alliance Drive Fairfax, VA 22030	703-259-2986
Leslie Martin leslie.martin@vdot.virginia.gov	VDOT Northern Virginia Civil Rights	4975 Alliance Drive Fairfax, VA 22030	703-259-1775
Jennifer McCord jennifer.mccord@vdot.virginia.gov	VDOT Northern Virginia Public Affairs	4975 Alliance Drive Fairfax, VA 22030	703-259-1779

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Design Public Hearing

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

Design Public Hearing

State Project: (FO) 0395-029-015 / UPC 103316

Welcome to the Virginia Department of Transportation's (VDOT) Design Public Hearing on the proposed widening of southbound I-395 to provide one additional through travel lane in Fairfax County and the City of Alexandria.

Note that this is a supplemental hearing due to design changes which have occurred since the first public hearing in April 2016.

This meeting is being held to provide an opportunity for citizens and organizations to give VDOT comments and feedback on the proposed project.

VDOT strives to ensure that all members of the community have the opportunity to participate in

public decisions on transportation projects and programs affecting them. VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handouts for this meeting, and your input is encouraged. All oral and written comments received on this project will be included in a summary for review by VDOT personnel, citizens and other interested parties.

Project Overview

Purpose - Relieve congestion, increase capacity, and enhance safety along I-395.

From - 0.28 miles south of Edsall Road **To** - 0.53 miles north of Duke Street **Total length** - Approximately 2.7 miles

Improvements - Widen southbound I-395 to provide one additional through lane within the project limits; eliminate merge-weave conditions at the Edsall Road and Duke Street Interchanges by removing one loop ramp at each interchange; construct new traffic signals on Edsall Road and Duke Street to accommodate relocated ramp movements.



Project Limits, I-395 Corridor

PROJECT DESCRIPTION

As presently configured, southbound I-395 operates with four through lanes upstream of the Duke Street interchange and downstream of the Edsall Road Interchange. However, only three lanes exist between the Duke Street and Edsall Road Interchanges. This constriction causes heavy congestion on southbound I-395 during weekday pm peak hour periods. In addition, the Duke Street and Edsall Road Interchanges each have two closely spaced loop ramps that operate at low speeds. This "merge-weave" area between the loop ramps at each interchange contributes to congestion in the through travel lanes on southbound I-395, and is also the source of many crashes.

Existing traffic volumes on I-395 are expected to increase more than 40% by the year 2040, resulting in more congestion and more traffic safety concerns.

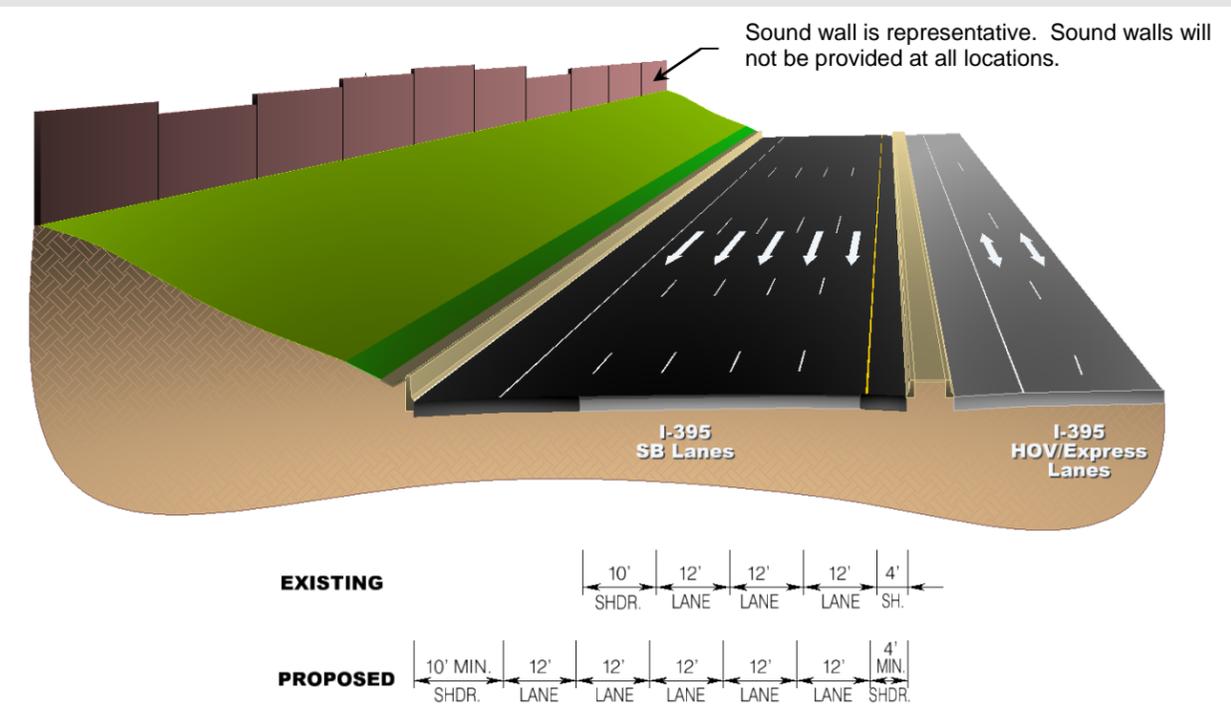
The project will add a continuous southbound lane on I-395 between the Duke Street and Edsall Road Interchanges to

relieve the recurring daily congestion and the associated safety concerns in this segment of the I-395 corridor.

The project will also remove one of the existing loop ramps at each of the interchanges, and replace the affected ramp movements with a new signalized intersection along Duke Street and Edsall Road. These changes will eliminate the congestion and address safety concerns associated with the operation of the closely spaced loop ramps along southbound I-395 at each interchange. The project will also optimize traffic signal operations in the Duke Street and Edsall Road corridors.

The need for additional capacity and safety enhancements in the I-395 corridor cannot be addressed through completion of other ongoing projects. The proposed project is consistent with the VDOT Six-Year Improvement Program, the MWCOC Constrained Long-Range Plan, and transportation plan adopted by Fairfax County.

Project Graphic



Typical Section (Auxiliary Lane also shown)

Estimated Project Cost

Project Costs:

Preliminary engineering - \$6.5 million

Right-of-way acquisition and utility relocation - \$0.7 million

Construction – approximately \$45.5 million

Total - \$52.7 million

This project is being funded by the Atlantic Gateway Grant and is included as part of the MegaProject 395 Northern Extension Project. Costs are subject to change during the final design phase activities following this Design Public Hearing.

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. For more information or for special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 800-FOR-ROAD (367-7623) or TTY/TDD 711.

Right of Way

Displays at the meeting show the approximate right-of-way needed as the project is currently proposed. As design is further developed, additional easements and right-of-way may be required beyond what is shown in the plans. Impacted property owners will be informed of the exact location of the easements prior to construction during the right of way acquisition process.

Information on the acquisition process is discussed in VDOT's brochure, "Right-of-Way and Utilities: A Guide for Property Owners and Tenants." Copies of this brochure are available here from a VDOT Right-of-Way agent.

Anticipated Schedule

The following schedule is proposed:

- **Comment period ends** – December 12th, 2016
- **Design approval** – December 2016
- **Advertise project** - to be determined*
- **Begin construction** - to be determined*
- **Construction Complete** - to be determined*

* Right-of-way and construction funding must be identified before the project can be advanced beyond design.

Environmental Review

VDOT has performed environmental reviews coordinated with federal, state, and local agencies to obtain information about environmental resources and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts.

In accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771, draft Categorical Exclusion (CE) documentation has been prepared in cooperation with the Federal Highway Administration and is available for review and comment. VDOT staff will be available to discuss the environmental studies underway and the coordination with appropriate regulatory agencies to obtain information about the resources in the project's vicinity. A public notice for review and comment on the final CE documentation will be posted at a later date.

In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is also provided in the environmental documentation.

Coordination with the appropriate federal, state, and local agencies will continue throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best management practices will be conducted to protect the environment during construction.

Representatives from VDOT's Environmental Section are available to discuss this information and to answer questions.

*Please note: correction since original print