



I-95/395 HOV/Bus/HOT Lanes

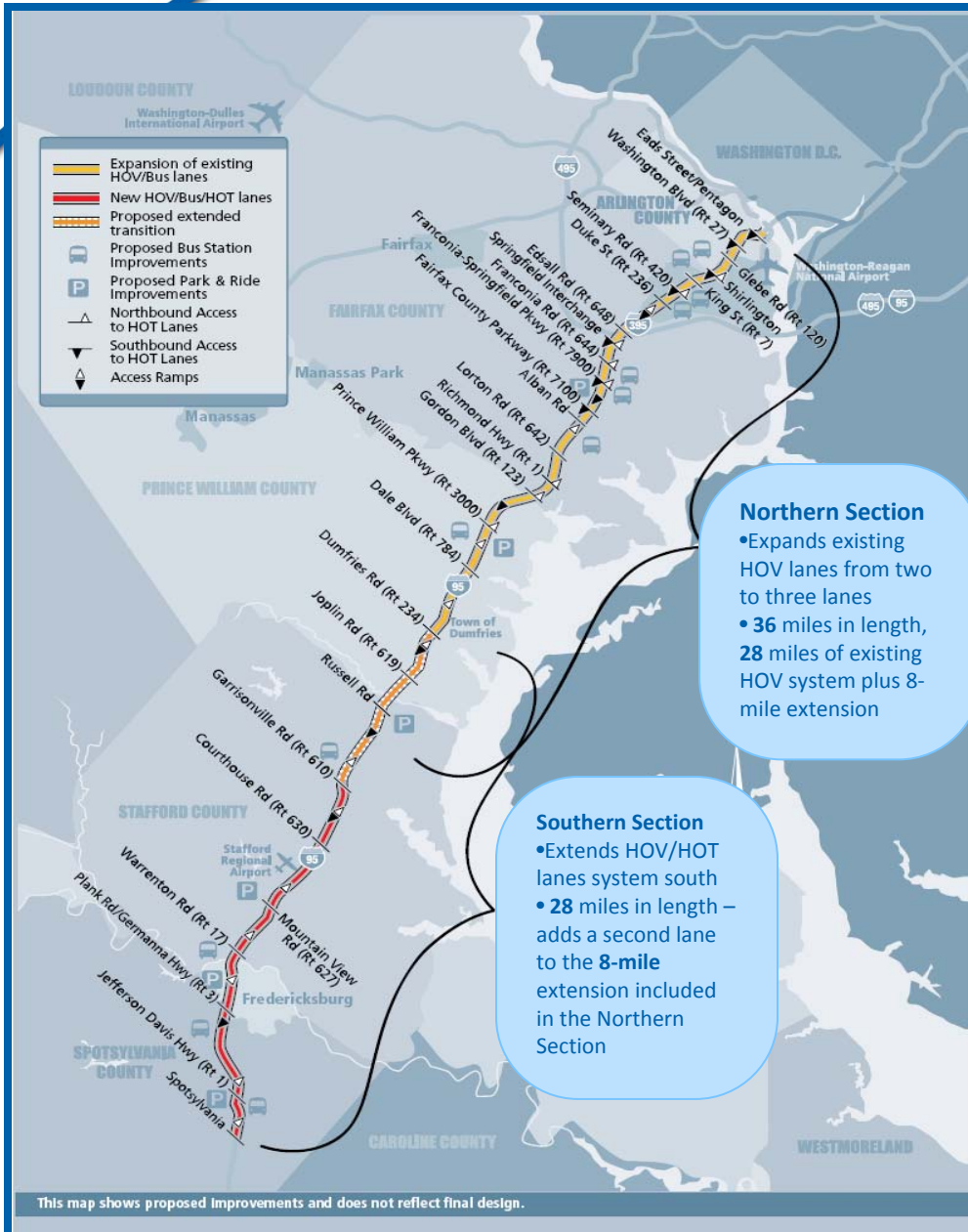
Commonwealth Transportation Board Workshop

July 16, 2009

Outline:

- Project Overview
- Location and Design Public Hearing
- Scope Reviews

I-95/395 HOT Lanes



This map shows proposed improvements and does not reflect final design.

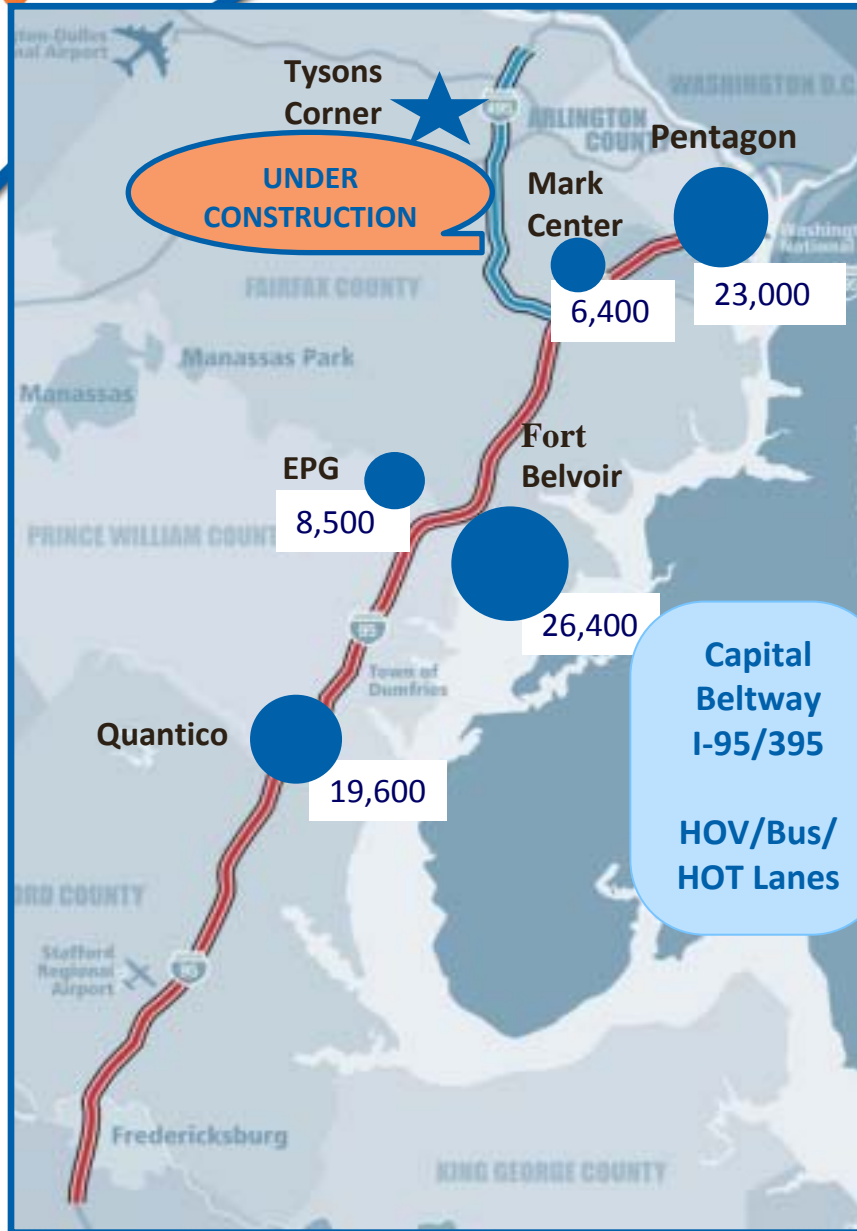
Northern Section

- Expands existing High Occupancy Vehicle (HOV) lanes from 2 to 3 lanes
- Existing HOV system plus 8 mile extension – Eads Street to Garrisonville Road
- Network of HOV/Transit Corridors

Southern Section

- New 2 lane reversible extension
- 28 miles in length – adds a second lane to the 8-mile extension included in the Northern Section
- Extends HOV/HOT system south to Massaponax, Spotsylvania County

I-95/395 HOT Lanes serve current and future military bases



The I-95/395 is an important and unique corridor because it serves current and future military bases and connects to I-495 HOT Lanes.

It serves five military bases:

- Pentagon
- Mark Center at Seminary Road
- Fort Belvoir
- Engineer Proving Ground
- Quantico

Combined they employ **84,000** people.

Features of the I-95/395 HOT Lanes

Key Features:

- Offers new travel options
- Increases transit and HOV options and capacity
 - 3,000 new Park-and-Ride spaces – 3,750 more recommended- grand total of 6,750 additional spaces
 - Potential BRT operations and stations
 - Improvements to VRE and transit stations
 - New transit routes and buses
- New and improved access points
 - 8 new access points
 - 7 improved access points

Features of the I-95/395 HOT Lanes Continued

- Reduces current bottlenecks at termini
 - Pentagon at Eads Street (A.M. Peak)
 - Dumfries (P.M. Peak)
- No right of way needed – only minor temporary easements
- Actively managed facility via congestion pricing – most efficient way to get the most out of existing infrastructure
- Advance project quicker through private financing and partnership

I-95/395 HOT Lanes Transit Improvements

Transit/TDM Study – Completed February 2008

- Recommended Transit and Transportation Demand Management Strategies in the corridor
- Managed by DRPT
- Close coordination with local jurisdictions and transit providers

BRT Operational Analysis on going

- Define the level of Bus Rapid Transit in the corridor
- Identify potential BRT stations
- Conceptual design of BRT Station
- Traffic Operational analysis
- Identify Park-and-Ride lot needs

I-95/395 HOT Lanes Transit Improvements

Concessionaire funding

- \$195 million from the Concessionaire
- To be used for transit and transportation management improvements in the corridor
 - Recommended uses from Transit/TDM Study:
 - New bus services
 - Bus Rapid Transit System
 - Park-and-Ride lots
 - VRE and bus station improvements
 - Improvements to existing transit services, enhanced and new TDM programs



Location & Design Public Hearing

Location and Design Public Hearing held:

February 9, 10 and 11 –Dumfries, Springfield and Alexandria

Approximately 300 total attendees

171 people provided 571 comments

Comment distribution:

Support/Oppose Concept – 16.5 % (No – 9%, Yes – 6.7%, Undecided - .7%)

Sounds walls – 15.1%

Sluggers – 10%

Operations – 7.9%

Design – 7.7%

General (Studies performed, Community Outreach, Hybrid Vehicles, etc.) - 7.4%

Construction – 7%

Outreach Effort

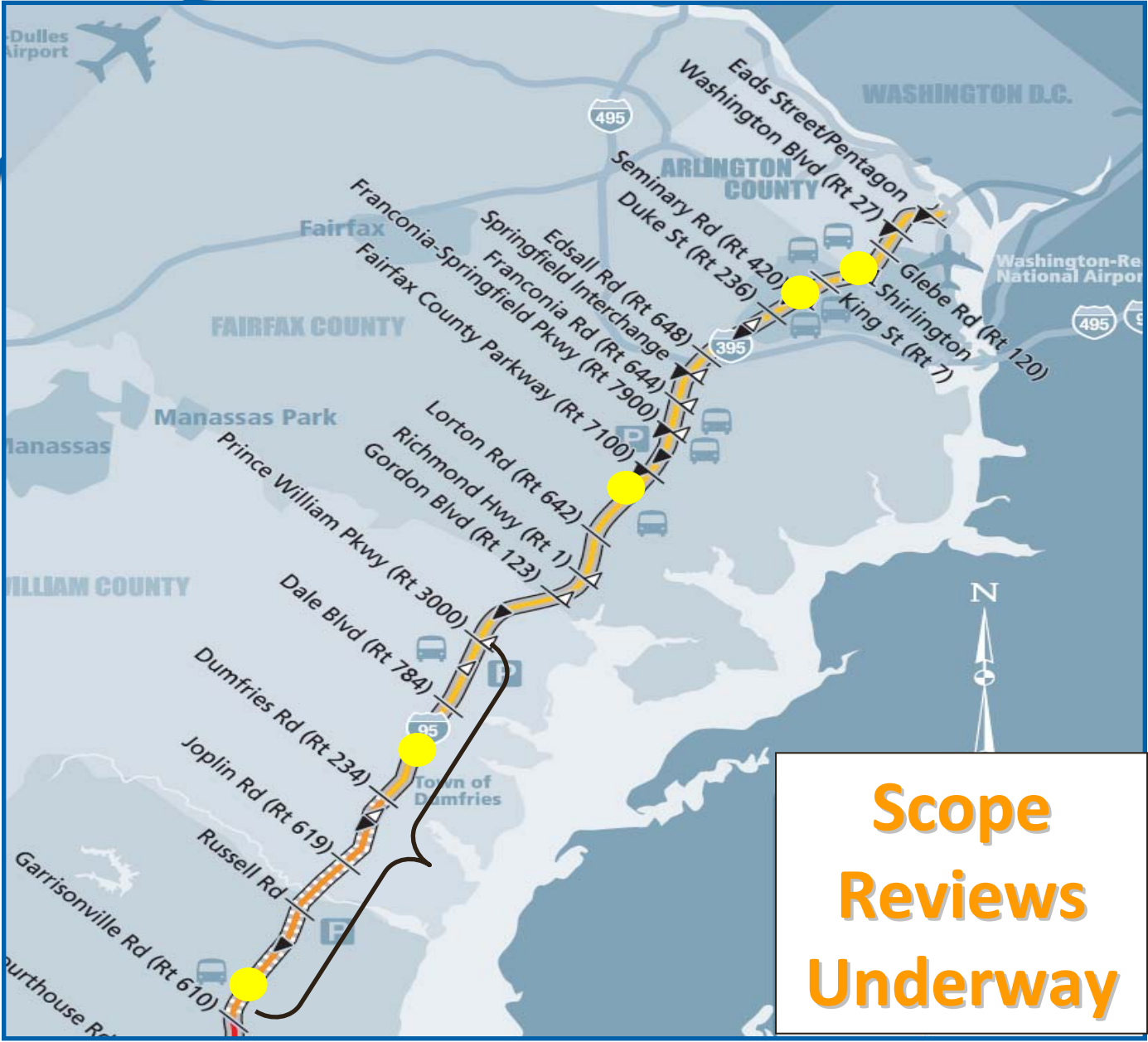
Group	Fall 2007 to Present – number of meetings
Elected/Jurisdictional Officials and Staff	Approximately 60
Homeowners/Civic/Condo Associations	Approximately 25

Scope Reviews on the Northern Section

- Necessary due to construction cost, revenue forecast, current financial market and public comment
- Concerns raised by localities – Shirlington Rotary
- Concerns with impact from BRAC relocation –
 - Study direct access to Mark Center instead of bus only ramp at Seminary
- Review phasing options to meet core needs and future needs
- Preserve concession fee for transit and 3,000 park and ride lot spaces

Scope Reviews

Underway



**Scope
Reviews
Underway**

- Shirlington Rotary
- Seminary bus only ramp/direct BRAC access
- Lorton Northbound Flyover
- Lorton BRT In-line Station/alternative BRT sites
- Cardinal Drive Flyover
- Garrisonville Flyover
- Additional lane capacity south of Prince William Parkway

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