





Southside ExpressLanes



I-495 SOUTHSIDE EXPRESS LANES STUDY

Environmental Assessment (EA) - Range of Alternatives

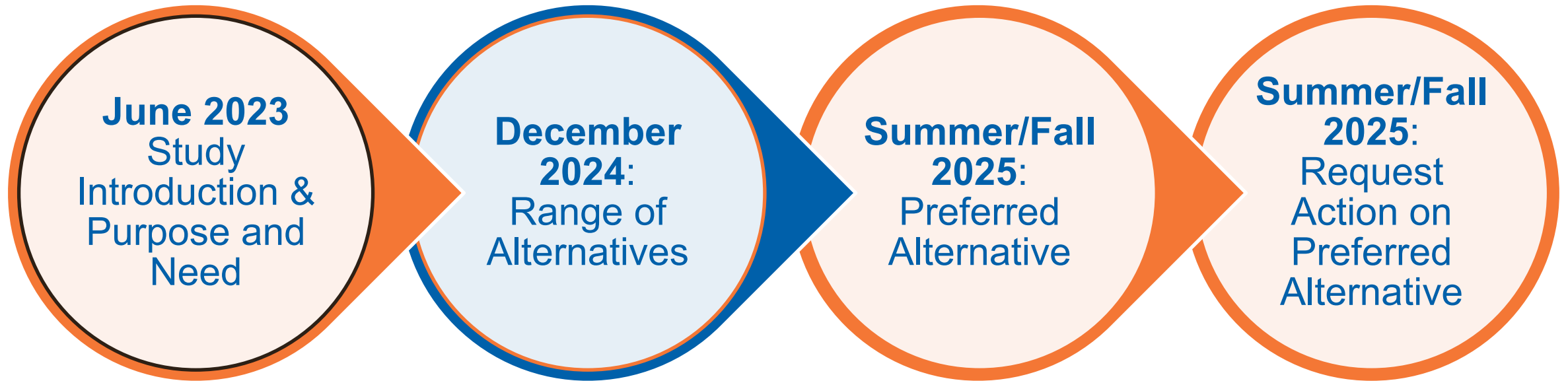
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Presentations to CTB on I-495 Southside Express Lanes



Per § 33.2-208
Location of Routes

Northern Virginia Regional Express Lanes Network



- **94-Mile Network of Connected Express Lanes**
 - I-95, I-395 (reversible lanes)
 - I-495 (2 lanes each direction)
 - I-66 Outside the Beltway (2 lanes each direction)
 - I-66 Inside the Beltway (2 lanes, weekdays peak travel time, peak commute direction)
 - I-95 Express Lanes/Opitz Boulevard Ramp
- **3 Miles Under Construction**
 - I-495 Northern Extension (2 lanes each direction opening late 2025)
- **Under Study**
 - I-495 Southside Express Lanes
 - I-95 Bi-Directional Express Lanes

Study Area

- 11 miles of the southern section of I-95/I-495 (Capital Beltway)
- From Springfield interchange (I-95/I-395/I-495) in Fairfax County, VA to the MD 210 interchange in Prince George's County, Maryland
- The study area encompasses the last section of I-495 in Virginia where Express Lanes have not been implemented



Purpose and Need

Purpose:

The purpose of the I-495 Southside Study is to evaluate transportation improvements that would extend and provide continuity of the Express Lanes system on the I-495 Capital Beltway from the I-95 / I-395 / I-495 Springfield Interchange in Fairfax County, VA to the I-495 / MD 210 Interchange in Prince George's County, Maryland.

Needs:

Viable alternatives are those that substantially contribute to meeting these needs:

- Provide express lane system continuity
- Provide additional travel choices
- Reduce congestion and improve travel reliability
- Improve safety
- Provide consistency with local and regional plans

Public Involvement to Date

Public Information Meetings (PIM) (May 2022)

- Study introduction, initial introduction of goals, and potential improvements
- Three in-person meetings and one virtual meeting

PIM (September 2023)

- Study status update, initial evaluation of preliminary alternative concepts
- Three in-person meetings, one virtual meeting

Community Town Hall meeting (October 2023)

- Study status update, initial evaluation of preliminary alternative concepts

Addressing individual questions from elected officials, community groups, and property owners (ongoing)

Agency Involvement to Date

Monthly Environmental Agency Meetings hosted by VDOT

- Review and discuss materials related to Purpose and Need and Alternatives
- Paused in mid-2024 while VDOT conducted more detailed analyses

Monthly Maryland Interagency Review Meetings

- Participating in MDOT's agency coordination process
- Presenting at key milestones in the NEPA process

Stakeholder Technical Advisory Group Meetings

- Met in April 2022, July 2022, and September 2023 with local and regional planning organizations to review alternatives development

Weekly meetings with Maryland State Highway Administration staff

Ongoing coordination with Metropolitan Washington Council of Governments (MWCOCG), WMATA, DRPT, and localities

Initial Consideration of Alternatives



Consideration of Alternatives

Alternative Concept	Description/Potential Solutions	Meets the Purpose and Need as a Standalone Alternative
Transportation System Management/ Transportation Demand Management (TSM/TDM)	Extension of acceleration/ deceleration lanes	No ¹
Transit TSM/TDM	New bus routes, adjacent park and ride lots	No ²
Bicycle/Pedestrian Improvements	Bicycle/pedestrian trail improvements	No ²
Standalone Transit	New dedicated transit alignment	No
+1 General Purpose Lane	Add one general purpose lane in each direction on I-495	No
+2 General Purpose Lanes	Add two general purpose lanes in each direction on I-495	No
+1 Express Lane	Add one Express lane in each direction on I-495	Yes
+ 2 Express Lanes	Add two Express lanes in each direction on I-495	Yes
+2 Reversible Express Lanes	Add two barrier-separated reversible express lanes in median of I-495	No

1 = Not precluded from future consideration 2 = Being considered for incorporation in the Build Alternatives

Existing Woodrow Wilson Bridge



Standalone Alternatives Retained for Analysis in the EA

No Build Alternative

- Required as a baseline/comparison to other alternatives

+1 Express Lane in each direction

- Construct one Express Lane in each direction
- Leave space for future rail transit across Woodrow Wilson Bridge
- Construct bicycle/pedestrian improvements along the project corridor
- New bus service from Central-West Prince George's County to Tysons

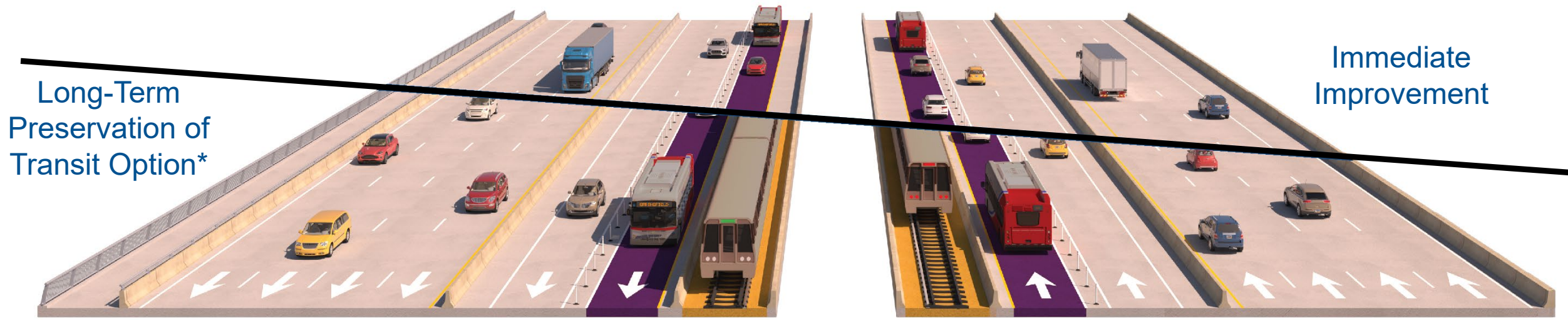
+2 Express Lanes in each direction

- Construct two Express Lanes in each direction
- Commit to convert one Express Lane to rail transit across Woodrow Wilson Bridge*
- Construct bicycle/pedestrian improvements near project
- New bus service from Central-West Prince George's County to Tysons Corner

* *Should future rail be provided by others*

+1 Express Lane

Long-term preservation of future rail transit



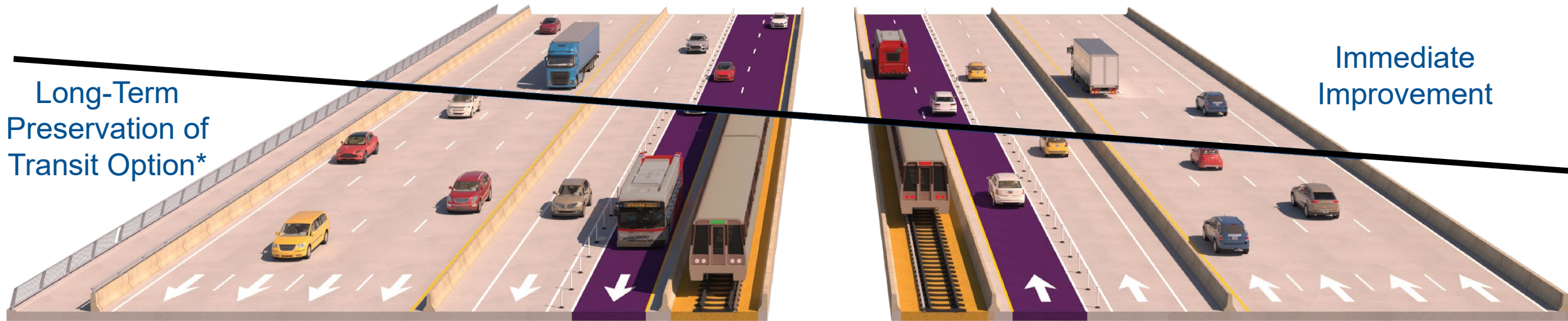
I-495: Woodrow Wilson Memorial Bridge

* Should Future Transit (i.e. rail) be Provided by Others

Representative typical sections for illustrative purposes only.

+2 Express Lanes

Long-term preservation of future rail transit



I-495: Woodrow Wilson Memorial Bridge

* Should Future Transit (i.e. rail) be Provided by Others

Representative typical sections for illustrative purposes only.

New Bike-Pedestrian Facilities and Access

- Bicycle and pedestrian facilities are being considered with the Build Alternatives as part of the 495 Southside Express Lanes Study
- Based on input from Fairfax County, City of Alexandria, Prince George's County and Maryland State Highway Administration

Examples of Virginia delivering bicycle and pedestrian facilities and access through express lanes:



18 miles of new trail built as part of Transform 66 project including 11 miles of shared-use path along I-66, and sidewalks on new and existing bridges over I-66

Anticipated Study Schedule

Activity	Timeframe
Public Involvement Meetings	First quarter 2025
CTB Location Decision on Preferred Alternative	Summer/Fall 2025
EA Issued for Public Review/Public Hearing	Summer/Fall 2025
FHWA NEPA Decision	Early 2026*

*FHWA can only issue a NEPA decision if/when the preferred alternative is documented in MWCOCG's long-range transportation plan and transportation improvement program (TIP), as well as in the statewide transportation improvement program (STIP)