



I-95/395 HOV/Bus/HOT Lanes
March 2009



Agenda

- Current Status
- Project Sections
- Military Corridor
- Improving Transit & HOV
- Other Issues

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Now we will give a brief presentation about the I-95/395 HOV/Bus/HOT Lanes Project and take your comments when it is completed. If you have questions, please visit the Open House Display area and speak to the subject experts. Our agenda is as follows.


VDOT **Project status**

Northern Section

- National environmental review process (NEPA) completed and approved by Federal Highway Administration in January 2009
- Regional transit study complete, bus rapid transit station operations study underway
- Location and Design Public Hearing – February 2009

Next Steps:

- Develop project scope
- Develop project cost
- All commercial terms will be finalized with Fluor-Transurban
- Commercial terms will close Fall 2009
- The design-build phase will start and construction is expected to begin end of this year or early 2010



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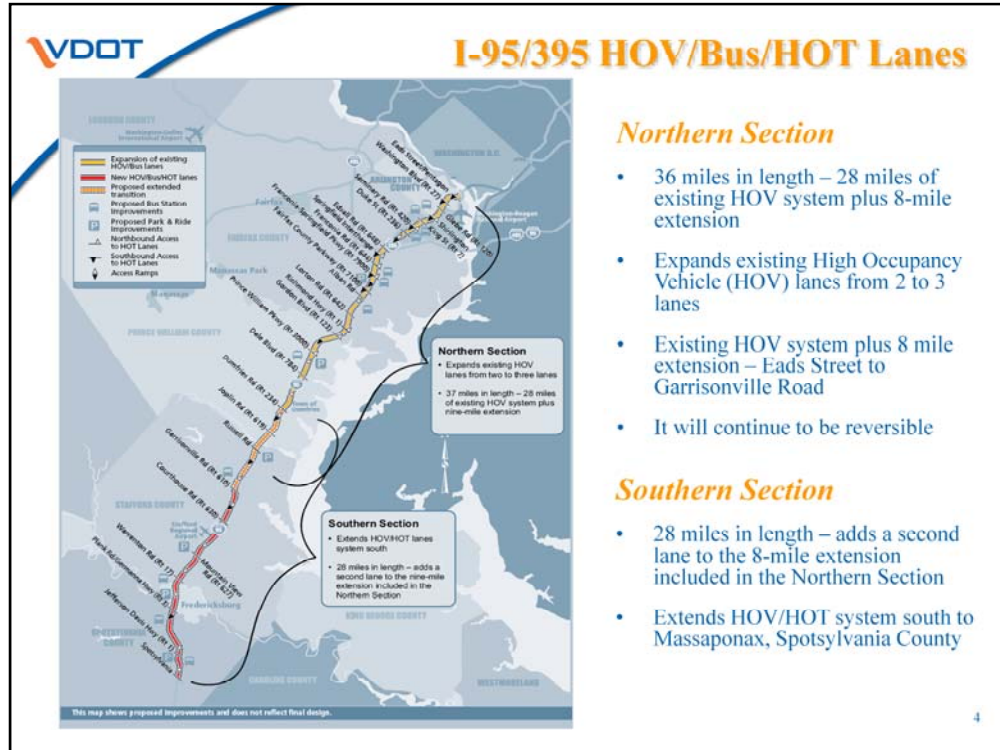
All environmental review process completed and FHWA approval obtained in early January 2009.

After the public hearing is completed the scope of the project can be determined.

Then project costs can be developed.

All commercial terms will be finalized with Fluor-Transurban. Commercial terms will close in the Fall of 2009.

The design-build phase will start and construction is expected to begin later this year or very early in 2010.



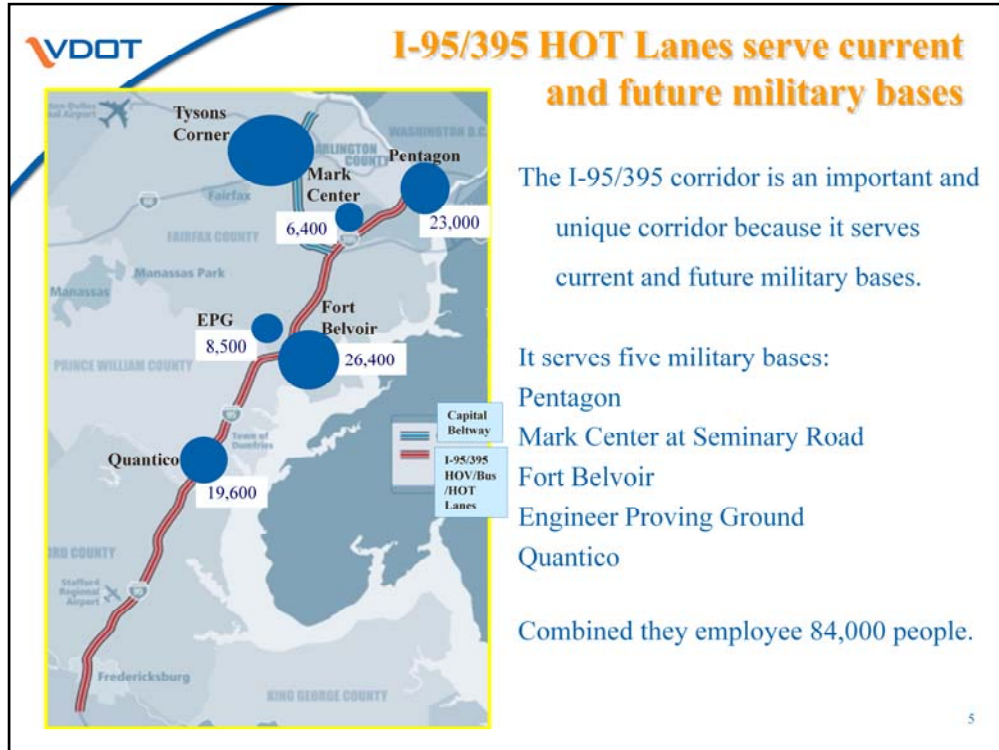
This slide illustrates that this 56 mile corridor is divided into two sections

The Northern Section is 36 miles in length and has 28 miles of existing HOV system and there will be a 8 mile extension.

It will extend from the vicinity of Eads Street in Arlington to Garrisonville Road in Stafford County. The current two lanes HOV facility from the Pentagon to Dumfries will be improved to three lanes. From there two lanes will be built to Garrisonville Road.

This Northern Section is the subject of tonight’s public hearing

The Southern Section will extend the HOV/HOT Lanes to Spotsylvania County



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

As you can see on this map, five military bases starting from the North – The Pentagon, the new Mark Center at Seminary, Fort Belvoir, the Engineering Proving Grounds and Quantico.

Combined they employ 84,000 people.

VDOT

Improving Transit and HOV service

Transit and HOV-3+ will travel free

New infrastructure funding for transit and HOV

- \$195 million concessionaire payment to be used for transit improvements in the corridor
- In-line bus rapid transit stations, new buses and bus routes
- 6,750 new Park-and-Ride spaces
- Transit center improvements
- VRE station improvements
- Design improvements to relieve bottlenecks



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It is important to keep in mind that Transit and HOV 3 + will travel free.

Sluggers and transit users will not be affected and will not have to pay a toll.


Concessionaire will make a payment to Virginia of \$195 million for transit improvements.

There are recommendations on how this money will be used, including 3,750 park-and-ride spaces. This is in addition to the 3,000 spaces proposed by Fluor-Transurban - and improvements to transit centers, new transit vehicles and bus rapid transit system.

Improvements to transit centers, new buses and bus rapid transit stations

And the roadway will feature design improvements to relieve bottlenecks

There will be no public money used for this project



Location and Design Public Hearing

Location and Design Public Hearing held:

- February 9 – Potomac High School in Dumfries
- February 10 – Robert E. Lee High School in Springfield
- February 11 – Minnie Howard School in Alexandria

Approximately 300 total attendees

Approximately 55 people provided comments

Main topics of interest:

- Sound walls
- Maintenance of existing HOV speeds
- Sluggers
- Toll fees / Technology
- 14th Street bridge impacts

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Other Issues

- The project is expected to replace most of the existing sound walls and construct new sound wall protection for many communities along the corridor.
- New/Improved Access Points.
- The project requires little to no right-of-way taking.

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