

City of Alexandria, Virginia

BRAC-133 Advisory Group Update

December 14, 2011

Transportation & Environmental Services





I-395 HOV Ramp at Seminary Road

**BRAC-133 ADVISORY GROUP
MEETING**

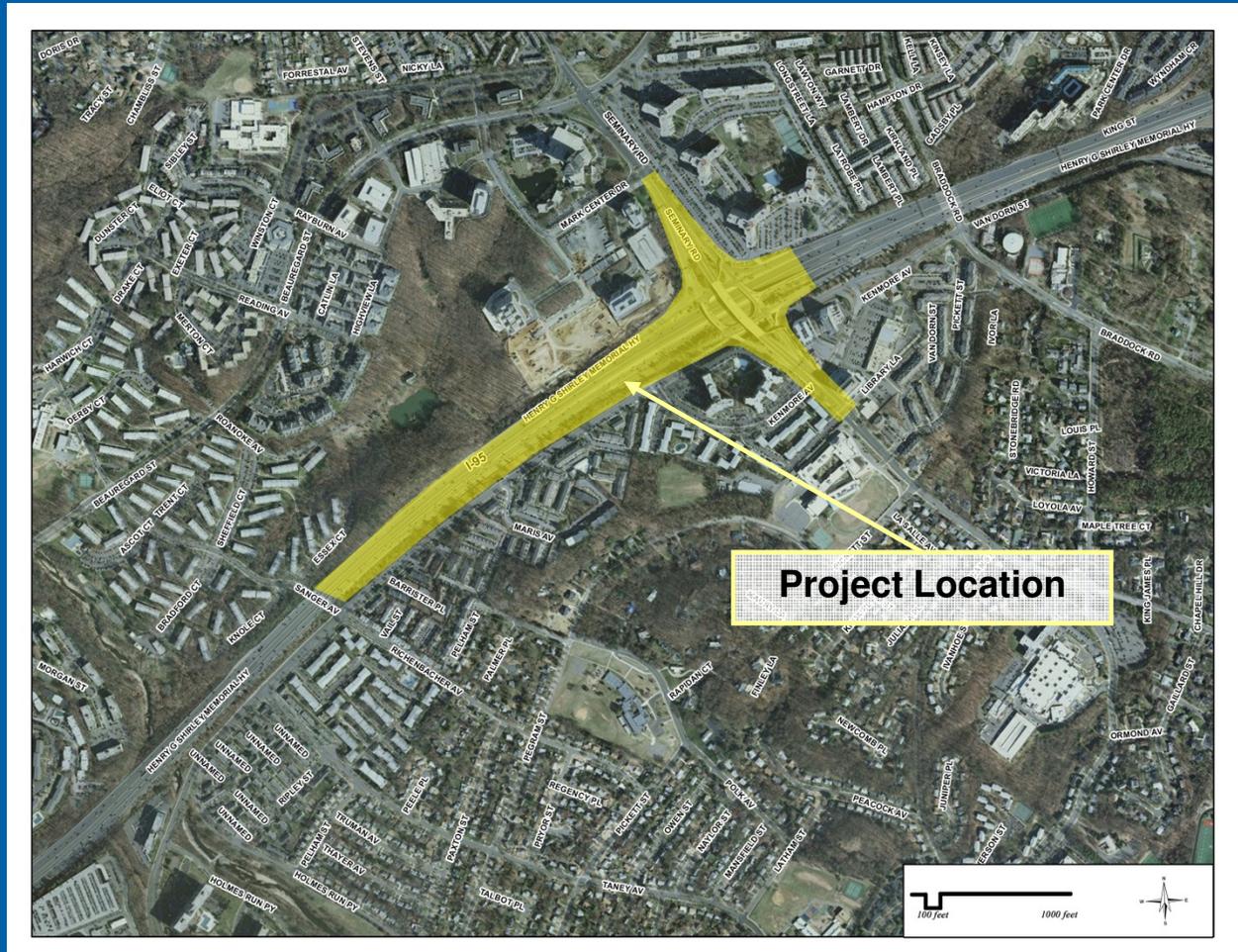
December 14, 2011



Project Location

Alexandria, VA

I-395 at Seminary Road





Project Site - I-395 HOV Ramp

Seminary Road



I-395 HOV



Upcoming Schedule

Proposed EA Schedule

Public Availability	late Dec 2011/ early Jan 2012*
Design Public Hearing/ Citizen Info Meeting	January 25, 2012
Snow Make Up Date	February 1, 2012*

*Tentative Date

Summary/Purpose of Project:

- Address the need for adequate transit vehicle and High Occupancy Vehicle access to the Mark Center; and
- Relieve forecasted peak morning traffic congestion on the northbound I-395/Seminary Road off-ramp and forecasted afternoon peak congestion on the southbound Seminary Road/I-395 on-ramp.

Alternatives

- Several studies previously evaluated conceptual interchange, intersection, and transit improvements in the Mark Center area
- Alternatives carried forward:
 - **No Action or No-Build:** FHWA and DoD planned short and mid-term improvements
 - **Proposed Project:** Reversible HOV Ramp

No Substantial Impact to Resources

- Natural resources (water quality, floodplains/wetlands, woodland, farmland, wildlife)
- Historic properties
- Section 4(f) properties
- Socioeconomic and cultural resources
- Visual resources

Other impacts

Hazardous materials are not expected to be encountered

Impacted Resources

- Noise
 - Measurements and modeling using FHWA Traffic Noise Model (TNM) 2.5
 - Minimal appreciable impacts (less than 0.5 dB)

DWELLING OR RECREATIONAL UNIT NOISE IMPACT SUMMARY

	Existing	No-Build	Proposed Project
Totals	717	745	749

Impacted Resources (Noise)



Impacted Resources

- Air
 - Analysis conducted for Carbon Monoxide (CO), Particulate Matter (PM), and Mobile Source Air Toxic (MSATs)
 - Modeled CO concentrations well below NAAQS
 - Not a “project of air quality concern” according to EPA PM criteria
 - Low MSAT effects: project intended to alleviate congestion and will not add to traffic volume

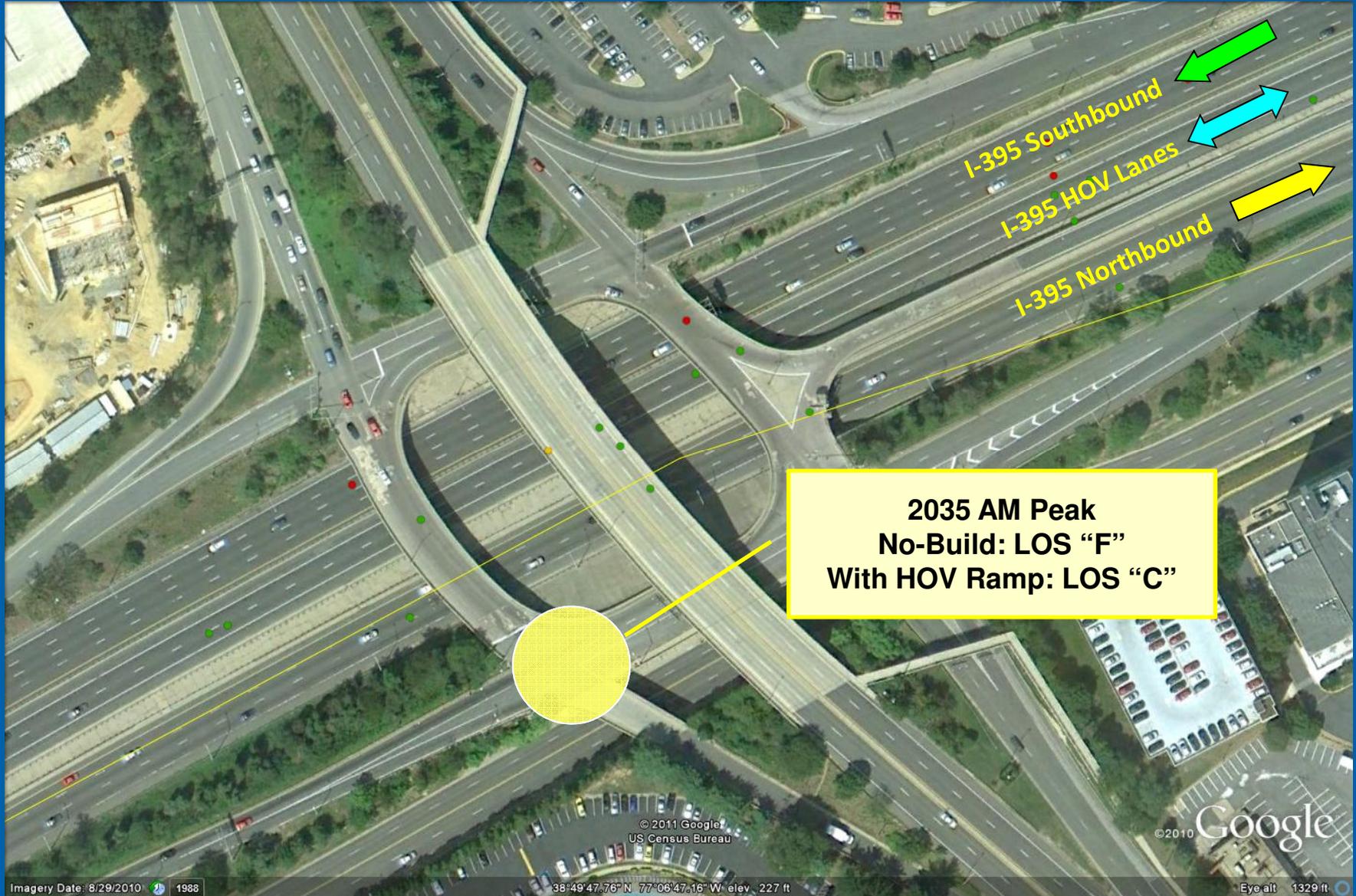
Efforts

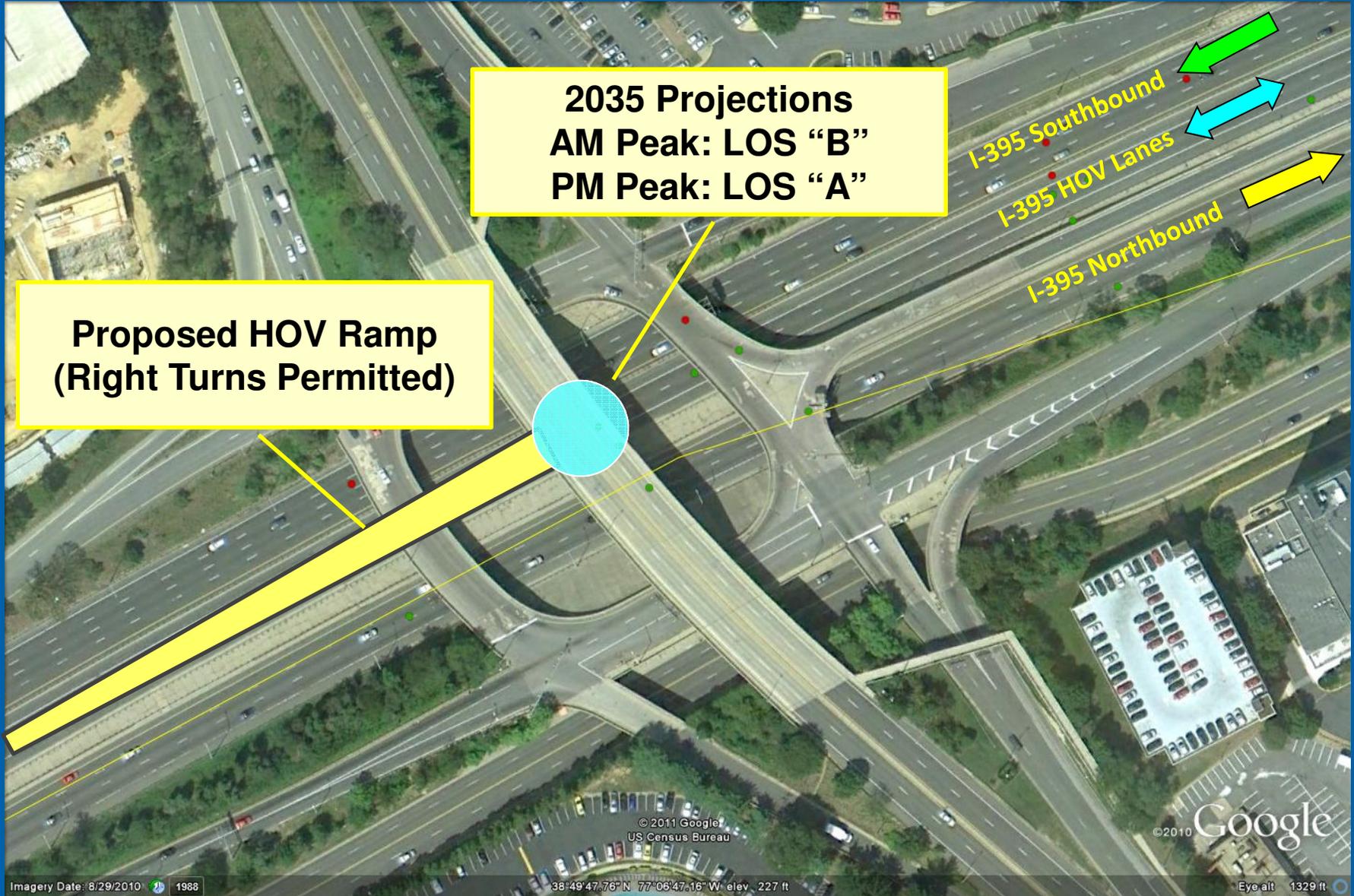
- Baseline year data 2009
- Traffic forecasting
 - Background growth and BRAC traffic
 - With and without proposed ramp
 - With and without right turns from proposed ramp
- Traffic data for Environmental Analysis
 - Design year 2035 and Interim year 2015
- Higher growth in off-peak hours on HOV lanes
- Projected right-turns from proposed ramp not significant

Preliminary Results

- Traffic Simulation Analysis Tool – VISSIM
- Without proposed ramp
 - LOS on existing ramp from Northbound I-395 to Seminary Rd will deteriorate to “F”
- With proposed ramp (right turns permitted)
 - LOS on existing ramp will improve to “C” from “F”
 - Acceptable LOS expected on new ramp
 - Acceptable LOS expected along Seminary Rd east of the interchange

Preliminary Results



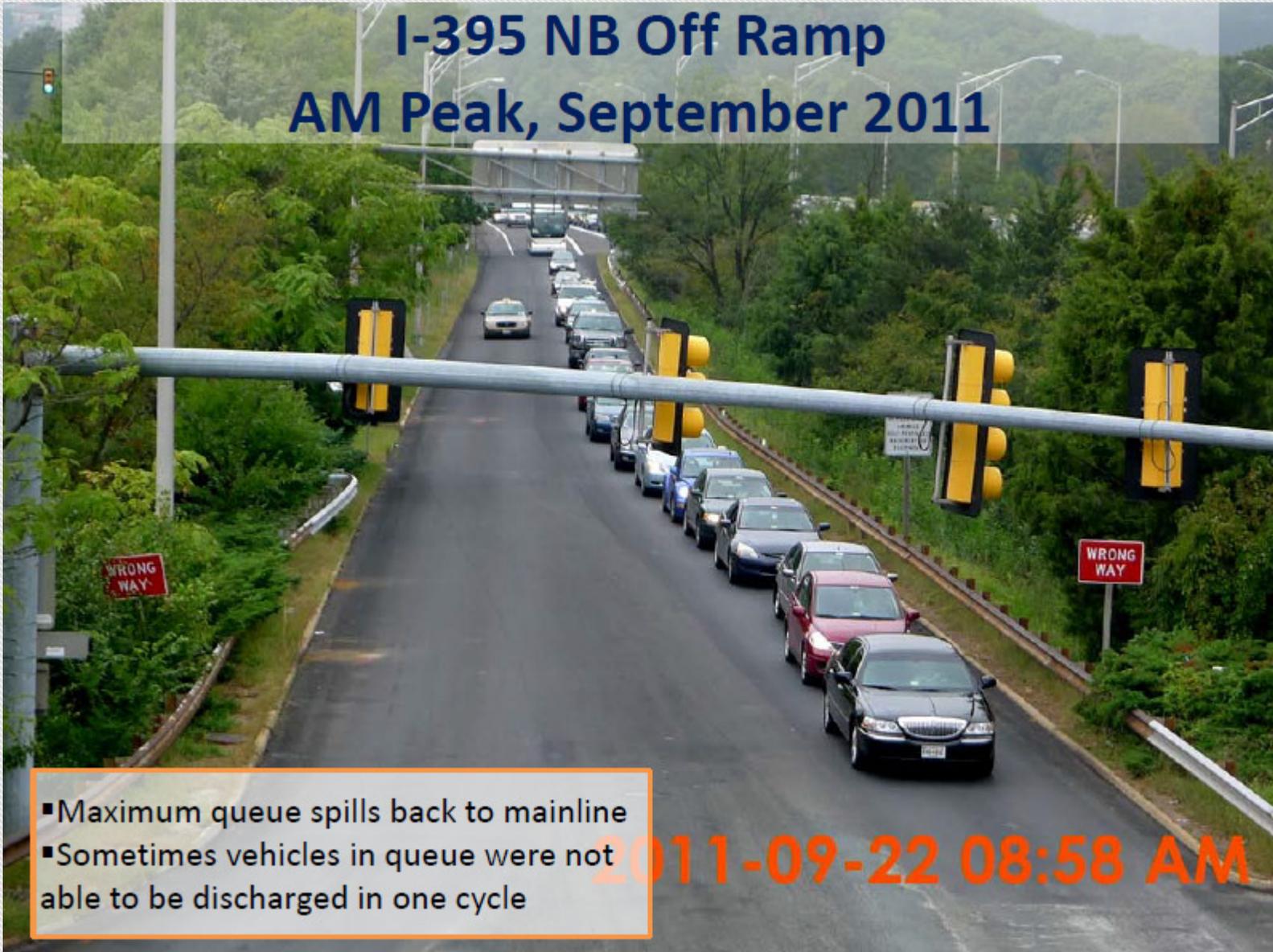


Questions?

I-395/Seminary Road

TRAFFIC MONITORING

I-395 NB Off Ramp AM Peak, September 2011



- Maximum queue spills back to mainline
- Sometimes vehicles in queue were not able to be discharged in one cycle

2011-09-22 08:58 AM

November Conditions

- Local schools were in session
- Pre-holiday season month
- WHS was about 50% occupied
 - 3200 out of 6400 employees
- City police were present at local intersections and rotary during peak periods

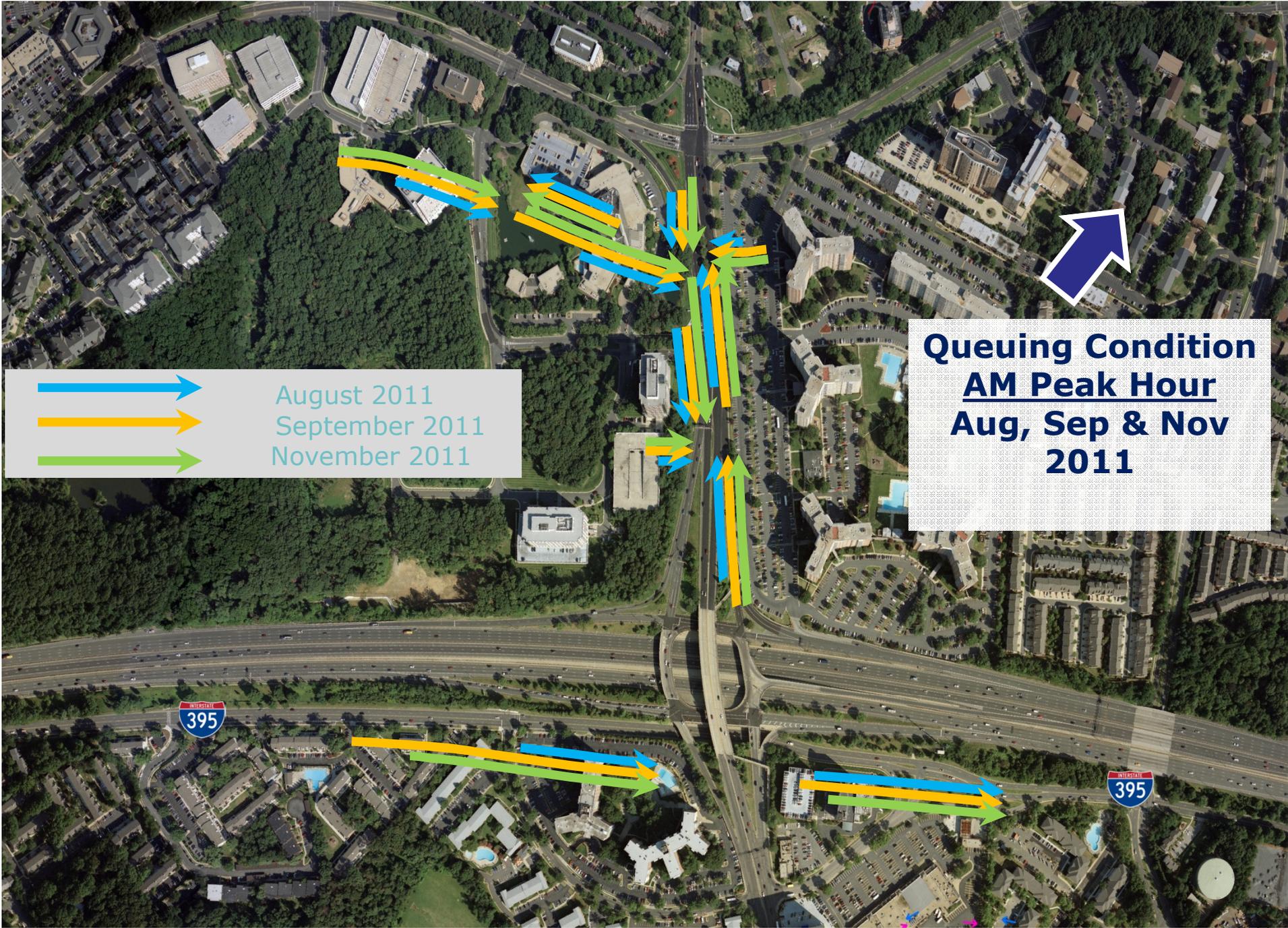
I-395 NB Off Ramp AM Peak, November 2011



11/18/2011 06:53 AM

General Observations

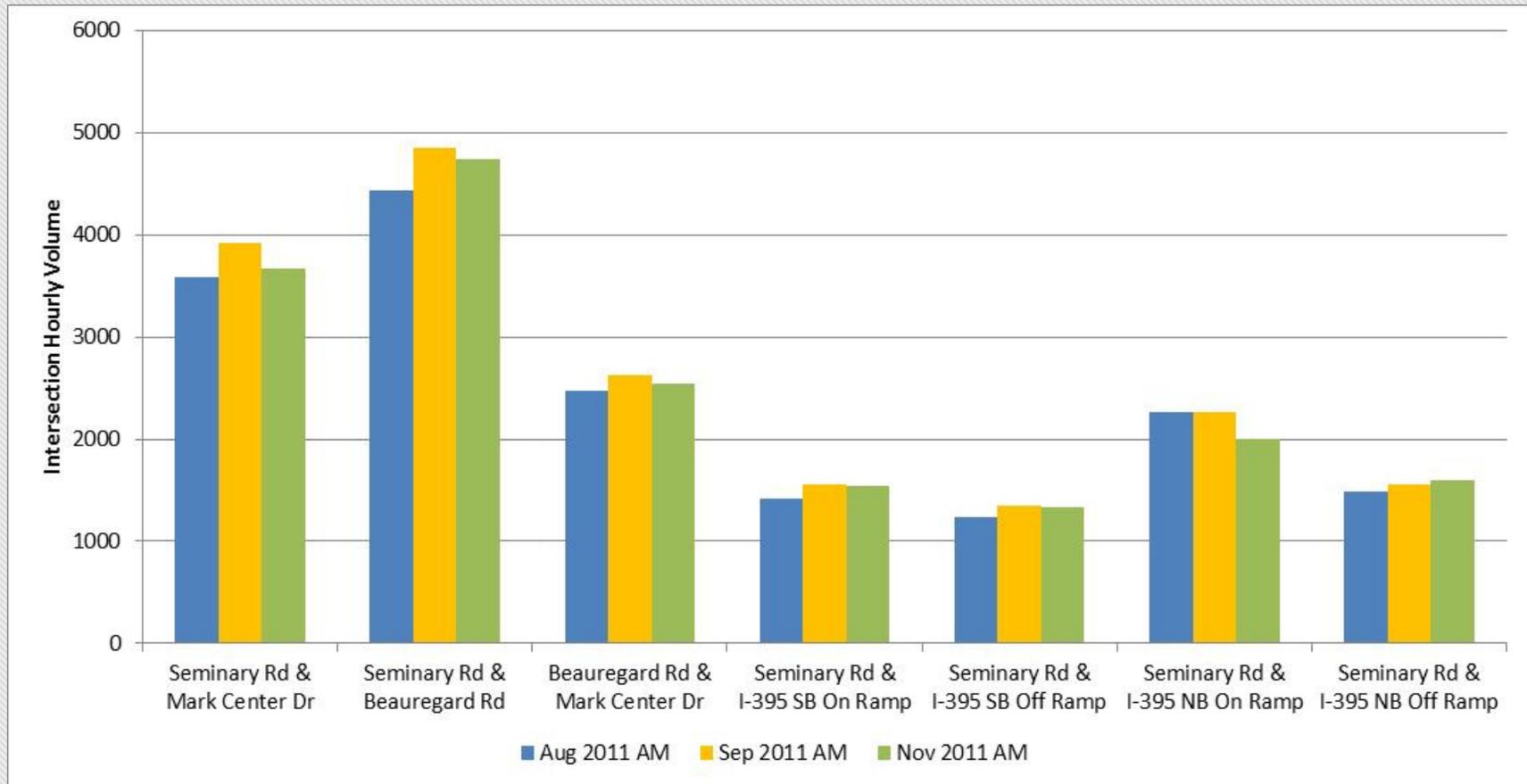
- *August*
 - All queues were able to clear upon each cycle
- *September*
 - Most queues were able to clear upon each cycle
 - There were noticeable increase in queue lengths in September compared to August
- *November*
 - Most queues were able to clear upon each cycle
 - There were decreases in queue lengths in November compared to September
 - Much higher bus occupancy in November compared to previous months

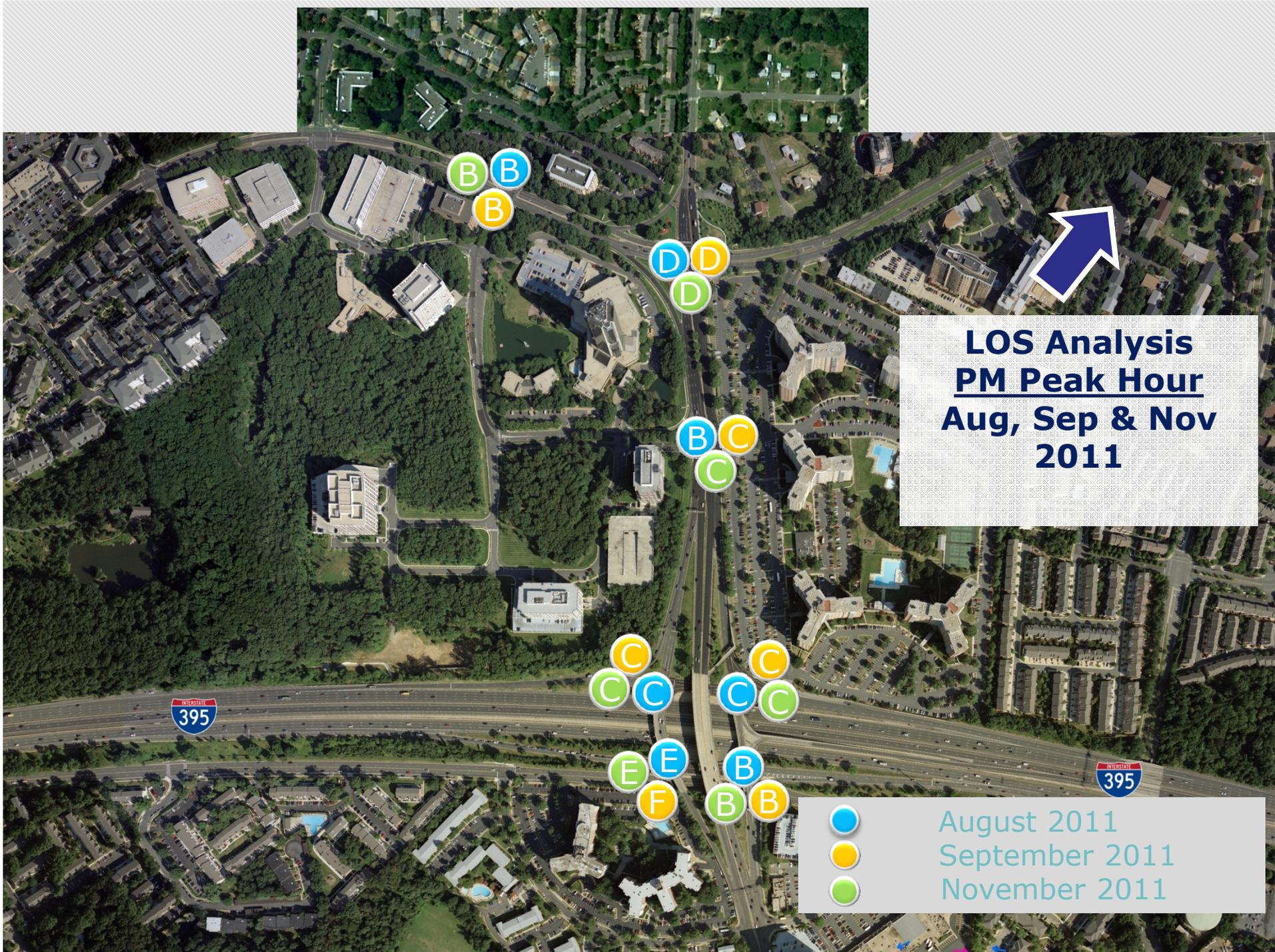


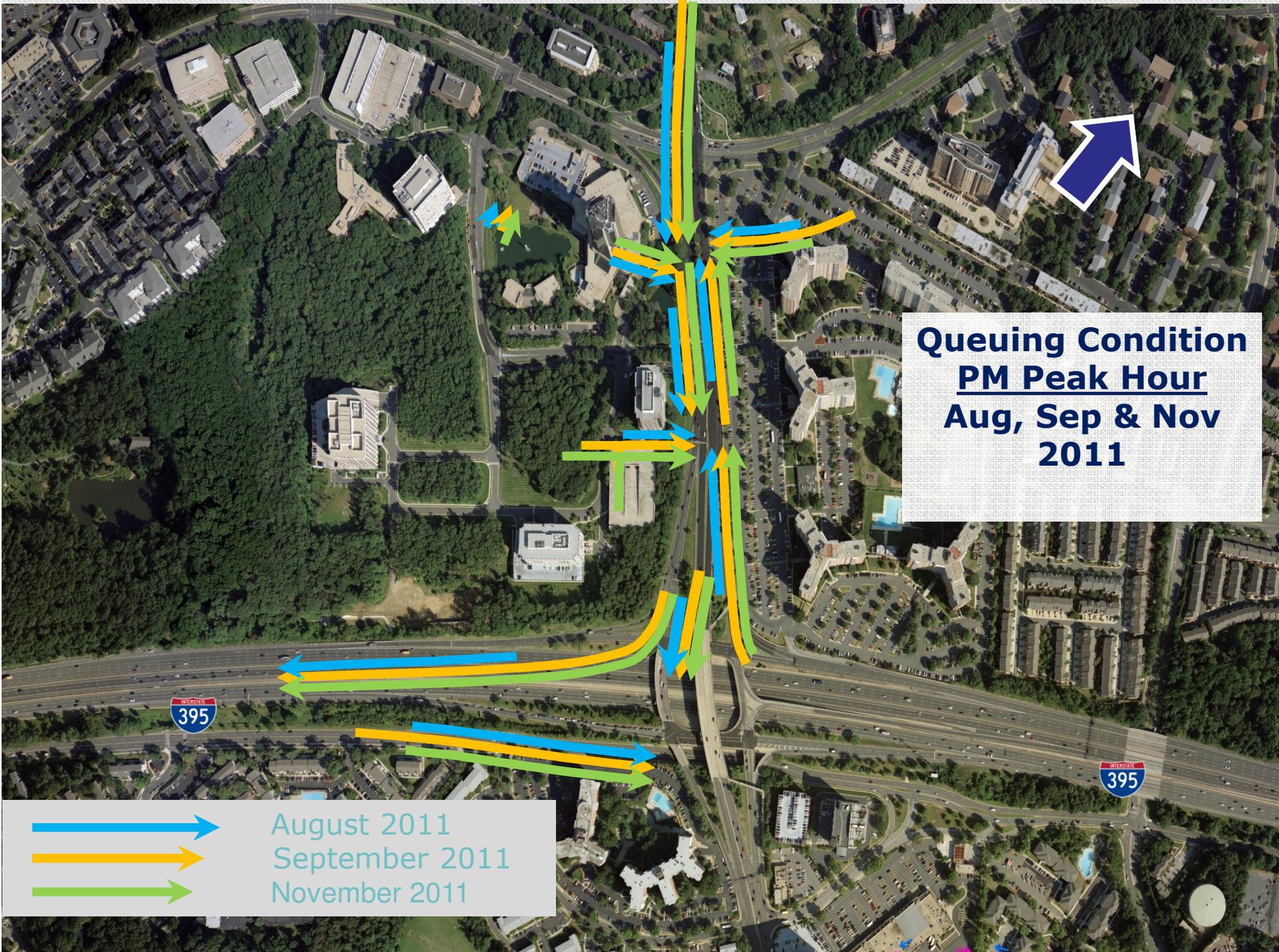
Blue arrow: August 2011
Yellow arrow: September 2011
Green arrow: November 2011

Queuing Condition
AM Peak Hour
Aug, Sep & Nov
2011

AM Peak Volumes





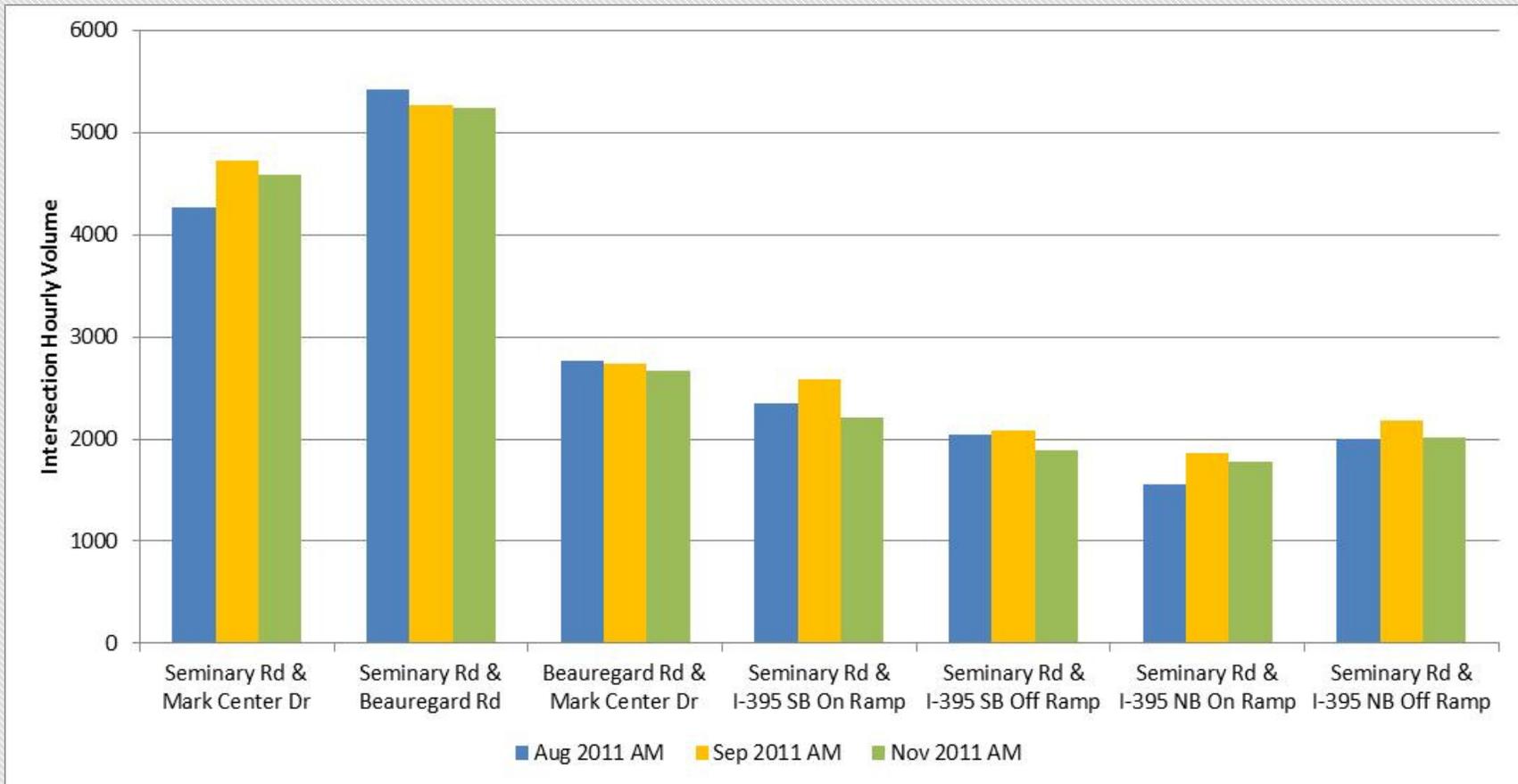


**Queuing Condition
PM Peak Hour
Aug, Sep & Nov
2011**



August 2011
September 2011
November 2011

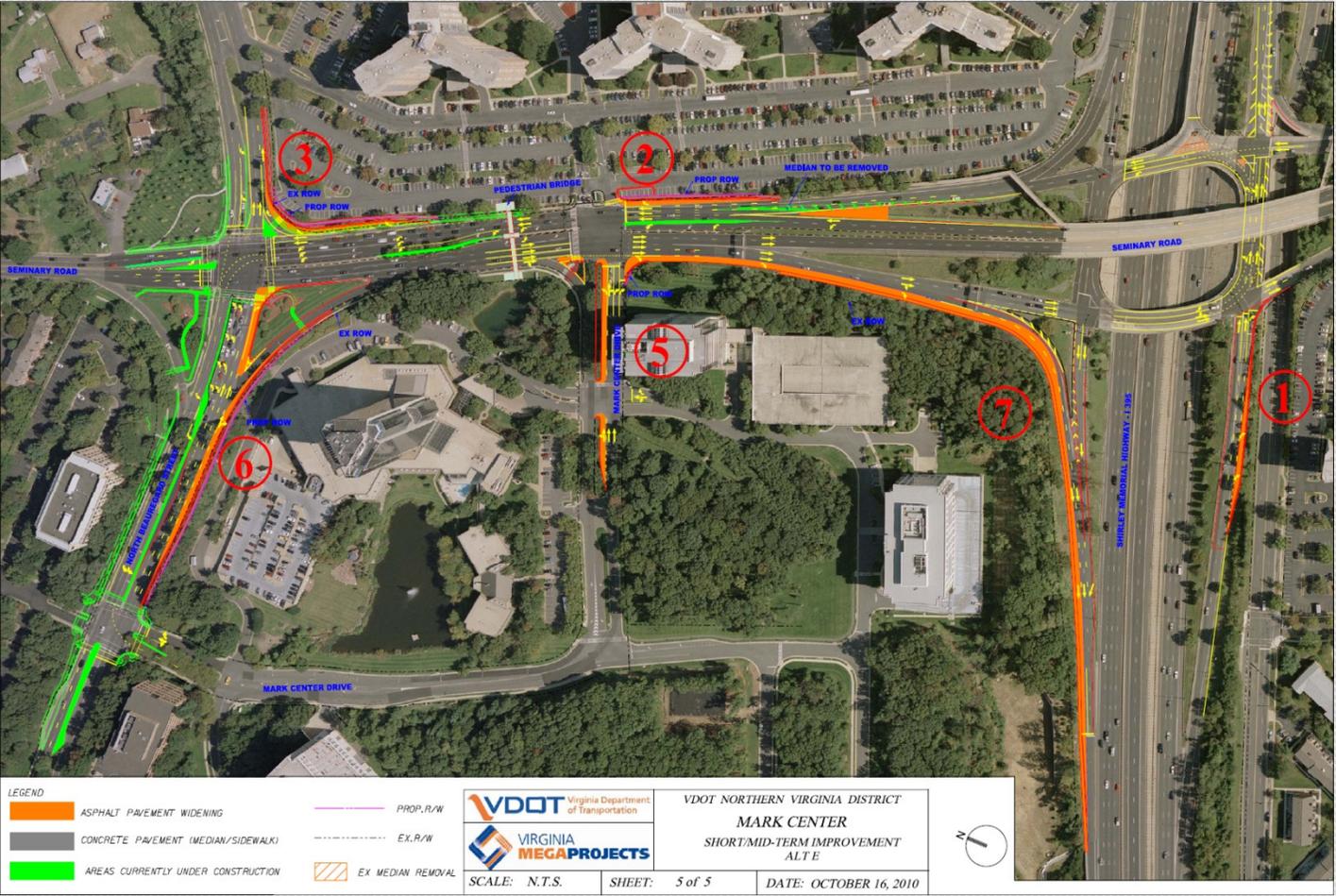
PM Peak Hour Volumes



Next Steps

- Conduct 4th round of fieldwork in the week of **December 12th**
- Work with Task Force to identify solutions

Short and Mid-Term Improvements



Short and Mid-Term Improvements Schedule

Activity

Date

Award 30% Design Task Order	July 2011
Issue Design-Build RFQ	Oct 2011
NEPA Document Complete	Nov 2011
Qualifications Due	Nov 2011
Issue Design-Build RFP	Dec 9,2011
Pre-Proposal Conference	Dec 20,2011
Proposals Due	Jan 24,2012
Evaluation of Technical Proposals	Jan 30 – Feb 3, 2012
Award Design-Build Contract	March 1,2012
Notice to Proceed issued	April 15, 2012
Construction Begins (Phase I)	June 2012
Phase I Improvements complete	Sept 2012
Construction Begins (Phase II)	April 2013
Phase II Improvements Complete	Dec 2013

Construction of Left Turn Lane

I-395 North Bound Ramp to West Bound Seminary Road Ramp



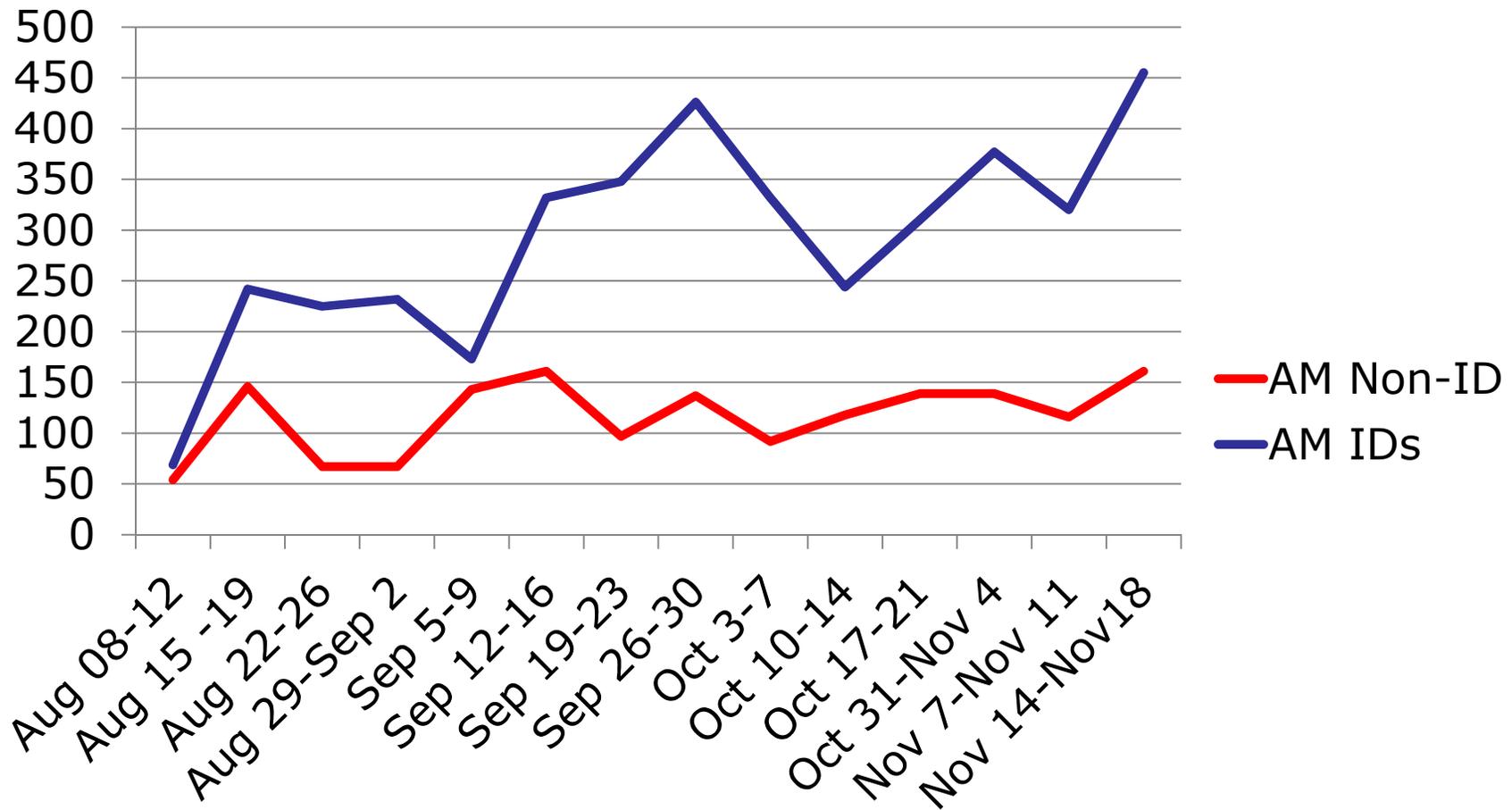
Short and Mid-term Improvements Restriping & Realignment In Place



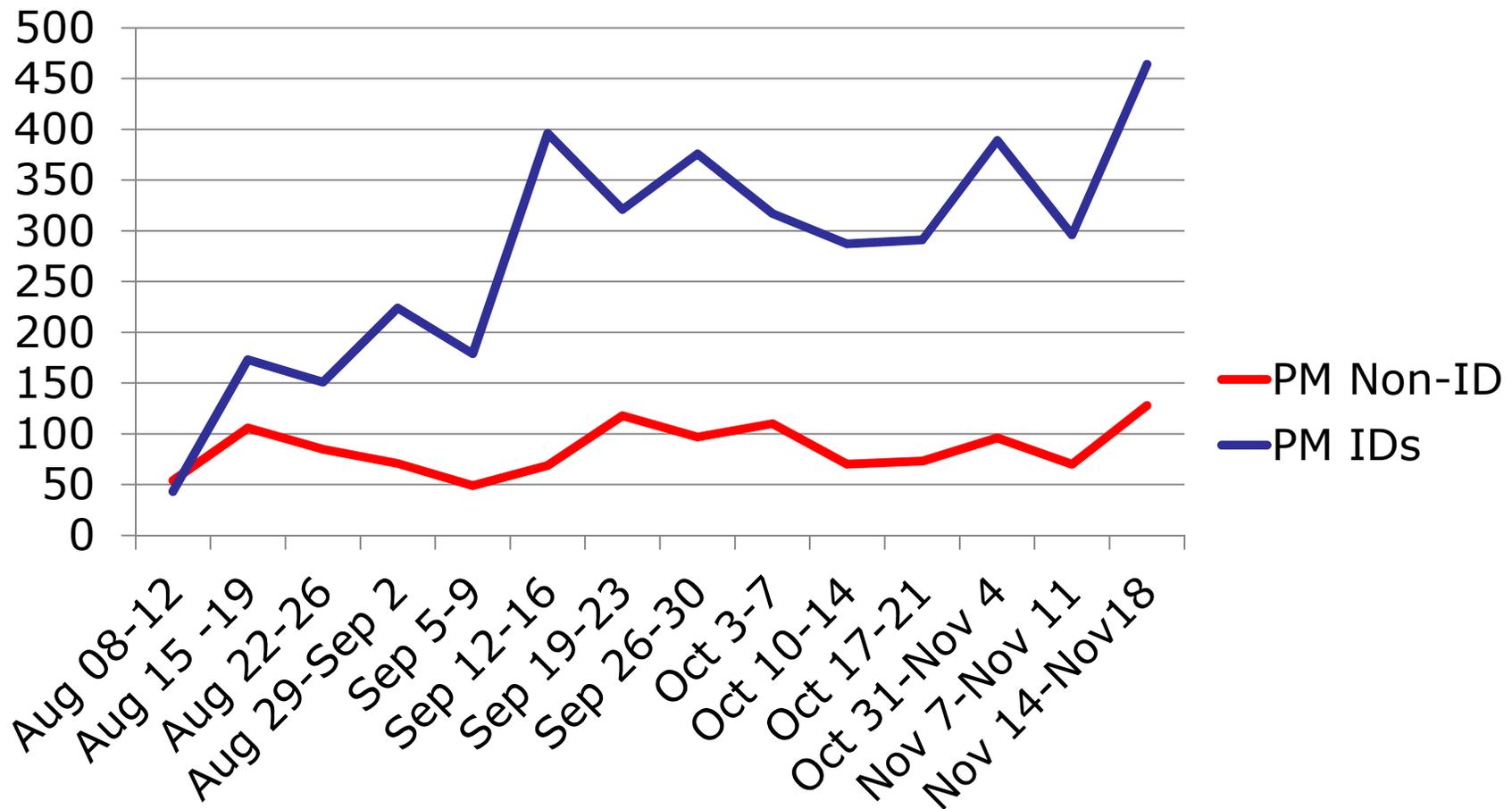
Short and Mid-term Improvements Restriping & Realignment In Place



DASH Express Weekly Ridership Trends - AM

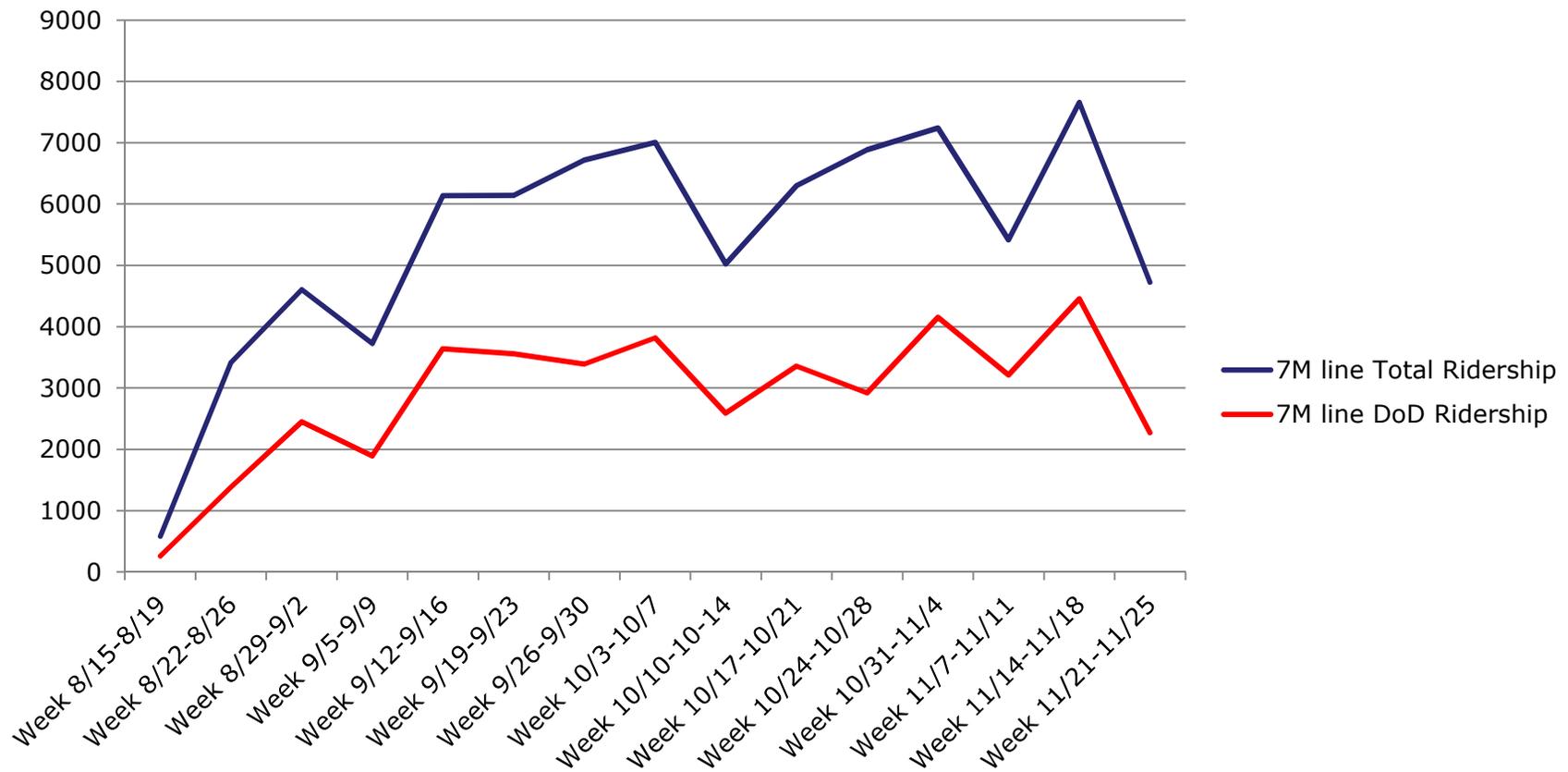


DASH Express Weekly Ridership Trends - PM



WMATA Express Weekly Ridership Trends

WMATA Express Weekly Ridership Trends



BRAC-133 Occupancy Status

- As of December 6, over 60% or 3,900 positions have been reported to have moved into the facility.
- ±2,300 people are entering through the stiles on a daily basis.
- The projection is for another 900 to move in by the end of December.
- The balance of the 6,409 positions, will be moved into the facility by the end of September 2012.

Sanger Bridge Improvement Request

- Mayor Euille has sent a letter to Secretary Connaughton requesting VDOT include widening of the Sanger Avenue Bridge as a part of the Auxiliary Lane Improvements on I-395 to accommodate a dedicated Bus Rapid Transit lane.

Open Space Mitigation

- Duke has given the City payment in the amount of \$1.5 million for the BRAC open space mitigation payment.

Thank you...
Questions?