FAIRFAX COUNTY BOARD OF SUPERVISORS

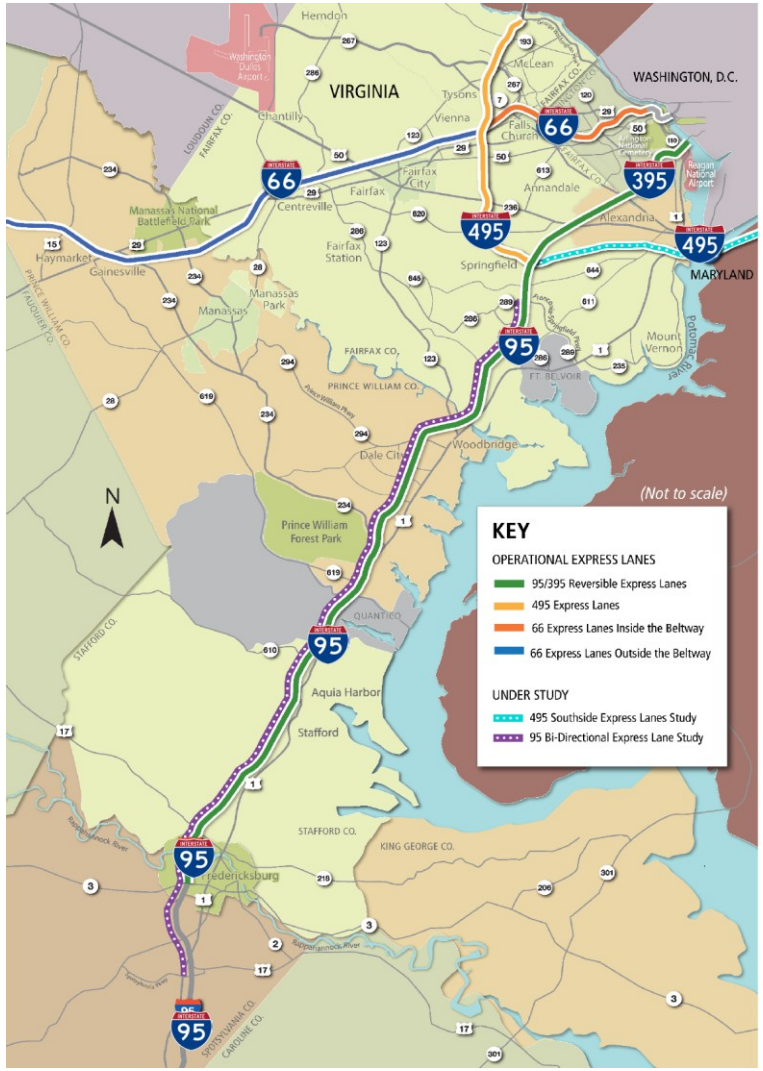
TRANSPORTATION COMMITTEE

VDOT Northern Virginia District Megaprojects Update

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Northern Virginia District Megaprojects Director
Virginia Department of Transportation

September 22, 2026

Northern Virginia Regional Express Lanes Network



97 Miles in Operation

I-95/I-395 – operated by Transurban
(reversible lanes, 49 miles)

I-495 – operated by Transurban
(2 lanes in each direction, 16.5 miles)

I-66 Outside the Beltway – operated by I-66 EMP
(2 lanes in each direction, 22.5 miles)

I-66 Inside the Beltway – operated by VDOT
(weekdays, peak-period, peak-direction, 9 miles)

Under Study

I-495 Southside
(11 miles)

I-95 Bi-Directional
(45 miles)

95 Bi-Directional Express Lanes Study

- Existing I-95 Express Lanes are reversible and operate only in the peak travel direction
- VDOT and Transurban are studying the feasibility of adding express lanes in both directions on the existing 95 Express Lanes for approximately 45 miles from near the Springfield Interchange in Fairfax County to Spotsylvania County

Bi-Directional 3x3 (Representative Typical Section)



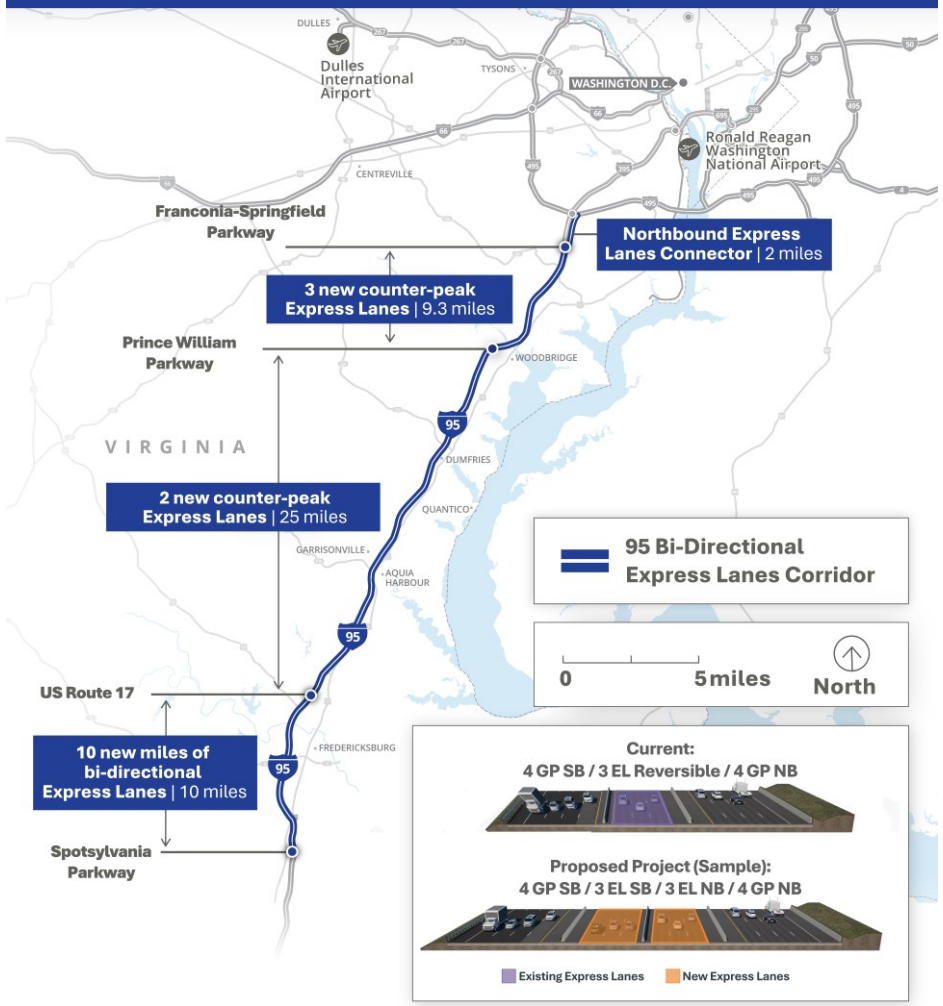
New Express Lanes Existing Express Lanes

2x2 Extension (Representative Typical Section)

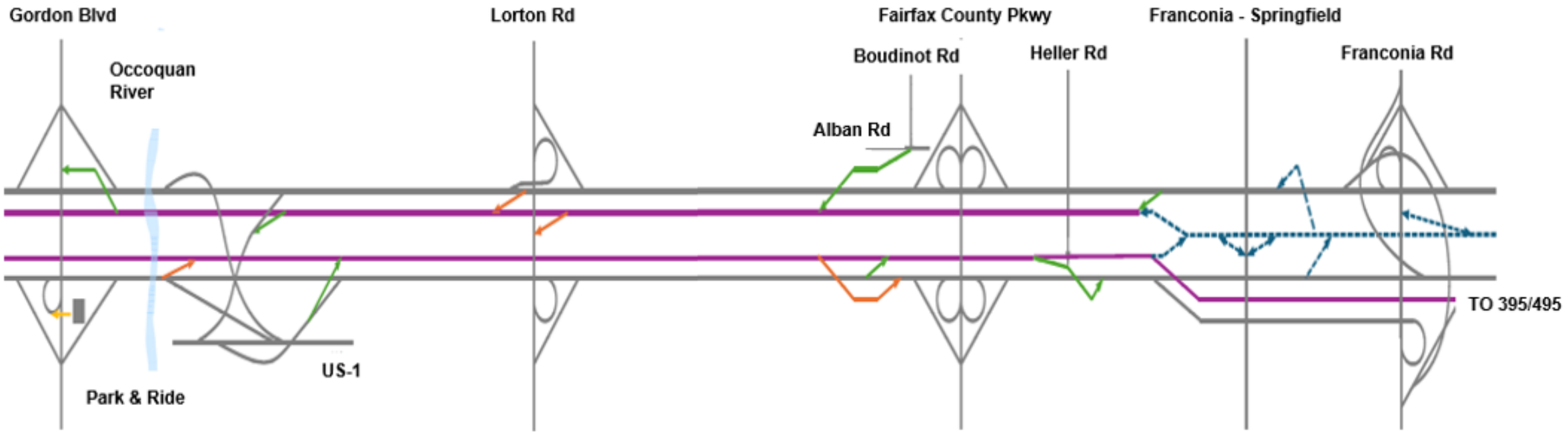


New Express Lanes Existing Express Lanes

Bi-Directional Express Lanes Corridor



95 Bi-Directional Express Lanes Fairfax County Access



Legend

- General Purpose Lanes
- Express Lanes
- Northbound Express Lanes Connector
- Existing Express Access
- Proposed Express Access

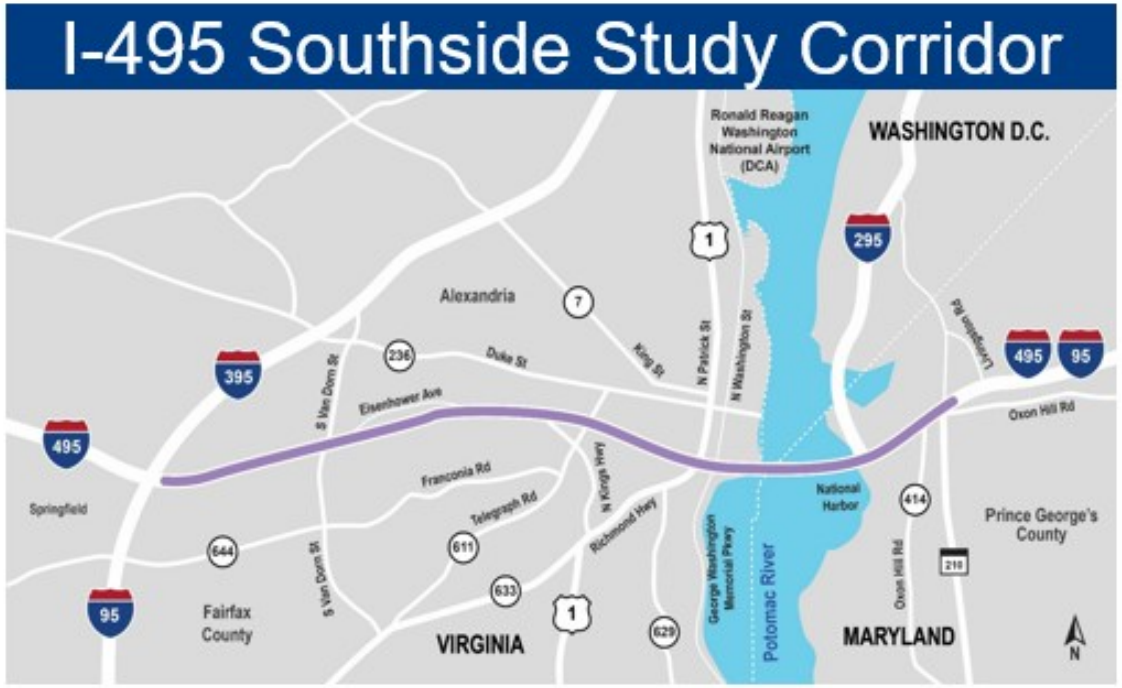
95 Bi-Directional Express Lanes Timing

- VDOT and Transurban are studying the feasibility
- Led by VDOT Northern Virginia District Megaprojects in coordination with the Fredericksburg District
- Environmental and Traffic studies underway
- Public Information Meetings and Hearings expected in 2027 and 2028
- Feasibility and Project Decision - Fall 2028
- Commercial and Financial Close - 2029



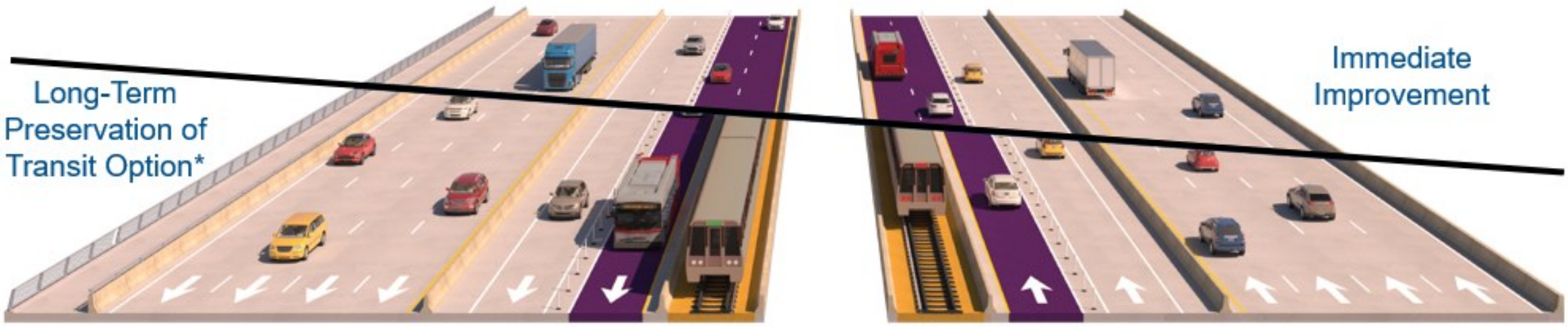
495 Southside Express Lanes Study

- NEPA study started in 2022 to add express lanes on I-495 from the Springfield Interchange, across the Woodrow Wilson Bridge, to the MD 210 Interchange
- VDOT coordinated with FHWA, MDOT, DRPT, and local partners in both VA and MD
- VDOT solicited public comment several times
- Would complete the missing link in the express lanes network



495 Southside Express Lanes - Previous Proposal

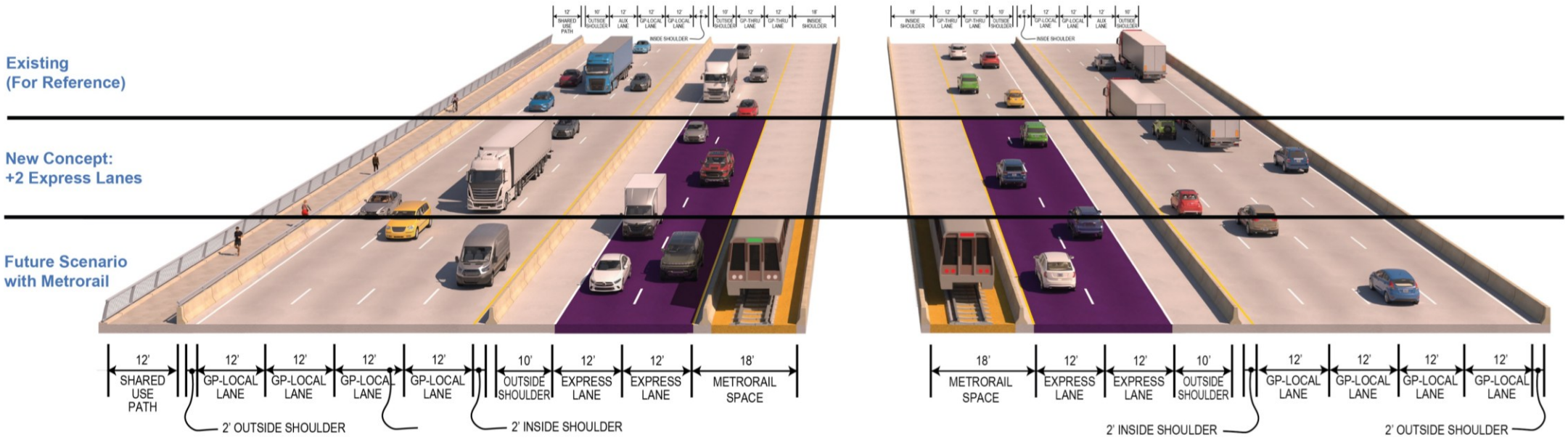
- Virginia's previous plan involved using the space dedicated for future rail on the Woodrow Wilson Memorial Bridge
- Extensive feedback indicates the public/region wants this space preserved
- In fall 2025, the project was not added to the region's long-range transportation plan, effectively pausing the study



Previous Concept Shown in June 2025

495 Southside Express Lanes – New Concept

- Since January 2026, VDOT has worked internally to address concerns expressed with previous proposal
- **Key Change:** Ensuring future Metrorail space on the Woodrow Wilson Bridge is not impacted and that Metrorail is not precluded by the project - revised concept (below) reserves the 18’ inside shoulder to accommodate Metrorail
- Coordination is underway with Maryland to solicit feedback on revised proposal, as well as discussions of consensus-building efforts with key local partners



495 Southside Express Lanes – Next Steps

- Continue outreach and solicitation of feedback from elected officials, localities, key stakeholders, and the public
- Present new concept to the Transportation Planning Board in late 2026, targeting early 2027 for inclusion of project in the region's constrained long-range plan
- Other key goals in 2027:
  - Releasing environmental assessment document for review
  - Approval of preferred alternative by Virginia's Commonwealth Transportation Board (CTB)
  - Procurement initiation



Photo of VDOT public meeting for 495 Southside Project


VDOT
Virginia Department of Transportation