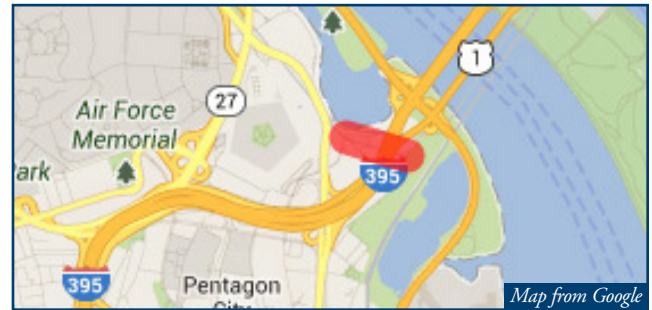




Project Description Form — 8C

Basic Project Information

1. **Submitting Agency:**
Arlington County
2. **Project Title:** Boundary Channel Drive Interchange
3. **Project Type:**
☒ Roadway ☐ Multimodal ☐ Transit
4. **Project Description/Scope:** Arlington County proposes to redesign the Boundary Channel Drive Interchange with I-395 to improve traffic flow in the region's most congested area. The project will construct two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the district. The project includes safety enhancements to the Pentagon's critical infrastructure by proposing to eliminate vehicular ramps closest to its critical infrastructure.
5. **Route (if applicable)/Corridor:**
Interstate 395 / Corridor 8
6. **Total Project Cost:** \$9,335,000
7. **Total Funds Required:** \$4,335,000



8. **Phase/s of Project Covered by Funding:** Construction
9. **Project Milestones (by phase, include all phases):**
 - Planning and design: Underway
 - Design Complete: FY 2014
 - Construction Start: FY 2015
 - Construction Complete: FY 2017
10. **In TransAction 2040 plan?**
☒ Yes ☐ No
11. **In CLRP, TIP or Air Quality Neutral?**
Yes. CLRP/TIP ID#5965
12. **Leverages Sources:**
☒ Local ☒ State ☐ Federal
☐ Other (please explain)

PROJECT ANALYSIS

Tier I ☒ Pass ☐ Fail

Tier III Congestion Reduction Relative to Cost:

Tier II 6 out of 8 points

Plan ☒ CLRP ☐ TA2040 only **Rating** ☒ High ☐ Med ☐ Low

Stated Benefits

1. **What regional benefit/s does this project offer?** The primary benefit of this project will be the reduction of congestion of vehicular traffic on I-395 in the most congested area of the Washington DC, Maryland and Virginia region. The project also proposes to create multi-modal connections for pedestrians and bicyclists from Virginia to the Humpback Bridge Trail connection and over the 14th Street Bridge.
2. **How does the project reduce congestion?** The existing Boundary Channel Drive interchange is inadequate to meet current travel demands locally and the improvements will help to reduce traffic congestion in the region. The 14th Street Bridge Environmental Impact Study (EIS) called for the Boundary Channel Drive Interchange to be redesigned to eliminate ramp access points to I-395; based on the EIS rankings, the ramp eliminations for the interchange were ranked third amongst the top priorities for the Highway Action Alternatives. This project proposed to eliminate two on/off ramps on Boundary Channel Drive by creating a roundabout at the ramps terminus.
3. **How does the project increase capacity?** (*Mass transit projects only*) While the Boundary Channel Interchange project is not specifically designed to increase mass transit facilities, it will support the existing mass transit and multi-modal options in the region by building new connections for buses, vehicles, pedestrians and bicyclists.
4. **How does the project improve auto and pedestrian safety?** Along with traffic congestion reduction, pedestrian and auto safety is a primary goal of this project. The design has been developed to better recognize and allocate safe travel areas for pedestrians, vehicles and bicycles as they make regional trips through the project limits.
5. **List internet address/link to any additional information or documentation in support of project benefits.** (*Optional*)

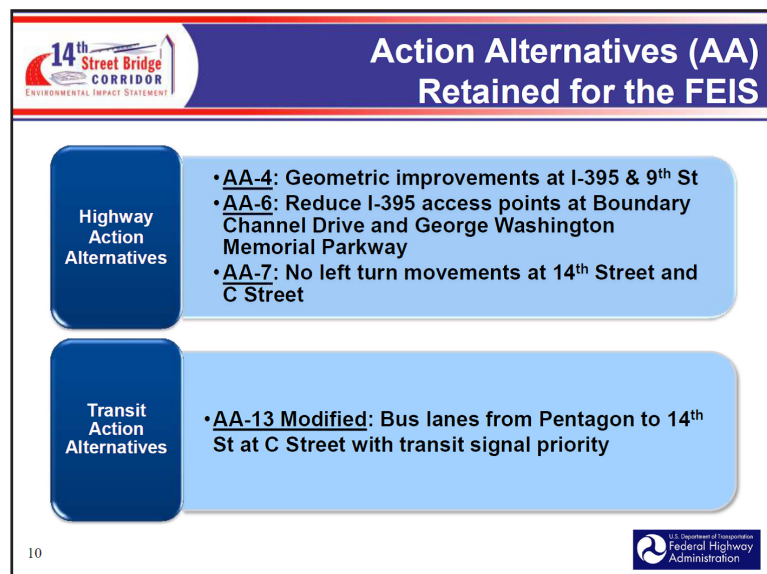
FHWA, 14th Street Bridge Draft Environmental Impact Study: To improve traffic flow south of the 14th Street Bridge on I-395, the 14th Street Bridge EIS' "Improvement Option H3-D" stated the desire "reduc[e] interstate access at Boundary Channel [Drive]". There are ten on and off ramps immediately south of the 14th Street Bridge and the weaving movements are unsafe because many of the ramps have inadequate merging areas that cause congestion. Improvement Option H3-D will be adopted as a final alternative recommended as part of the Final Environmental Impact Study and will be instead known as AA-6.

Website: <http://www.14thstreetbridgecorridoreis.com/deis.html>

National Parks Service, Gravelly Point and Roaches Run EA: This document supported the roundabout and trail connection that are proposed by the Boundary Channel Drive project to improve pedestrian and bicycle connections to and from Virginia to the District of Columbia. The document supports trail improvements to reduce regional vehicular congestion by increasing the capacity of the multi-modal options for commuters.

Website: <http://parkplanning.nps.gov/projectHome.cfm?parkID=186&projectID=23571>

6. Project Picture/Illustratives



Source: FHWA 14th Street Bridge Public Hearing for Environmental Impact Statement, March 1, 2012.



Source: Arlington County, FHWA Project Framework Document for Interchange Modifications, July 14, 2011.



Source: National Parks Service, Gravelly Point and Roaches Run EA,
<http://parkplanning.nps.gov/document.cfm?parkID=186&projectID=23571&documentID=47635>.

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