



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2022

MOTION

Made By: Ms. Hynes **Seconded By:** Mr. Johnsen

Action: Motion carried, unanimously

Title: Limited Access Control Changes (LACCs) for Boundary Channel Drive and I-395 Interchange Improvements Arlington County

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-395, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, State Highway Project 6587-000-R89, P101, R201, C501; (UPC# 116394) involves reducing Boundary Channel Drive from four lanes to two lanes in order to construct a twelve-foot (12’) shared-use path along the north side of Boundary Channel Drive and a sidewalk that varies in width from eight-foot (8’) to ten-foot (10’) along the south side of Boundary Channel Drive, and reconfigure the I-395 northbound and southbound crossroad ramp terminals that intersect with Boundary Channel Drive into roundabouts to improve safety and operational issues. The shared-use path along the north side of Boundary Channel Drive will connect to the Mount Vernon Trail within the National Park Service property. The shared-use path and sidewalk will also connect to the new loop trail in Arlington County’s Long Bridge Park that goes around the Aquatic Center and connects to the Esplanade (the “Project”); and

WHEREAS, these improvements require modification of the limited access lines on the west side of I-395 as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on November 5, 2020, between 7:00 pm and 8:30 pm via Webex, and allowed public input to be collected concerning the request; and

WHEREAS, proper notice of the Hearing was given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded; and

WHEREAS, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, VDOT’s Northern Virginia District Office has reviewed and approved the Interchange Modification Report (IMR) on September 18, 2019, and the Federal Highway Administration (FHWA) approved the IMR on October 7, 2019, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion (CE) was prepared under an agreement between VDOT and FHWA and approved on January 17, 2018, an errata to the CE was approved on January 14, 2021, and a Supplemental Environmental Studies Document was approved on January 19, 2021, which supports the criteria for a CE and will not result in significant impacts to the human or natural environment; and

WHEREAS, the Project is located within a Marginal 8-hour Ozone non-attainment area and meets the criteria specified in the current FHWA-VDOT “Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide (CO)”, and therefore a project-specific analysis for CO is not required as noted in the Air Report dated May 12, 2020; and

WHEREAS, the Project is located in Arlington County and the Arlington County Board of Supervisors endorsed the proposed design features and LACCs at their regular meeting on January 23, 2021 (attached); and

WHEREAS, FHWA has provided approval for State Highway Project 6587-000-R89, P101, R201, C501; (UPC# 116394) and the proposed LACCs on March, 15, 2022; and

WHEREAS, VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the I-395 corridor in Arlington County continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

BE IT FURTHER RESOLVED, the location of the shared use path and sidewalk within the area designated as limited access and its construction and maintenance is approved as proposed and presented at the Hearing, as the same may be modified during ongoing design review.

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the shared use path and sidewalk along Boundary Channel Drive, within the areas designated as limited access.

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Boundary Channel Drive and I-395 Interchange Improvements
Arlington County
April 19, 2022
Page 4 of 4

BE IT FURTHER RESOLVED, that the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Boundary Channel Drive and I-395 Interchange Improvements
Project 6587-000-R89, P101, R201, C501
UPC# 116394
Arlington County

Issues: The area designated as limited access previously approved for the Boundary Channel Drive and I-395 interchange needs to be modified to accommodate the reconfiguration of the I-395 northbound and southbound crossroad ramp terminals that intersect with Boundary Channel Drive into roundabouts, and to provide pedestrian and bicyclist access through the area as a result of a new twelve-foot (12') shared use path on the north side of Boundary Channel Drive and a sidewalk that varies in width from eight-foot (8') to ten-foot (10') on the south side of Boundary Channel Drive and will be placed in the limited access area and through the existing limited access control line. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for I-395 was previously established on October 4, 1956 by the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-395, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- State Highway Project 6587-000-R89, P101, R201, C501 involves reducing Boundary Channel Drive from four lanes to two lanes in order to construct a twelve-foot (12') shared-use path along the north side of Boundary Channel Drive and a sidewalk that varies in width from eight-foot (8') to ten-foot (10') along the south side of Boundary Channel Drive, and reconfigure the I-395 northbound and southbound crossroad ramp terminals that intersect with Boundary Channel Drive into roundabouts to improve safety and operational issues. The shared-use path along the north side of Boundary Channel Drive will connect to the Mount Vernon Trail within the National Park Service property. The shared-use path and sidewalk will also connect to the new loop trail in Arlington County's Long Bridge Park that goes around the Aquatic Center and connects to the Esplanade. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on November 5, 2020, between 7:00 pm and 8:30 pm via Webex, and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and

recommendations for or against the Project as presented, their statements being duly recorded.

- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- VDOT's Northern Virginia District Office has reviewed and approved the Interchange Modification Report (IMR) on September 18, 2019, and the Federal Highway Administration (FHWA) approved the IMR on October 7, 2019, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion (CE) was prepared under an agreement between VDOT and FHWA and approved on January 17, 2018, an errata to the CE was approved on January 14, 2021, and a Supplemental Environmental Studies Document was approved on January 19, 2021, which supports the criteria for a CE and will not result in significant impacts to the human or natural environment.
- The Project is located within a Marginal 8-hour Ozone non-attainment area and meets the criteria specified in the current FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide (CO)", and therefore a project-specific analysis for CO is not required as noted in the Air Report dated May 12, 2020.
- The Project is in Arlington County and the Arlington County Board of Supervisors endorsed the proposed design features and LACCs at their regular meeting on January 23, 2021 (attached).
- FHWA has provided the approval for State Highway Project 6587-000-R89, P101, R201, C501; (UPC# 116394) and the proposed LACCs on March 15, 2022.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-395 corridor in Arlington County continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Boundary Channel Drive and I-395 Interchange Improvements
Arlington County
April 19, 2022
Page 3 of 3

Action Required by CTB: The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Boundary Channel Drive and I-395 Interchange Improvements Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were seventy (70) citizens that attended the Virtual Design Public Hearing. A total of fifty-three (53) written/emailed comments and thirty-six (36) oral/chat box comments were received for the record. Of those, thirty-seven (37) supported the project as proposed and presented, two (2) opposed the project, and fifty (50) had no position.

**Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1958**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard O. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.

**ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD**

KENDRA JACOBS
CLERK TO THE
COUNTY BOARD

2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us

MEMBERS
MATT DE FERRANTI
CHAIR
KATIE CRISTOL
VICE CHAIR

CHRISTIAN DORSEY
TAKIS KARANTONIS
LIBBY GARVEY

CERTIFICATION

I hereby certify that at its January 23rd, 2021 Regular Meeting, on a consent motion by CHRISTIAN DORSEY, Member, seconded by TAKIS KARANTONIS, Member, and carried by a vote of 5 to 0, the voting recorded as follows: Matt de Ferranti, Chair - Aye, Katie Cristol, Vice-Chair - Aye, Christian Dorsey, Member - Aye, Takis Karantonis, Member - Aye, and Libby Garvey, Member - Aye, the County Board of Arlington, Virginia, approved the C.M. **RECOMMENDATIONS** in the attached County Manager's report dated January 15th, 2021

SUBJECT: Endorsement of Major Design Elements for the Boundary Channel Drive and I-395 Interchange Improvements project.

Given under my hand this 27th day of January 2021.



A handwritten signature in blue ink, appearing to be "KJ", is written over a horizontal line.

Kendra M. Jacobs, Clerk
Arlington County Board

ARLINGTON COUNTY, VIRGINIA

OFFICE OF THE COUNTY BOARD

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KENDRA JACOBS
CLERK TO THE
COUNTY BOARD

MEMBERS
MATT DE FERRANTI
CHAIR
KATIE CRISTOL
VICE CHAIR

CHRISTIAN DORSEY
TAKIS KARANTONIS
LIBBY GARVEY

CERTIFICATION

I hereby certify that at its January 23rd, 2021 Regular Meeting, on a consent motion by CHRISTIAN DORSEY, Member, seconded by TAKIS KARANTONIS, Member, and carried by a vote of 5 to 0, the voting recorded as follows: Matt de Ferranti, Chair - Aye, Katie Cristol, Vice-Chair - Aye, Christian Dorsey, Member - Aye, Takis Karantonis, Member - Aye, and Libby Garvey, Member - Aye, the County Board of Arlington, Virginia, approved the **C.M. RECOMMENDATIONS** in the attached County Manager's report dated January 15th, 2021

SUBJECT: Endorsement of Major Design Elements for the Boundary Channel Drive and I-395 Interchange Improvements project.

Given under my hand this 27th day of January 2021.

SEAL

Kendra M. Jacobs, Clerk
Arlington County Board

ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of January 23, 2021

DATE: January 15, 2021

SUBJECT: Endorsement of Major Design Elements for the Boundary Channel Drive and I-395 Interchange Improvements project.

C. M. RECOMMENDATION:

Adopt the Resolution of Endorsement of the major design elements for the VDOT administered project to construct interchange improvements at the Boundary Channel Drive/I-395 interchange, set forth in Attachment A.

ISSUES: County Board approval of the design is a prerequisite for the Virginia Commonwealth Transportation Board (CTB) to approve the project's proposed limited-access controls changes, as well as the design. No other issues have been identified.

SUMMARY: This is a request for endorsement of the major design elements for the Boundary Channel Drive/I-395 Interchange Improvements project. The resolution will be included in the Design-Build Request for Proposals (RFP) anticipated to be advertised in February 2021.

BACKGROUND: The I-395 and Boundary Channel Drive Interchange Improvements project (the Project) is a formerly Locally Administered Project (UPC 104323) that Arlington County transferred to VDOT on January 14, 2020 for them to administer the preliminary engineering (PE), right-of-way (RW) and construction (CN) phases of the Project (UPC 16394).

The purpose of this project is to enhance multimodal options and connections for pedestrians and bicyclists, and to improve traffic operations and safety along I-395, Boundary Channel Drive, and Long Bridge Drive. Boundary Channel Drive will be reduced from four lanes to two lanes, and the two crossroad ramp terminals along Boundary Channel Drive will be converted into roundabouts. An 8'-wide sidewalk will be constructed along the south side of Boundary Channel Drive and a 12'-wide shared-use path will be constructed along the north side, with a trail connection tying into the Mount Vernon Trail. The shared-use path also includes a connection to the new loop trail that goes around the Aquatic Center and connects to the Long Bridge Park esplanade.

County Manager:

MJS / Mic

County Attorney:



Staff: Jon Lawler, DES

The project limits on Boundary Channel Drive begin at 0.06 mile west of the Pentagon Connector Road and extend to Long Bridge Drive for approximately 0.4 mile. This project also includes changes in limited-access controls.

DISCUSSION: VDOT submitted the PFI stage and Public Hearing stage design plans to Arlington County for review on May 8, 2020 and August 10, 2020, respectively. Arlington County staff reviewed the design plans and provided comments that VDOT's design consultant adequately addressed.

This project is using a Design-Build delivery model. VDOT advertised the Design-Build Request for Qualifications (RFQ) on October 21, 2020 and received statements of qualifications on December 8, 2020. It is anticipated that the Design-Build Request for Proposals (RFP) will be released to the short-listed Offerors in February 2020. Construction is anticipated to occur from Spring 2022 thru Fall 2023.

The CTB requires endorsement of major design elements by Arlington County prior to approving the project's proposed limited-access control changes and the project's design.

PUBLIC ENGAGEMENT:

Level of Engagement: **Involve**

Outreach Methods: A public information meeting was held on December 5, 2019 from 4:30 p.m. to 6:30 p.m. in the Conference Center located at 251 18th St S, Arlington, VA 22202. There were twenty-six (26) members of the public in attendance. The public had the opportunity to interact with the project team and review informational boards of the project's conceptual design, as well as the project's approved Interchange Modification Report (IMR) traffic study. Upon conclusion of the meeting, the public was given the opportunity to answer 18 online survey questions requesting feedback on specific aspects of the project's design. Sixty-five (65) people participated in the survey and their responses indicated that they were extremely supportive of the project.

In accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, a Virtual Design Public Hearing was held on November 5, 2020, between 7:00 p.m. and 8:30 p.m. Seventy (70) members of the public attended the Virtual Design Public Hearing and a total of 53 written/emailed comments and 36 oral/chat box comments were received for the record. Of those, 37 supported the project as proposed and presented, 2 opposed the project, and 50 had no position.

Community Feedback: The majority of comments received at both the public information meeting and the public hearing expressed strong support for the project. Following the December 5, 2019 public information meeting, based on public feedback received, staff revised the project's design to reduce the travel lane widths along Boundary Channel to 11'-wide and significantly tightened up the corner radii at the roundabouts where possible in order encourage vehicles to drive more slowly.

A common comment that was echoed numerous times by the public and stakeholder groups (Washington Area Bicyclist Association – WABA, Capital Trails Coalition – the “Coalition”, and Sustainable Mobility for Arlington County) following the November 5, 2020 Virtual Design Public Hearing was a request to reduce the width of the previously 10’-wide sidewalk along the south side of Boundary Channel Drive to 8’-wide and consequently increase the width of the shared-use path along the north side of Boundary Channel Drive to 12’-wide (previously 10’-wide). This change was made to the design as requested.

Another comment that was received numerous times from multiple members of the public was to revise the crosswalk approaches at the two roundabouts along the north side shared-use path to make the corners less sharp and more accommodating to larger bicycles like cargo bikes and tandem bikes, which are both much more difficult to maneuver due to their length and longer wheelbases. The design consultant is modeling the turning maneuvers of these larger bikes and is revising the design of the north side shared-use path accordingly.

Lastly, the community made numerous requests for the project to install a series of pedestrian safety measures and treatments to the proposed crosswalks that cross an interchange ramp. The Design-Builder (TBD) will be responsible for addressing this public comment as they advance the design in consultation with Arlington County and VDOT staff.

FISCAL IMPACT: None. This is an endorsement of the major design elements for the Boundary Channel Drive/I-395 Interchange Improvements project. The project cost estimate has not changed and is still consistent with the \$20,400,000 cost estimate from the executed VDOT Administered Project Agreement.

Attachment A

RESOLUTION FOR THE BOARD OF THE COUNTY OF ARLINGTON, VIRGINIA AS AN ENDORSEMENT OF THE MAJOR DESIGN ELEMENTS FOR THE BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE IMPROVEMENTS PROJECT

WHEREAS, the Virginia Department of Transportation (“VDOT”) and key stakeholders the Federal Highway Administration Eastern Federal Lands Highway Division (FHWA-EFHLD), the Pentagon, and the County of Arlington collaborated to develop a design that will upgrade the Boundary Channel Drive/I-395 interchange to enhance regional multimodal access and improve traffic operations and safety for all users; and

WHEREAS, the scope of the interchange improvements Project includes:

- Two roundabout intersections
- A new connection to the Mount Vernon Trail
- At grade trail crossing(s) at the two I-395 southbound ramps
- Sidewalks (typically 8’-wide) and shared use paths (typically 12’-wide)
- Drainage and stormwater management
- Streetlighting
- Wet and dry utility improvements
- Landscaping
- Reduction of Boundary Channel Drive from four lanes to two lanes
- Removing two I-395 southbound loop ramps
- Removing I-395 southbound bus pull-off lane; and

WHEREAS, the Project will modify the limited access controls at the Boundary Channel Drive/I-395 Interchange. Any change and/or break in limited access controls require the County Board of Arlington County endorsement before it can be considered by the Commonwealth Transportation Board (“CTB”) for approval; and

WHEREAS, the Project Administration Agreement was approved by the County Board of Arlington County on September 30, 2019, that granted VDOT administration over the Project and approved a payment plan of \$17,246,638 from the County to VDOT to fund the completion of the Project; and

WHEREAS, a virtual Design Public Hearing was held on November 5, 2020 after due and proper notice for the purpose of considering the proposed design of the Project at which

drawings and other pertinent information were made available for public inspection in accordance with state and federal requirements; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in the said public hearing; and

WHEREAS, the majority of comments received from the public hearing supported the project; and

WHEREAS, an Interchange Modification Report (IMR) was approved by FHWA on October 8, 2019; and

WHEREAS, this Project is supported by \$3,065,352 in state funding and \$4,335,000 in Northern Virginia Transportation Authority (“NVT A”) funding; and

WHEREAS, the CTB requires endorsement of major design elements by the County Board of Arlington County prior to approving the final design of the Project.

THEREFORE, IT IS HEREBY RESOLVED that the County Board of Arlington County, Virginia, endorses the major design elements of the Boundary Channel Drive/I-395 Interchange Improvements Project as presented at the virtual Design Public Hearing on November 5, 2020.

ADOPTED this 23rd day of January 2021.

Existing Condition



Proposed Condition





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

March 9, 2021

Mr. Thomas Nelson, Jr. P.E.
Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention: Mr. John Mazur

Interstate I-395
Boundary Channel Drive and I-395 Interchange Improvements
Project: 6587-000-R89, P101, R201, C501
Federal Project Number NHPP-5B01 (120)
UPC 116394
Arlington County
Request for Modified Limited Access Line

Dear Mr. Mazur,

As you may be aware, The Virginia Department of Transportation (VDOT) is developing plans for the referenced State Highway Project, the scope of work which involves reducing Boundary Channel Drive from four lanes to two lanes in order to construct a twelve-foot (12') shared-use path along the north side of Boundary Channel Drive and a sidewalk that varies from eight-feet (8') to ten-feet (10') along the south side of Boundary Channel Drive, and reconfiguring the I-395 northbound and southbound crossroad ramp terminals that intersect with Boundary Channel Drive into roundabouts to improve safety and operational issues.

The shared-use path along the north side of Boundary Channel Drive will link to the Mount Vernon Trail within National Park Service property. The shared-use path and sidewalk also includes a connection to the new loop trail that goes around the Aquatic Center and connects to the Long Bridge Park esplanade.

As a result of the design of the project, the Limited Access Line in the northwest and southwest quadrants of the interchange need to be modified to reflect the changes in the interchange design configuration.

I-395 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. This Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the FHWA and approved on January 17, 2018 (with errata) and subsequent Environmental Studies document dated January 19, 2021.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines adjacent to the Boundary Channel Drive ramp intersections with I-395 as shown on the attached exhibits and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, the Exhibit showing the area of LACC and the Limited Access Control Point Table for the affected areas.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and control point table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on April 20, 2022.

If additional information is needed, please contact me at 804-786-0121 or emmett.heltzel@vdot.virginia.gov.

Sincerely,

Emmett R. 2022.03.09
Heltzel 09:32:01 -05'00'

Emmett R. Heltzel, P.E.
State Location and Design Engineer

Approved: JANICE L WILLIAMS  Digitally signed by JANICE L WILLIAMS
Date: 2022.03.15 07:26:23 -04'00' Date _____

Enclosure
Exhibits



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

April 1, 2022

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Alison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Marty Williams
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for Boundary Channel Drive and I-395 Interchange Improvements in Arlington County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 6587-000-R89, P101, R201, C501; (UPC# 116394) have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Bart Thrasher
2022.03.25 13:17:50-04'00'
Barton A. Thrasher, P.E.
Chief Engineer

Re: LACC UPC 116394 Boundary Channel Drive and I-395 Interchange Improvements Project

Snider, Lori

1:24 PM
(3/10/2022)

to Neil, me

I approve of this LACC from a Right of Way & Utilities perspective.

Thank you,
Lori

On Thu, Mar 10, 2022, 9:15 AM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:
Hi Lori,

Please see the attached LACC request from L&D for the Boundary Channel Road project that we have recently discussed. I have reviewed the materials and recommend your approval. If you concur, please respond to George Rogerson. Thank you

Neil

Neil M. Hord
Program Manager Property Management
Right of Way & Utilities Division
1401 E. Broad Street, 5th Floor
Richmond, Virginia 23219
Phone: (804) 786-4079
Fax: (804) 786-1706
<http://pmi.vdot.virginia.gov/>

----- Forwarded message -----

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Thu, Mar 10, 2022 at 8:38 AM
Subject: Fwd: LACC UPC 116394 Boundary Channel Drive and I-395 Interchange Improvements Project
To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **April 20, 2022 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply no later than the **COB March 17, 2022**.

If you have any questions or concerns, please contact me.

Thank you,



George T. Rogerson, Jr.
*Policies & Procedures Section Manager
Location & Design Division / Central Office*
Virginia Department of Transportation
804-350-1571 (cell)
george.rogerson@vdot.virginia.gov

----- Forwarded message -----

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Thu, Mar 10, 2022 at 8:35 AM
Subject: LACC UPC 116394 Boundary Channel Drive and I-395 Interchange Improvements Project
To: Jo Maxwell <joanne.maxwell@vdot.virginia.gov>, Michael Garrett <michael.garrett@vdot.virginia.gov>, Ellen Porter <ellen.porter@vdot.virginia.gov>, Emmett Heltzel <emmett.heltzel@vdot.virginia.gov>, Joseph Koscinski <joseph.koscinski@vdot.virginia.gov>

Mike,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **April 20, 2022 CTB Meeting**. Please provide me with comments no later than the **COB March 17, 2022**.

I will remove the language in **red** and **yellow** highlights before finalizing the documents.

1. Decision Brief
2. Resolution
3. Limited Access Line Exhibit and Limited Access Control Point Stations and Offsets Table
4. Location Map
5. Original Resolution - Oct. 4, 1956
6. Letter of Support from Arlington County (**Forthcoming**)
7. FHWA Approval - **Forthcoming**

Thank you for your review and comments.

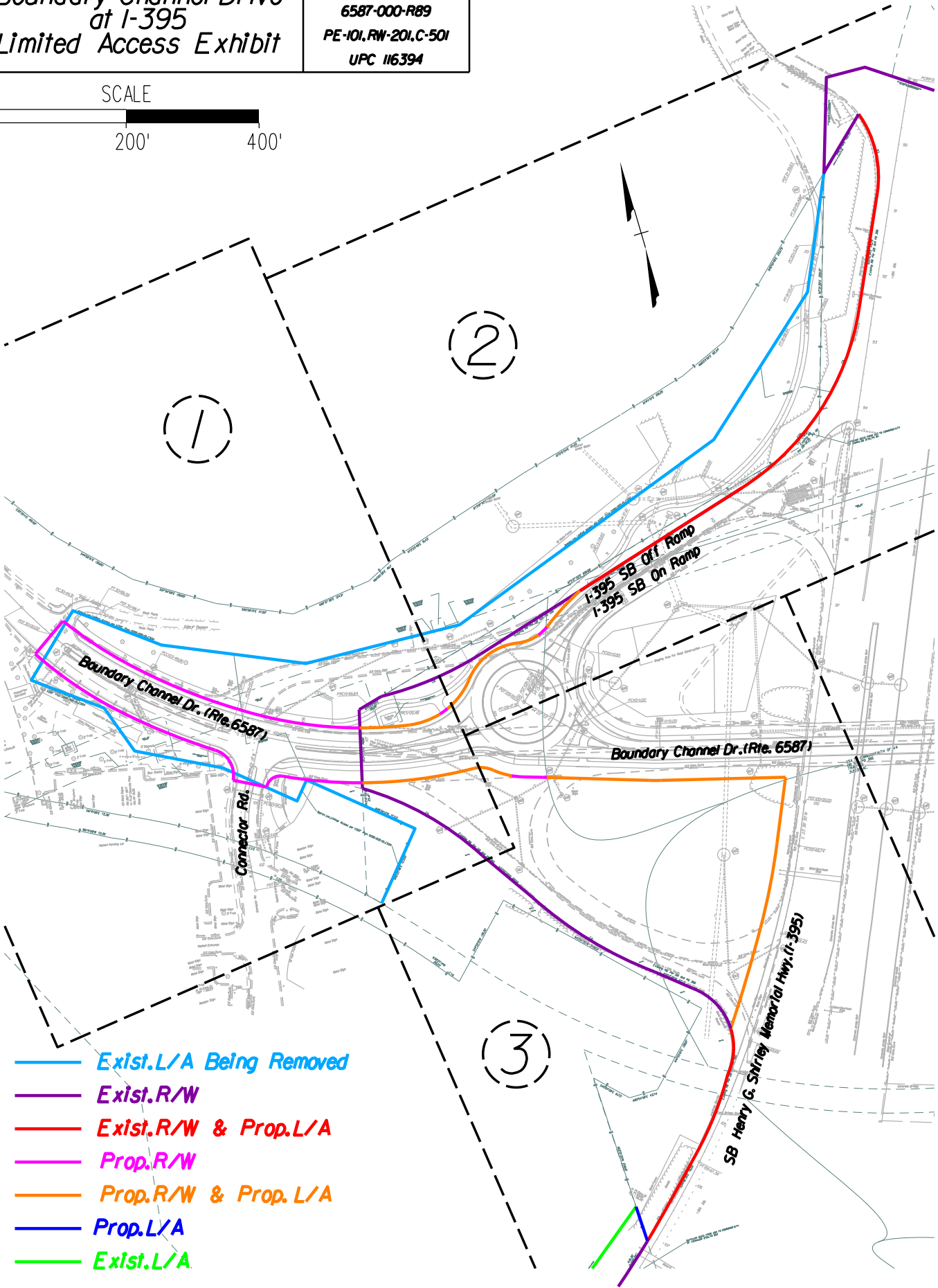


George T. Rogerson, Jr.
*Policies & Procedures Section Manager
Location & Design Division / Central Office*
Virginia Department of Transportation
804-350-1571 (cell)
george.rogerson@vdot.virginia.gov

**Boundary Channel Drive
at I-395
Limited Access Exhibit**

**VDOT PROJECT
6587-000-R89
PE-101.RW-201.C-501
UPC 116394**

SCALE



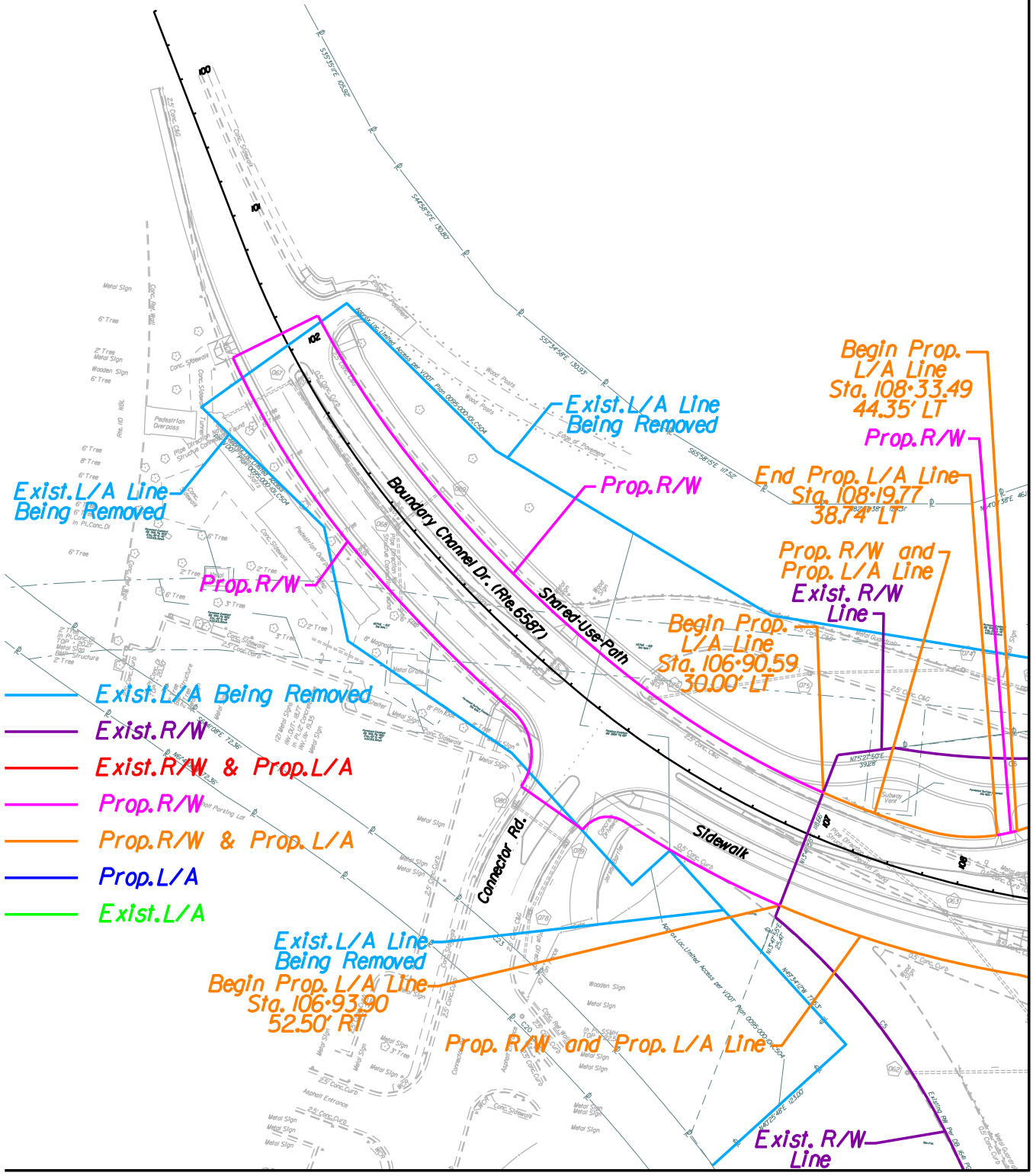
-  **Exist. L/A Being Removed**
-  **Exist. R/W**
-  **Exist. R/W & Prop. L/A**
-  **Prop. R/W**
-  **Prop. R/W & Prop. L/A**
-  **Prop. L/A**
-  **Exist. L/A**

**Boundary Channel Drive
at I-395
Limited Access Exhibit**

**VDOT PROJECT
6587-000-R89
PE-101.RW-201.C-501
UPC 116394**

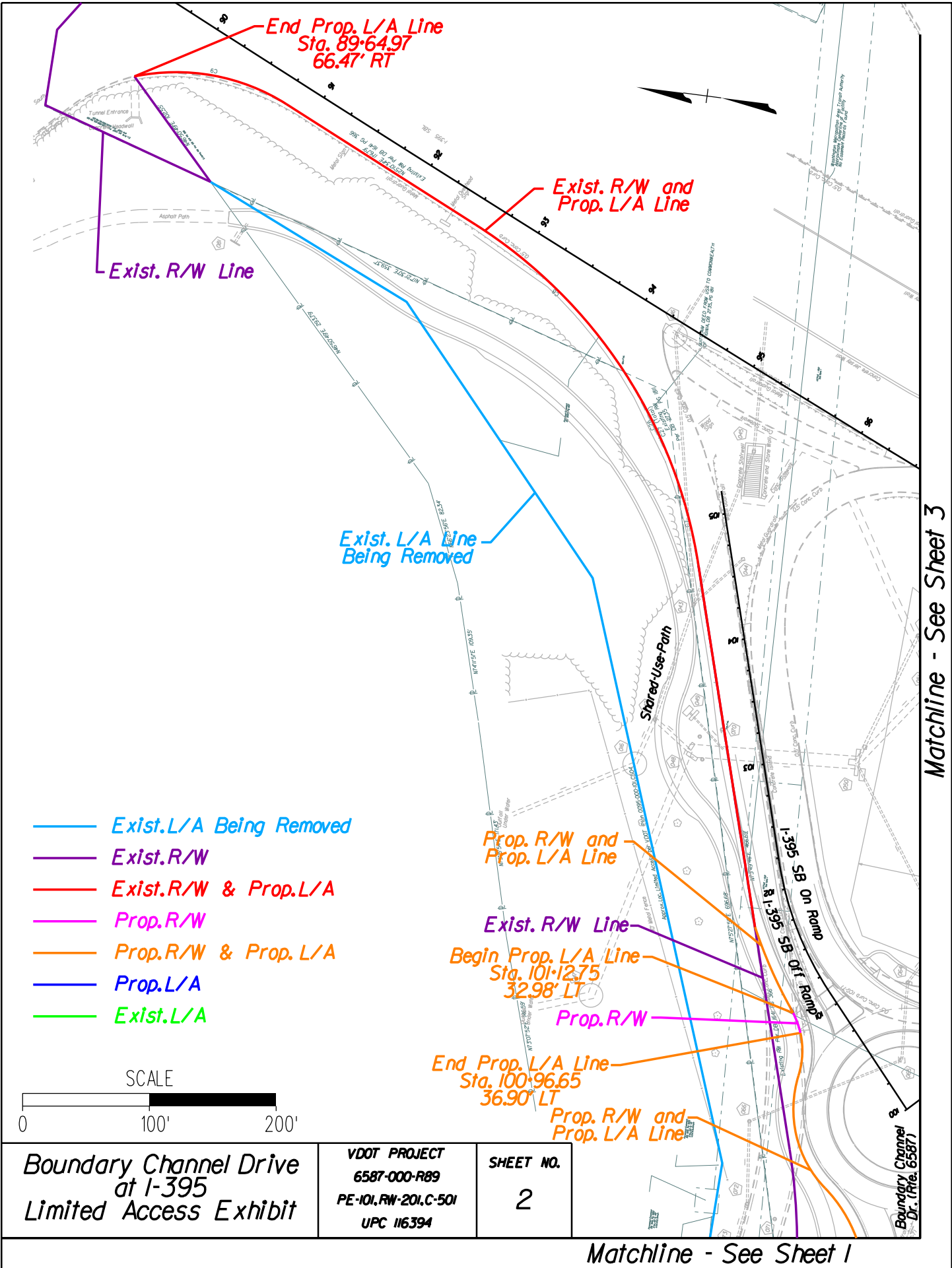
**SHEET NO.
1**

SCALE



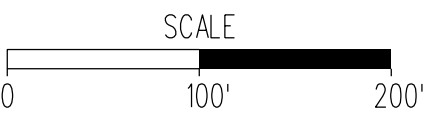
Matchline - See Sheet 2

Matchline - See Sheet 3



Matchline - See Sheet 3

- Exist. L/A Being Removed
- Exist. R/W
- Exist. R/W & Prop. L/A
- Prop. R/W
- Prop. R/W & Prop. L/A
- Prop. L/A
- Exist. L/A



- Prop. R/W and Prop. L/A Line
- Exist. R/W Line
- Begin Prop. L/A Line Sta. 101+12.75 32.98' LT
- Prop. R/W
- End Prop. L/A Line Sta. 100+96.65 36.90' LT
- Prop. R/W and Prop. L/A Line

Boundary Channel Drive at I-395
 Limited Access Exhibit

VDOT PROJECT
 6587-000-R89
 PE-101.RW-201.C-501
 UPC 116394

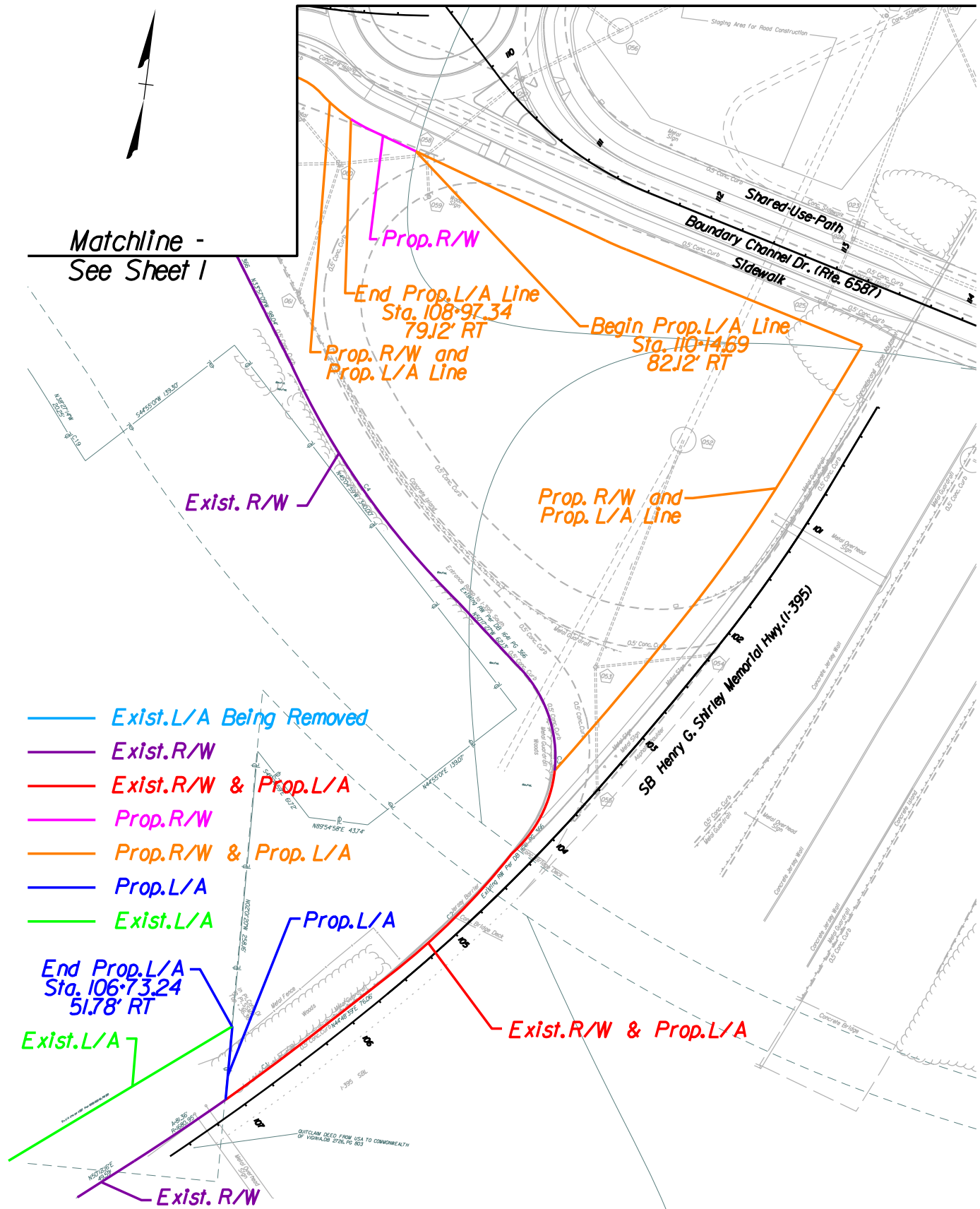
SHEET NO.
 2

Matchline - See Sheet 1

Boundary Channel Dr. (Proj. 6587)

Matchline - See Sheet 2

Matchline - See Sheet 1



- Exist. L/A Being Removed
- Exist. R/W
- Exist. R/W & Prop. L/A
- Prop. R/W
- Prop. R/W & Prop. L/A
- Prop. L/A
- Exist. L/A

End Prop. L/A
Sta. 106+73.24
51.78' RT

Exist. R/W & Prop. L/A

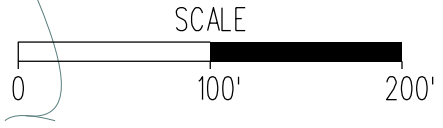
Exist. L/A

Exist. R/W

Boundary Channel Drive
at I-395
Limited Access Exhibit

VDOT PROJECT
6587-000-R89
PE-101.RW-201.C-501
UPC 116394

SHEET NO.
3



Limited Access Control Point Stations and Offset Table
6587-000-R89, PE-101, RW-201, C501
UPC 116394

Sheet	Begin/End Proposed Limited Access	Station	Offset	Baseline
1	Begin	106+93.90	52.50' RT	Boundary Channel Drive
3	End	108+97.34	79.12' RT	Boundary Channel Drive
3	Begin	110+14.69	82.12' RT	Boundary Channel Drive
3	End	106+73.24	51.78' RT	SB I-395
1	Begin	106+90.59	30.00' LT	Boundary Channel Drive
1	End	108+19.77	38.74' LT	Boundary Channel Drive
1	Begin	108+33.49	44.35' LT	Boundary Channel Drive
2	End	100+96.65	36.90' LT	I-395 SB On/Off Ramp
2	Begin	101+12.75	32.98' LT	I-395 SB On/Off Ramp
2	End	89+64.97	66.47' RT	SB I-395

*Boundary Channel Drive
at I-395
Limited Access Exhibit*

*VDOT PROJECT
6587-000-R89
PE-101, RW-201, C-501
UPC 116394*

Vicinity Map

N.T.S.

