Boundary Channel Drive Interchange Modification

Public Information Meeting
• Final local road connection in Arlington to I-395
• Four-lane divided east-west local road between Long Bridge Drive and the Pentagon
• Interchange serves an active, growing area
• Located at a nexus of transportation modes and facilities
  – Freeways
  – Local Streets
  – Multi-use Trails
Project Goals

• Project identified based on the ability to improve the transportation network in the area
• Goals of the Project – Access, Safety, Congestion Mitigation
• Fulfill Arlington County MTP Goals
• Regional Partners and Priorities
External Partners

Other Projects in the Corridor

Boundary Channel Drive Interchange
Pentagon Transportation Management Plan

Project Key
1) Long Bridge Park
2) Columbia Pike Realignment
3) Columbia Pike-Crystal City Transportation Corridor
4) Columbia Pike Multimodal Improvements
5) 14th Street Bridge Corridor Projects
6) BRT Van Dorn Street Metro Station to Pentagon Metro Station
7) Boundary Channel Drive-I-395 Interchange
8) Route 27 Oversides Sidewalk Widening
9) Army Navy Drive Multimodal Improvements
10) Pentagon City Multimodal Improvements
11) 12th Street Corridor Improvements
12) South Clark Street/South Bell Street Project
13) Theodore Roosevelt Bridge Rehabilitation
14) Arlington Memorial Bridge Rehabilitation
15) RI: I-275/I-244 Interchange
16) Four Mile Run Pedestrian Bridge
17) Potomac Yard Metro Station
18) Garfield Canal Park Connector
19) South Capitol Street Corridor
20) 11th Street Bridges and Interchange Reconstruction
21) Farragut Station Pedestrian Tunnel

Figure 3-4 Key External Projects

22) East Entrance Foggy Bottom
23) DC Streetcar Project, Phase I/V
24) Metropolitan Branch Trail
25) Anacostia Riverwalk Trail
26) Rock Creek Trail
27) Seminary Road-I-395 Ramp Improvements
28) WMATA Momentum and Metro 2025 Capital Improvement Projects (System-Wide. Not Shown on Map)
Existing Conditions

• Existing Interchange and Issues
Existing Conditions

• Issues with existing interchange
  – Excessive ramp connections to I-395
Existing Conditions

• Issues with existing interchange
  – Short weaving areas
Existing Conditions

• Issues with existing interchange
  – Unclear intersection design
  – Long Bridge Drive
Project Phases

- Project Framework
- IMR
- Engineering Design
- Construction

[Diagram showing the phases in sequence]
• Interchange Modification Report
  – FHWA technical analysis
  – Concept designs created and evaluated
    • Traffic Operations
    • Safety
    • Design Feasibility
    • Cost
    • Other location-specific concerns (security)
  – Evaluations using future-year traffic volume (2036)
  – End result – Final Preferred Design Alternative
Boundary Channel Drive Interchange Project

Project Phases

- Project Framework
- IMR
- Engineering Design
- Construction

Preferred Alternative
• Concept design evolution
  – Required to evaluate “no-build” relative to all of our designs
• Concept design evolution
  – Original designs from Project Framework
• Concept design evolution
  – Designs broken into different elements
  – These elements are all shown in tonight’s concepts
• Concept Design 1
• Concept Design 2
• Concept Design 3
• **We want your feedback!**

<table>
<thead>
<tr>
<th>Feedback by Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connector Road Intersection</td>
</tr>
<tr>
<td>West Side (Pentagon) Roundabout</td>
</tr>
<tr>
<td>Long Bridge Park Intersection East Side (Long Bridge Park) Roundabout</td>
</tr>
</tbody>
</table>
Next Steps

Project Phases

- Project Framework
- IMR
- Engineering Design
- Construction

Preferred Alternative