

ITEM 9 - Action

April 16, 2008

Approval of Re-designation of the Portion of I-295 in the District of Columbia from Barney Circle to the 11th Bridge to an Urban Boulevard, and of the Portion of I-295 Over the 11th Bridge to I-695

Staff

Recommendation: Adopt Resolution R23-2008 to approve a re-designation of a portion of I-295 from Barney Circle to the 11th Street Bridge as an urban boulevard and a re-designation of the portion of I-295 over the 11th Street Bridge to I-695.

Issues: None

Background: The 11th Street Bridge Replacement and Reconfiguration project was included in the CLRP adopted by the TPB in October 2006. The District of Columbia Department of Transportation (DDOT) has requested TPB approval of these re-designations for portions of I-295 which are consistent with the final EIS for the 11th Street Bridge Replacement and Reconfiguration project.

TPB R23-2008
April 16, 2008

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.,
WASHINGTON, D.C. 20002-4239**

**RESOLUTION TO APPROVE
A RE-DESIGNATION OF THE PORTION OF I-295 IN THE DISTRICT OF COLUMBIA
FROM BARNEY CIRCLE TO THE 11TH BRIDGE TO AN URBAN BOULEVARD, AND
OF THE PORTION OF I-295 OVER THE 11TH BRIDGE TO I-695**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan Area, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on October 18, 2006, the TPB approved amendments to the Constrained Long-Range Transportation Plan (CLRP) which included the 11th Street Bridge Replacement and Reconfiguration project in the District of Columbia; and

WHEREAS, in the attached letter of April 9, 2008, the District of Columbia Department of Transportation (DDOT) has requested TPB approval of re-designation of the portion of I-295 from Barney Circle to the 11th Street Bridge as an urban boulevard, and of the portion of I-295 over the 11th Street Bridge to I-695, as described in the attached materials; and

WHEREAS, these re-designation requests are consistent with the final EIS for the 11th Street Bridge Replacement and Reconfiguration project; and

WHEREAS, MPO approval of re-designation of segments of the Interstate Highway System in the MPO planning area is required by the Federal Highway Administration (FHWA); and

WHEREAS, on April 16, 2008, the TPB was briefed on the rationale for the re-designation requests;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves re-designation of the portion of I-295 from Barney Circle to the 11th Street Bridge as an urban boulevard, and of the portion of I-295 over the 11th Street Bridge to I-695, as described in the attached materials.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy & Planning Administration

April 9 2008

The Honorable Phil Mendelson, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002-4290

Dear Chairman Mendelson:

The purpose of this letter is to seek National Capital Region Transportation Planning Board (TPB) support for a re-designation of the portion of I-295 from Barney Circle to the 11th Street Bridge as an urban boulevard and a re-designation of the portion of I-295 over the 11th Street Bridge to I-695 (see attached maps). The requested actions are only to re-label the existing roadways.

Taken together, these actions will rationalize the Interstate system in the District and maintain Interstate system continuity. The proposed actions are consistent with current District and federal initiatives, including the Anacostia Waterfront Initiative (AWI), the Final Environmental Impact Statement (FEIS) for the 11th Street Bridges and findings of the Middle Anacostia River Crossings Transportation Study (MAC Study). The 11th Street Bridge Replacement and Reconfiguration project was included in the Constrained Long Range Plan (CLRP) that was approved by the TPB in October 2006.

In 2000, Mayor Anthony Williams, in coordination with 20 District and federal agencies, initiated the AWI in an effort to guide development along the Anacostia River. Preliminary engineering and transportation planning analysis conducted for the MAC Study concluded that the most important and cost-effective transportation improvements in the study area would be the provision of missing freeway connections between the 11th Street Bridges and the Anacostia Freeway. Also, separation of local and regional traffic was expected to reduce the number of conflict points, allowing better efficiency with improved local access between neighborhoods.

As an outgrowth of the MAC Study, the District of Columbia Department of Transportation (DDOT) and FHWA recently prepared and signed the FEIS for the reconstruction of the 11th Street Bridges across the Anacostia River, and for the reconfiguration of the interstate access ramps on either side of the river. A Record of Decision is expected in the spring of 2008.

This request for re-designation is a key component of the AWI in general and of the 11th Street Bridges Interchange Justification Report (IJR) specifically. DDOT is currently preparing an IJR to obtain FHWA approval for modified interstate access, based on the findings of the FEIS. The IJR includes conceptual-level functional plans and a comprehensive traffic analysis.

Existing Interstate System

The existing interstate and freeway system in the Anacostia waterfront area is composed of the roads described below:

- I-295 begins in Maryland on I-95 near the Woodrow Wilson Memorial Bridge, heads north into the District along the east banks of the Potomac and Anacostia rivers, crosses the Anacostia River on the 11th Street bridges, and terminates at Pennsylvania Avenue under Barney Circle on the west bank of the Anacostia River. I-295 is designated farther north to East Capitol Street, but this section was never built because of the cancellation of the Barney Circle Freeway Extension project in 1997. System ramps that provide route continuity for I-295 from the 11th Street Bridges to Barney Circle have been operationally obsolete since they were constructed and have been closed to traffic for several years.
- I-395 begins in Virginia on I-95 at Springfield, crosses the 14th Street Bridges from Virginia into the District (Southwest Freeway), turns north to continue through the 3rd Street tunnel, and terminates at New York Avenue in Northwest Washington.
- I-695 (Southeast Freeway) begins where I-395 turns north into the 3rd Street tunnel in Southwest Washington, and continues east to the interchange with I-295 at 11th Street in Southeast Washington.
- DC 295 (Anacostia Freeway/Kenilworth Avenue) begins in Southeast Washington where I-295 crosses the Anacostia River at the 11th Street Bridges, and continues north along the east bank of the river into Maryland, where it becomes the Baltimore-Washington Parkway at an interchange with US Route 50.

Requested Actions

- To re-designate the portion of I-295 from Barney Circle to the 11th Street Bridge as an urban boulevard
- To re-designate the portion of I-295 over the 11th Street Bridge to I-695

The proposed actions are consistent with current District and federal initiatives, will help to maintain Interstate system continuity; and are a key component of the AWI and the 11th Street Bridges Interchange Justification Report (IJR) based on the findings of the FEIS.

Additionally, there will be no adverse impacts to the Interstate system and all current movements will be maintained. Therefore, the District of Columbia requests that the TPB approve these actions subject to FHWA concurrence.

We appreciate your cooperation in this matter. Should you have questions regarding this request, please contact me at (202) 671-2325 or by e-mail at rick.rybeck@dc.gov.



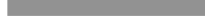
Sincerely,

A handwritten signature in black ink that reads "Rick Rybeck". The signature is written in a cursive style with a large, prominent "R" and "Y".

Rick Rybeck
Deputy Associate Director
Transportation Policy & Planning Administration
District Department of Transportation (DDOT)
2000 14th Street, NW, 7th Floor
Washington, DC 20009
202-671-2325
202-671-0617 FAX



Figure 1
EXISTING DC INTERSTATE DESIGNATIONS

- Freeway Designation**
-  Interstate 295
 -  Interstate 695
 -  DC 295

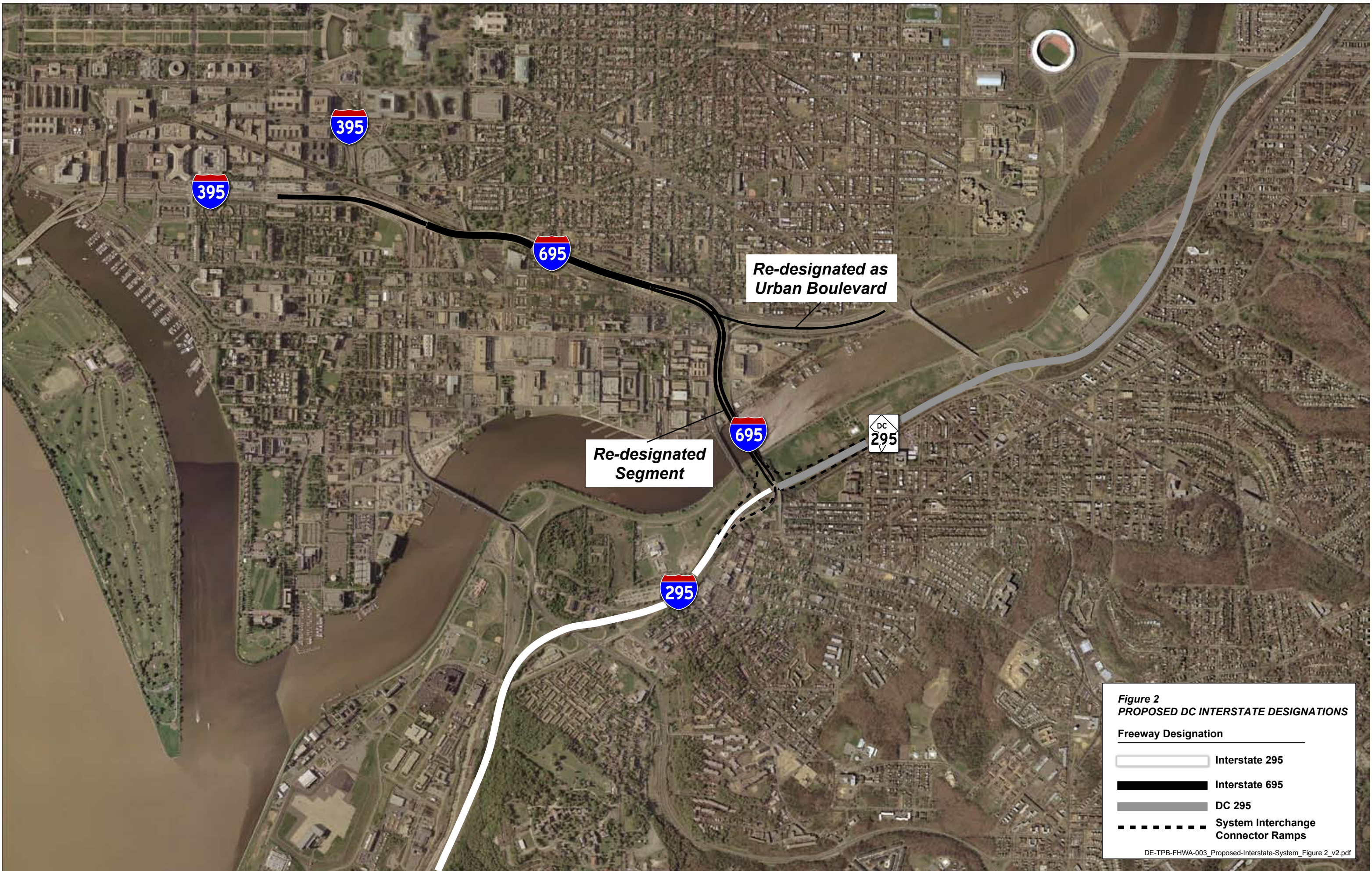






Figure 2
PROPOSED DC INTERSTATE DESIGNATIONS

Freeway Designation

-  Interstate 295
-  Interstate 695
-  DC 295
-  System Interchange Connector Ramps