

**FEDERAL HIGHWAY ADMINISTRATION**  
**INTERSTATE HIGHWAY 395 IN THE DISTRICT OF**  
**COLUMBIA AND VIRGINIA**  
**Highway Sign Modifications**

**Delegated Action of the Executive Director**

February 26, 2004

Pursuant to the delegations of authority adopted by the Commission on October 3, 1996, I approve the preliminary and final site development plans for highway sign modifications on Interstate Highway 395 in the District of Columbia.

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The Federal Highway Administration (FHWA), for and in cooperation with the District of Columbia Department of Transportation, has submitted preliminary and final site development plans for highway sign modifications on Interstate Highway 395 in the District of Columbia. The limits of the sign project on I-395 are from the Virginia shore of the Potomac River to its intersection with New York Avenue, and that portion of I-395 known as the Southeast Freeway between I-395 and its intersection with New Jersey Avenue. The proposed project would replace existing highway signs with new signs conforming to Department of Transportation sign standards. The proposed new signs will combine and simplify existing signs and help improve congestion by providing clear information for access to and egress from I-395, connecting streets, and adjacent destinations. Signs will be replaced along the entire length of the project area. In addition, seven new sign structures will be erected between the Virginia shoreline and the Washington Channel. Four of the new sign structures will replace existing structures, with a resulting net gain of two new cantilevered sign structures and one new sign bridge. Within the same area, 35 new signs will be installed and 42 existing signs will be removed, for a net decrease of seven signs.

Existing viewsheds of the monumental core will not be affected by the change in sign structures, and the aesthetic condition and viewshed of adjacent historic resources would remain in their current condition.

FHWA determined, with the D.C. SHPO's concurrence, that the project would have no adverse effect on historic properties.

The Coordinating Committee reviewed this project at its February 11, 2004 meeting and it has been coordinated with all participating agencies.

FHWA has determined that the project qualifies as a Categorical Exclusion under its procedures to implement the National Environmental Policy Act, and the project would have no adverse effect on historic properties.

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Patricia E. Gallagher, AICP  
Executive Director