

Categorical Exclusion (CE)

Project Information			
Project Name:	I-66 ITB West Falls Church Metro Garage Access	Federal Project#:	NHPP-066-1(356)
Project Number:	0066-96A-493, B686, C501, P101	Project Type:	Construction
UPC:	110629	Charge Number:	
Route Number:	66	Route Type:	Interstate
Project Limit--From:	0.25 MI WEST OF I66 EB EXIT RAMP 66 B	To:	I66 EB ON RAMP AT EXIT 66B
Additional Project Description:	The proposed improvements consist of constructing a new connector ramp (or slip ramp) between the eastbound I-66 Exit 66 off-ramp to Route 7 and the entrance ramp from eastbound Route 7 to the eastbound I-66 collector-distributor (C-D) road that is adjacent to the Metro parking garage, auxiliary lanes at eastbound I-66 Exit 66, roadway guide signs, drainage, and pavement markings.		
Purpose And Need:	The purpose of the connector ramp would be to provide more direct access from eastbound I-66 to the West Falls Church Metro garage via the Route 7 ramp. This connection would eliminate the circuitous indirect route that vehicles must currently take to get from eastbound I-66 to the Metro garage, via southbound Route 7 and eastbound Haycock Road, with the intent of creating a more efficient path to the Metro station garage.		
District:	City/County:	Residency:	
Northern Virginia	Northern Virginia District Wid		

Date CE level document approved by VA Division FHWA: 03/29/2017

FHWA Contact: Simkins, John A.

Project in STIP: Yes **In Long Range Plan?** Yes

CE Category 23 CFR 771.117: c23

Description of Category: Federally-funded projects:(i) That receive less than \$5,000,000 of Federal funds; or (ii) With a total estimated cost of not more than \$30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: The proposed improvements consist of constructing a new connector ramp between the eastbound I-66 Exit 66 off-ramp to Route 7 and the entrance ramp from eastbound Route 7 to the eastbound I-66 collector-distributor (C-D) road that is adjacent to the Metro parking garage in order to provide more direct access from eastbound I-66 to the West Falls Church Metro garage. Features of the project include auxiliary lanes at eastbound I-66 Exit 66, roadway guide signs, drainage, and pavement markings. The improvements are justifiable and are a reasonable expenditure of funds even if no additional transportation improvements are made. Therefore, the project has independent utility. The project termini are rational end points for environmental review and are logical.

Typical Section: See Appendix A.

Structures: See Appendix A.

SOCIO-ECONOMIC

Minority/Low Income Populations: Not Present **Disproportionate Impacts to Minority/Low Income Populations:** No

Source: U.S. Census Bureau, American Fact Finder

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: GIS Review, Fairfax County

Existing or Planned Bicycle/Pedestrian Facilities: Not Present

Source: GIS Review, Fairfax County

Socio-Economic Comments: No minority or low-income populations, existing or planned public recreational facilities, community services, nor existing or planned bicycle/pedestrian facilities have been identified that would be adversely impacted by the proposed project.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: VDOT Integrator, GIS Review

6(f) Conversion: No **Acres of Conversion:**

4(f) and 6(f) Comments: There is not a 4(f) use nor a 6(f) conversion associated with any planned or existing parks or historic properties in the vicinity of the project.

CULTURAL RESOURCES

Section 106 Effect Determination: None

Name of Historic Property: N/A

DHR Concurrence date: None

A Section 106 effect determination of No Historic Properties Present or Affected has been concluded pursuant to Stipulation II.A of the 2016 Federal Programmatic Agreement among FHWA, USACE, TVA, VA SHPO, and VDOT.

Stip. II.A Determination Date: 03/06/2017

MOA/PA Execution Date: None

Cultural Resource Comments: A Section 106 effect determination of No Historic Properties Present or Affected has been concluded pursuant to Stipulation II.A of the 2016 Federal Programmatic Agreement among FHWA, USACE, TVA, VA SHPO, and VDOT.

NATURAL RESOURCES

Are Waters of the U.S. present? No

Linear Feet of Impact: 0

Federal Threatened or Endangered Species:

Northern Long-Eared Bat (Myotis septentrionalis)-Federal:FT-Present with no impact

Tri-colored Bat (Perimyotis subflavus)-Federal:SOC-Present with no impact

Little Brown Bat (Myotis lucifugus lucifugus)-Federal:SOC-Present with no impact

100 Year Floodplain: Not Present

Regulatory Floodway Zone: Not Present

Public Water Supplies: Not Present

Are any tidal waters/wetlands present? No

Wetlands: Not Present

Wetlands: Acres of Impact: 0 **Wetland Type:** None

Are any non-tidal wetlands present? No

If yes, type of non-tidal wetland impacts: None

Are water quality permits required? No

Natural Resource Comments: No water resources are present within the project area and no water quality permits are required. Threatened or endangered species are present within the study area, but are not anticipated to be impacted.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: A search of VDOT's Integrator GIS database indicated that no agricultural/forestall districts, nor VOF open space easements, are present in the project area.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

Alternatives Analysis Required? No

Source: VDOT Northern Virginia District Environmental Section

Farmland Comments: Project area is located entirely within previously disturbed soils related to past construction along I-66.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications (2016) includes provisions intended to control noxious weeds (which includes non-native and invasive species).

While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of BMPs for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.

Invasive Species Comments: DCR has only general information about the distribution of invasives. Many invasive plant species are adapted to take advantage of soil disturbances and poor soil conditions. Non-native invasive plants are found throughout Virginia. Therefore, the potential exists for some VDOT projects to further the establishment of invasive species. Minimizing soil disturbance will help to inhibit the establishment of invasive species.

AIR QUALITY

Exempt Status (This section has not yet been completed)

Carbon Monoxide

This project is located in: Attainment Area

CO Microscale Analysis Required for NEPA? No

- ✓ The proposed project meets the criteria specified in the current FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide" and therefore a project-specific analysis for CO is not required.

The proposed project falls within the project types and conditions listed in the current Federal Highway Administration - Virginia Department of Transportation, "Programmatic Agreement for Project -Level Air Quality Analyses for Carbon Monoxide," for streamlining the project level air quality analysis process for carbon monoxide. Modeling using "worst-case" parameters has been conducted for these project types and conditions. It has been determined that projects, such as this one, for which the conditions are not exceeded, would not significantly impact air quality and would not cause or contribute to a new violation, or delay timely attainment of the National Ambient Air Quality Standards for carbon monoxide. (See comments section for additional information)

Air Quality Status and Regional Conformity

This project is located in: An 8-hour Ozone Nonattainment Area

- ✓ Federal conformity requirements apply since the project is located, at least in part, in an air quality nonattainment or maintenance area. Accordingly, there must be a currently conforming transportation plan and program at the time of project approval, and the project must come from a conforming plan and program (or otherwise meet criteria specified in 40 CFR 93.109(b)).

Particulate Matter

This project is located in: A PM2.5 Attainment Area

- ✓ Federal conformity requirements apply since the project is located, at least in part, in an air quality nonattainment or maintenance area. Accordingly, there must be a currently conforming transportation plan and program at the time of project approval, and the project must come from a conforming plan and program (or otherwise meet criteria specified in 40 CFR 93.109(b)).

PM Hotspot Analysis Required for NEPA? No

A PM2.5 hot-spot analysis is not required for this project since it is not an air quality concern. The Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, since this project has been found not to be of air quality concern under 40 CFR 93.123(b)(1).

None

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

- ✓ The project qualifies for a categorical exclusion under 23 CFR 771.117.

This project is excluded from further analysis following FHWA's Interim Guidance Update on MSAT Analysis in NEPA dated October 18, 2016 for projects qualifying as a categorical exclusion under 23 CFR 771.117.

Co cont. The preferred alternative for this project involves widening of the existing EB off ramp to two lanes and construction of a connector ramp to the Route 7 SB on ramp to provide direct access from I-66 EB to the West Falls Church Metro Station garage, eliminating the circuitous indirect route that vehicles must currently take to get from I-66 EB to the Metro garage. For purposes of the worst case analysis the project is considered as an interstate widening project. A widening project on I-66 would fall under the types of projects listed in Table 1 of the current FHWA agreement which lists an 8 lane urban arterial with a grade level less than 2%. The modeled CO concentrations for this type of project excluding the background concentrations is 5.2ppm for the one hour and using a persistence factor of .77, an 8 hour concentration of 4.0ppm. When the background concentrations of 1.6 and 1.4 are factored in to the one hour and 8 hour concentration they increase to 6.8 and 5.4, respectively. These predicted values are well below the NAAQS of 35ppm (one hour) and 9ppm (8 hour). The widening project with additional lanes modeled under the agreement using worst case inputs represents a much greater worst case scenario than that proposed and concentrates emissions at the interchange. This project is located within a Marginal 8-hour Ozone Nonattainment area, a Fine Particulate Matter (PM2.5) Maintenance area, and a volatile organic compounds (VOC) and nitrogen oxides (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC, NOx, and particulate matter. In addition, the following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; 9 VAC 5-45, Article 7, Cutback Asphalt restrictions; and 9 VAC 5-50, Article 1, Fugitive Dust precautions.

NOISE

Noise Scoping Decision: Type III- Noise study not required

Barriers Under Consideration? No

Noise Comments: A noise study is not required for this project as the proposed ramp modification is not considered an addition of a new ramp. Further, modifications to the ramp would re-route traffic away from noise sensitive sites, which would result in lower noise levels to nearby receptors. Existing noise barriers adjacent to the ramp are anticipated to be impacted as a result of ramp modification. These will be replaced in kind.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? No

Septic Systems or Wells: Not Present

Hazardous Materials: Not Present

Source: VDOT Hazardous Materials Summary Report; VDOT RFP Plans; VDOT GIS Integrator

ROW and Relocations Comments: No families, persons, businesses, farms, or non-profit organizations will be displaced as a result of this project. The project has been cleared for advertisement and construction by the Regional Hazmat Manager. If any solid or hazardous waste is generated/encountered during construction, the facility must follow applicable federal, state, and county regulations for their disposal.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts): No

Indirect (Secondary) impacts: No

Source: VDOT Northern Virginia District Environmental Section

Cumulative and Indirect Impacts Comments: Modifications to the I-66 roadway network that have been programmed and approved for implementation by 2040, as identified in the most recent Financially Constrained Long-Range Transportation Plan (CLRPT) for the National Capital Region that could influence the improvements being evaluated in this CE include the following:

- Transform I-66: Inside the Beltway, Eastbound Widening: project includes the widening of I-66 along approximately four miles of eastbound I-66 between the Dulles Connector Road (Route 267) in Fairfax County to Fairfax Drive (Route 237) in the Ballston area of Arlington County, Virginia;
- Value Pricing Pilot Program – I-66 Inside the Beltway: project includes tolling I-66 during peak travel hours between the I-495 Capital Beltway in Fairfax County to Lee Highway (Route 29) near the Rosslyn area of Arlington County;
- HOV/high occupancy toll (HOT) requirements: vehicle occupancy requirement for all HOV/HOT restrictions will change from two or more (2+) to three or more (3+) in 2020. The exemption for clean fuel and hybrid vehicles to use HOV lanes will also expire by 2020.

Past, present, and reasonably foreseeable future actions have impacted and would continue to impact natural and socioeconomic and land use resources in the vicinity of the project area. These actions have led to the filling/manipulation of wetlands and streams and the elimination and fragmentation of wildlife habitat and led to rapid residential, institutional, and commercial development. The direct impacts of this project would be confined to areas immediately surrounding the existing transportation facility and is not anticipated to further cumulatively impact these resources.

Because the project would provide a more direct route to the Metro Station garage, increased ridership at the West Falls Church Metro Station may occur. However, any change in the number of riders using the metro is not anticipated to be significant. Induced growth is not anticipated to result from this project because the proposed action occurs on an existing transportation facility.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source:

Public Hearing: No

Other Public Involvement Activities: Yes

Type of Public Involvement: A notice of availability for the CE was posted in local newspapers following completion of the document, and the CE was made available for public review and comment from May 18, 2017 to June 5, 2017.

Public Involvement Comments: No comments were received on the CE during the public comment period.

COORDINATION

State Agencies:

Federal Agencies:

Local Entity:

Other Coordination Entities:

Federal Highway Administration

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.