

Categorical Exclusion (CE)

Project Information			
Project Name:	ROUTE 17 I95 BRIDGE TO HOSPITAL BLVD	Federal Project#:	NHPP-5111(298)
Project Number:	0017-088-R72, B616, C501, P101, R201	Project Type:	Construction
UPC:	107140	Charge Number:	
Route Number:	17	Route Type:	Primary
Project Limit--From:	0.616 miles West of Int with Germanna Point Dr / Hospital Bl	To:	0.399 miles East of Int with Germanna Point Dr / Hospital Bl
Additional Project Description:	<p>This project replaces the structurally deficient two lane bridge over I-95 with a four-lane bridge, widens Route 17 (Mills Drive) from a two-lane to a four-lane divided road from west of I-95 (near the Target store) to the intersection with Hospital Boulevard. Improvements in this area would also include the addition of a sidewalk and a shared use path along Route 17. The project will also extend the second eastbound thru lane at the intersection with Hospital Boulevard approximately 2,000 feet and will tie to the existing lanes at the intersection with Old Dominion Parkway/Cosner Drive. The project provides access management features with the divided four-lane road eliminating left turn movements while providing turn lanes at the intersection of Route 17 and Hospital Boulevard in both directions. The entrance to Overview Drive will be moved approximately 290' to the east to allow for the addition of a right turn lane into it and restricted to right in/right out only movement to limit left turns onto Route 17 SB. Glenwood Drive will also be provided a right turn lane and will be limited to right in/right out to limit left turns onto Route 17 NB.</p>		
Purpose And Need:	<p>The purpose of this project is to address congestion issues by providing additional throughput capacity both northbound and southbound on this route segment while improving traffic flow at the intersection of Routes 1 and 17. The additional roadway capacity and proposed access management features will improve safety along this segment by reducing the incidence of rear end and right angle crashes.</p>		
District:	City/County:	Residency:	
Fredericksburg	Spotsylvania	Fredericksburg	
<p>Date CE level document approved by VA Division FHWA: 03/29/2017</p> <p>FHWA Contact: Frost, Mack</p> <p>Project in STIP: Yes In Long Range Plan? Yes</p> <p>CE Category 23 CFR 771.117: d13</p> <p>Description of Category: Actions prescribed in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints as outlined in paragraphs (e) of 23 CFR 771.117.</p> <p>Logical Termini and Independent Utility: Yes</p> <p>Next Phase of Funding Available? Yes</p> <p>Comments: The construction will be performed in such a manner that traffic will be maintained with a minimum of disruption to the traveling public.</p> <p>Typical Section: The proposed typical section includes four 12' wide travel lanes with variable width raised median. A 10' shared use path on the north side of Route 17 with a variable width buffer strip. The project will tie in to existing sidewalk with a variable width buffer strip on the south side and provide a 8' paved shoulder otherwise.</p> <p>The new bridge typical section will consist of four 12' travel lanes separated by 1' paved buffers and 2' raised median to the interior and 2' exterior buffers for a 14' shared use lane to the north and 6.5' sidewalk to the south.</p> <p>(See Attached Typical Section Compendium)</p> <p>Structures: The project will replace Federal Structure ID 17926 (State Structure ID 1033). The existing bridge has a width of 42'-0" face-to-face of curbs; carrying two 12'-0" lanes with 9'-0" shoulders on each side of the bridge. The bridge structure consists of four simple structural steel spans for a total length of 259'-6". The new structure will consist of three continuous steel plate girder spans totaling 285' in length. The new bridge overall width will be 79'4" face to face from the outside of the railing.</p>			

SOCIO-ECONOMIC

Minority/Low Income Populations: Present with no impact **Disproportionate Impacts to Minority/Low Income Populations:** No

Source: VDOT EJ Analysis (attached), Spotsylvania Planning Director

Existing or Planned Public Recreational Facilities: Present with no impact

Community Services: Present with no impact

Consistent with Local Land Use: Yes

Source: Spotsylvania Planning Director

Existing or Planned Bicycle/Pedestrian Facilities Present with no impact

Source: Spotsylvania Planning Director

Socio-Economic Comments: The minority or low-income population of the environmental justice study area does not exceed 50 percent; however the percentage of minority population is above the EJ evaluator factor in Tract 51177020205, Block Group 2 and in Tract 51177020306, Block Groups 1 and 2. Although an Environmental Justice (EJ) population is present there are no impacts to the EJ population (i.e., no relocations, no displacements, no disruption of community, and no disruption of emergency services). No minority or low-income populations have been identified that would be adversely impacted by the proposed project as determined above. Therefore, in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further EJ analysis is required. (See attached EJ analysis).

The Spotsylvania County Trailways Master Plan identifies bicycle and pedestrian improvements within the project area to include sidewalks and a shared use path. The County Planning Director noted that the Route 17 improvement plans including a sidewalk and shared use path are consistent with planned bicycle/pedestrian facilities and complement the envisioned land uses in the area.

Per the County Planning Director improvements to the Route 17 corridor are expected to positively contribute to emergency response times resulting from improved traffic flow. For emergency medical services the enhancements are also expected to improve accessibility to the Spotsylvania Regional Medical Center as Route 17 and Hospital Blvd are one of the chief access ways to the hospital. Planned right-in, right-out entrances are expected to reduce potential vehicle conflict points and reduce vehicle crashes.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: Fredericksburg NEPA Staff, Fredericksburg Cultural Resources Staff, Spotsylvania County Parks and Recreation Staff, Spotsylvania County Planning Director, GIS search

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

4(f) Comments: This project will have no use of 4(f) resources.

6(f) Comments: This project will have no use of 6(f) resources.

CULTURAL RESOURCES

Section 106 Effect Determination: NO EFFECT

Name of Historic Property: None Present

DHR Concurrence date: 06/28/2017

MOA/PA Execution Date: None

Cultural Resource Comments: The DHR agrees by letter dated, 6/28/17, that there are no historic properties within the APE and the project will have no effect.

NATURAL RESOURCES

Are Waters of the U.S. present? No

Linear Feet of Impact: 0

Federal Threatened or Endangered Species:

Yellow Lance (Elliption lanceolata)-Federal:FP-Not Present

Small Whorled Pogonia (Isotria medeoloides)-Federal:FT-Present with no impact

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: Present with impacts

Wetlands: Acres of Impact: 0.01

Wetland Type: None

Are any non-tidal wetlands present? Yes

If yes, type of non-tidal wetland impacts: Forested

Are water quality permits required? Yes

Natural Resource Comments: Preliminary project review indicates that approximately 511 square feet (0.012 acres) of forested wetlands may be impacted the project. Permits will be acquired prior to the project being advertised to go to construction.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: There are no Agricultural/Forestal Districts or Open Space easements within the project area.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

Entire project in area not zoned agriculture.

Alternatives Analysis Required? No

Source: Spotsylvania County 2014 Zoning Map

Farmland Comments: Affected area is zoned for commercial and residential use.

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: None.

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 2042 design year ADT of 37,000 vpd is below the threshold in the 2009 agreement. Additionally 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.

Air Quality Status and Regional Conformity

Jurisdiction Description: This project is located within an Attainment area for all of the National Ambient Air Quality Standards (NAAQS), and in 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 and NOx. 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.

None

Particulate Matter

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

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: A qualitative MSAT analysis

✓ This project is proposed to be located in proximity to populated areas.

✓ The project potentially expands intermodal centers or impacts diesel truck traffic only to the extent that requires a qualitative assessment.

See Attached

General Comments: This project is located within an Attainment area for all of the National Ambient Air Quality Standards (NAAQS), and in 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 and NOx. 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 I - Noise study required

Barriers Under Consideration? No

Noise Comments: Noise modeling was completed for Existing Year (2014) and Design Year (2040) Build and No Build conditions. Design Year (2040) Build noise levels were predicted at each modeled receptor site under the proposed widening scenario. For analysis purposes, the project study area was divided into five (5) Common Noise Environments (CNEs). CNEs include representative noise sensitive receptors within 500 feet of the project area.

Noise levels were predicted at all modeled and measured receivers representing 87 single family residences and two large multi-family developments for all modeling scenarios. Under Design Year (2040) Build conditions a total of two receptors representing one residence and one residential complex swimming pool are predicted to experience noise impacts. These two impacts are predominately from I-95 and not attributed to widening of the Route 17 project. Based on the evaluation of existing and future noise levels and the noise abatement criteria, project-related noise impacts were considered negligible in all CNEs with the exception of one receptor in each of CNEs 1 and 3. Noise barriers were evaluated and determined not to be feasible or reasonable.

The Preliminary Noise Study is attached.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 1.14

Temporary Easement: 0.06

Permanent Easement: 0.23

Utility Easement: 0.3

Amount of Right of Way Acreage: 1.37

Septic Systems or Wells: Not Present

Hazardous Materials: Not Present

Source: VDOT Project Manager, VDOT ROW Plan Sheet 1C

ROW and Relocations Comments: The construction of this project will not require any displacement of families, businesses or non-profit organizations.

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): Yes

Indirect (Secondary) impacts: Yes

Source: VDOT SYIP, FAMPO CLRP, Spotsylvania County Planning Department

Cumulative and Indirect Impacts Comments: Spotsylvania County Planning identifies a number of private development and transportation infrastructure related projects in the surrounding area with connectivity to the project limits. Transportation projects nearby are complementary to the County Thoroughfare Plan and help implement the plan. First, the planned extension of Spotsylvania Avenue from its current end point to Germanna Point Drive will ultimately provide an alternative north-south route parallel to the Route 1 corridor between Lafayette Blvd to Route 17, and beyond to an extended Hospital Blvd. intersecting with a future east-west roadway extending between Route 1 and Massaponax Church Road. County staff noted that the road infrastructure planned to the south of Route 17 has been proffered as part of two large mixed use development projects, Jackson Village and Alexander's Crossing.

The intensity of the incremental impacts of the project are considered small, when viewed in the context of impacts from other past, present, and reasonably foreseeable future actions and would not rise to a level that would cause significant cumulative impacts or indirect impacts.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Public Outreach, Spotsylvania County Planning Department

Public Hearing: Yes **Type of Hearing:** Design Public Hearing

Other Public Involvement Activities: Yes

Type of Public Involvement: Beside the planned public hearing, stakeholder and land owner meetings have occurred.

Public Involvement Comments: A Public Hearing is scheduled for August 25, 2017.

Meetings with the owner and representatives of the Glenwood Mobile Home Park were held on 10/31/2016 and 5/24/2017. The owner and residents voiced concerns regarding limiting access to "right in/right out" only at Glenwood Drive. Discussions with the owner regarding providing a separate access road resulted in the decision that this was not financially feasible for either the owner or the county. The residents were assured that U-turn availability at the signalized intersections in both directions would provide better access than the current configuration. The mobile park residents also voiced concerns regarding the bus stop on the Route 17 mainline for school pickup and drop-off. VDOT committed to providing a dedicated loading/offloading and turn around configuration on Glenwood Drive to provide for safe bus operations.

COORDINATION

State Agencies:

Department of Environmental Quality
Department of Conservation and Recreation
Department of Forestry
Department of Game and Inland Fisheries
Department of Historic Resources
Department of Health
Virginia Outdoors Foundation

Federal Agencies:

U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service

Local Entity:

Spotsylvania County Administrator
Spotsylvania County/City Planner
Spotsylvania Parks and Recreation
Spotsylvania Superintendent of Schools
Spotsylvania Fire and Rescue

Other Coordination Entities:

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.