

Project Information

Project Name:	Route 15 Interchange @ Edwards Ferry Rd & Fort Evans Rd	Federal Project#:	STP-5A01(700)
Project Number:	0015-253-306, P101	Project Type:	Construction
UPC:	89890	Charge Number:	
Route Number:	15	Route Type:	Urban
Project Limit--From:	0.2 Mi. S of East Market Street	To:	0.4 Mi. N. of Edwards Ferry Road
Additional Project Description:	<p>The project includes the construction of a grade-separated interchange on U.S. Route 15 (Leesburg Bypass) at Edwards Ferry Road and Fort Evans Road to replace the two signalized at-grade intersections. Pedestrian access would be provided across, and along both sides of U.S. Route 15 between Edwards Ferry Road and Fort Evans Road. The study limits extend from approximately 0.2 miles north of East Market Street to approximately 0.4 miles north of Edwards Ferry Road, for a total length of approximately 1.0 mile. The project would require right of way from adjacent property owners, utility relocation, and easements, but no displacements are anticipated.</p>		
Purpose And Need:	<p>The purpose of the project is to provide congestion relief and reduce crash potential in an area that has experienced significant commercial growth in recent years. There is a need for safe pedestrian crossings, as there is a large volume of pedestrian traffic attempting to cross U.S. Route 15 between the residential areas west of, and the commercial centers east of, U.S. Route 15.</p>		
District:	City/County:	Residency:	
Northern Virginia	Leesburg	Leesburg	

Date CE level document approved by VA Division FHWA: 01/28/2016

FHWA Contact: Simkins, John A.

Project in STIP: Yes

In Long Range Plan? Yes

CE Category 23 CFR 771.117: d13

Description of Category: Actions described in paragraphs (c) (26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section. (e) Actions described in (c) (26), (c)(27), and (c)(28) of this section may not be processed as CEs under paragraph (c) if they involve: (1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements; (2) An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899; (3) A finding of "adverse effect" to historic properties under the National Historic Preservation Act, the use of a resource protected under 23 U.S.C. §138 or 49 U.S.C. §303 (Section 4(f)) except for actions resulting in de minimis impacts, or a finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act; (4) Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions; (5) Changes in access control; (6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); or construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: Though the subsequent phase, Right of Way, is currently only partially funded, the "Next Phase of Funding Available" field above refers to whether or not the next phase is included in the four-year Statewide Transportation Improvement Program (STIP). This project is included in a STIP grouping for Safety/ITS/Operational Improvements. Existing traffic volumes on U.S. Route 15 are expected to increase by 25 to 30 percent by 2040. Increased traffic demand will result in more congestion, longer peak periods, fewer opportunities for safe pedestrian movements, and increased traffic safety concerns.

The proposed improvements consist of construction of a grade-separated interchange to replace two signalized at-grade intersections, located at U.S. Route 15 and Edwards Ferry Road, and at Fort Evans Road, to increase capacity for all traffic movements, and enhance existing pedestrian mobility. 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 considered logical.

Typical Section: See Appendix A: Typical Section.

Structures: N/A

SOCIO-ECONOMIC

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

Source: U.S. Census Bureau, American Fact Finder, VDOT Project Manager

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: Town of Leesburg

Existing or Planned Bicycle/Pedestrian Facilities Present with impacts

Source: GIS Review, Town of Leesburg

Socio-Economic Comments: Minority populations are present within the study area, but are not anticipated to be disproportionately impacted as the project does not involve relocations or changes in access (see Appendix B: Environmental Justice Analysis). No low-income populations, existing or planned public recreational facilities, nor community service facilities have been identified within the project area. Sidewalks currently exist along the north and south sides of Edwards Ferry Road east of U.S. Route 15; along the south side of Edwards Ferry Road for a distance of 630 feet east of Heritage Way; and along the north and south sides of Fort Evans Road, east of the driveways to the Leesburg Corner Premium Outlets and Fort Evans Plaza. The proposed project includes improvements to significantly enhance mobility for pedestrians and bicyclists, including a new sidewalk along the north side of Edwards Ferry Road from Heritage Way to U.S. Route 15; a new sidewalk along the south side of Edwards Ferry Road approaching U.S. Route 15 from the west; Americans with Disabilities Act (ADA)-compliant curb ramps, crosswalks, and pedestrian signals at Edwards Ferry Road to enable crossing of ramps and frontage roads serving U.S. Route 15; ADA-compliant curb ramps, crosswalks, and pedestrian signals at Fort Evans Road to enable crossing of ramps and frontage roads serving U.S. Route 15; a new sidewalk along the north side of Fort Evans Road between U.S. Route 15 and the west driveway to Fort Evans Plaza (Home Depot, Petco, Hobby Lobby); shared use path segments along U.S. Route 15 between Edwards Ferry Road and Fort Evans Road; and, new sidewalk connections to the Fort Evans/Heritage Way cul-de-sac, the Leesburg outlet shopping center, and a private commercial driveway.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: VDOT Integrator, Loudoun County GIS Review

6(f) Conversion: **Acres of Conversion:**

4(f) Comments: There are no 4(f) resources in the vicinity of the project.

6(f) Comments: There are no 6(f) resources in the vicinity of the project.

CULTURAL RESOURCES

Section 106 Effect Determination: NO EFFECT

Name of Historic Property: N/A

DHR Concurrence date: 04/27/2016

MOA/PA Execution Date: None

Cultural Resource Comments: The Virginia Department of Historic Resources (VDHR) has concurred with VDOT's findings: (1) that architectural properties 253-515, 253-5181, and 253-5156 do not meet the criteria for National Register of Historic Places (NRHP) individual eligibility in relation to Criteria A, B, C, and D, nor do they contribute to an historic district if one were to exist on this project and that properties 253-5011 and 253-5019 are no longer extant; (2) that the portion of Ball's Bluff Battlefield (053-5058/VA006) located within the project's Area of Potential Effect has lost integrity and does not contribute to the potential NRHP eligibility of the battlefield; and (3) the determination that the project will have no effect upon historic properties.

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

Based upon a review of the DGIF database search and DCR Natural Heritage Conservation Site Maps for the project area, Threatened or Endangered species collections/records are within the required search distance for the project. 08/03/2017 T Wasaff

100 Year Floodplain: None

Regulatory Floodway Zone: Not Present

Public Water Supplies: Not Present

Are any tidal waters/wetlands present? No

Wetlands: None

Tidal Acres of Impact:

Tidal Wetland Type: None

Are any Non-Tidal Wetlands Present? No

Non Tidal Acres of Impact:

Non Tidal Wetland Type: None

Total Wetland Acres of Impacts: 0

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 GIS Integrator database indicated that no agricultural/forestal districts, nor Virginia Outdoors Foundation (VOF) open space easements, are present within the project area. Coordination with VOF confirmed that no open space easements are present.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

Alternatives Analysis Required? No

Source: Natural Resources Conservation Service (NRCS) Coordination

Farmland Comments: Per coordination with NRCS, the project area is committed to urban use; thus, the project area does not qualify as prime/unique/statewide or locally important farmland. The project is required to follow erosion and sediment control plans.

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 best management practices 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: The Virginia Department of Conservation and Recreation (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

Air Quality Status and Regional Conformity

Jurisdiction Description: This project is located within a Marginal 8-hour Ozone Nonattainment 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 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.

- ✓ 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)).

This project is listed on Page B-72 (con ID 382) of the air quality conformity analysis of the 2015 CLRP Amendment and FY2015-2020 TIP as a widening project.

Carbon Monoxide

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.

An intersection project adjacent to an interchange would fall under the types of projects listed in Table 3 of the agreement. The table lists a 12 lane interchange configuration with a 6 lane intersection for all approaches within 300 feet of the interchange and an approach speed of 15 mph. The modeled CO concentrations for this type of project excluding the background concentrations is 8.1 ppm for the one-hour and using a persistence factor of 0.77, an eight-hour concentration of 6.2 ppm. When the background concentrations of 1.6 ppm and 1.4 ppm are factored in to the one-hour and eight-hour concentration they increase to 9.7 ppm and 7.6 ppm, respectively. These predicted values are well below the NAAQS of 35 ppm for the one-hour and 9 ppm for the eight-hour. This configuration would give a much worst-case scenario than that of the proposed interchange improvements that will be located over 3000 feet from the intersection with Edwards Ferry Rd and Battlefield Parkway. Additionally, the project will reduce congestion and delay at the two existing intersections where traffic exceeds the capacity and is expected to result in a corresponding improvement in air quality.

Particulate Matter

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

PM Hotspot Analysis Required? No

The final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in Fine Particulate Matter (PM2.5) nonattainment and maintenance areas was published on March 10, 2006. This project is located in a PM2.5 attainment area and therefore no further discussion of PM2.5 is necessary.

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

General Comments: None

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? Yes

Noise Comments: A Preliminary Noise Analysis was completed for this project. A total of 126 noise sensitive sites representing 188 residences, five commercial facilities, one pool, one hotel patio, one school and its associated playground area, and one church and its associated playground area were evaluated. Seven (7) sites representing 13 residential units are predicted to be impacted by traffic noise under the future design year (2040) build condition. One noise barrier was evaluated to benefit the impacted sites. The barrier was found to be both feasible and reasonable under the VDOT's State Noise Abatement Policy. The barrier extends 953 feet along the northbound lane of Route 15. The barrier has an average height of approximately 19 feet and has a total surface area of 18,202 square feet. The barrier benefits all seven (7) impacted sites representing 13 residential units. The barrier also benefits an additional four non-impacted sites representing eight residential units. For more information, please reference Appendix C: Preliminary Noise Analysis.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 2.48

Temporary Easement: 2.78

Permanent Easement: 0.66

Utility Easement: 0

Amount of Right of Way Acreage: 5.92

Septic Systems or Wells: Not Present

Hazardous Materials: Present with impacts

Source: PFI Plan Right of Way Data Sheet, Project Manager, VDOT Hazardous Materials Staff

ROW and Relocations Comments: A total of approximately 5.92 acres of right of way are anticipated to be required for the project, of which 2.48 acres are fee simple, 0.66 acres are permanent easements, and 2.78 acres are temporary easements. A Phase 2 Hazardous Materials Environmental Site Assessment (ESA) found low levels of petroleum contaminated soil on Parcel 12. Depending on the approximate total depth of excavation, a special provision for managing petroleum contaminated soil may be warranted. If any solid or hazardous waste is generated/encountered during construction, all applicable federal, state, and county regulations for their disposal will be followed.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: No

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

Indirect (Secondary) impacts: Yes

Source: VDOT Project Manager; VDOT Six Year Improvement Program; Constrained Long Range Plan

Cumulative and Indirect Impacts Comments: Indirect impacts of the project include increased economic growth due to the better traffic circulation and urbanization. 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 substantial cumulative or indirect impacts.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Agency Scoping Comments

Public Hearing: No

Other Public Involvement Activities: Yes

Type of Public Involvement: Public Information Meetings (PIM)

Public Involvement Comments: Two (2) PIMs were held for the project. The first was held on Thursday, March 10, 2016 at Leesburg Elementary School in Leesburg, Virginia. The PIM was followed by a comment period ending on April 10, 2016 that resulted in 65 public comments. A second PIM for the project was held on Thursday, March 2, 2017 at the same location. Following the second PIM, 34 comments were collected during the public comment period which ended March 16, 2017. The Leesburg Town Council formally endorsed the interchange configuration on May 9, 2017. A Design Public Hearing is scheduled for April 2018, following completion of the NEPA document.

COORDINATION

State Agencies:

Department of Environmental Quality
DEQ - Air Division
DEQ - Waste Division
DEQ - Water Division
Department of Forestry
Department of Game and Inland Fisheries
Department of Health
Department of Historic Resources
Department of Mines, Minerals and Energy
Virginia Marine Resources Commission
Virginia Outdoors Foundation

Local Entity:

Loudoun County Board Of Supervisors
Loudoun County/City Planner
Leesburg County Administrator
Loudoun Economic Development Office
Leesburg Mayor
Loudoun Office of Transportation
Loudoun Parks and Recreation
Leesburg Public Works
Leesburg Town/City Manager

Other Coordination Entities:

National Oceanic and Atmospheric Administration
U.S. Department of Agriculture
Virginia Department of Agriculture and Consumer Services
Virginia Economic Development Partnership
Virginia Department of Housing and Community Development
Virginia Department of Rail and Public Transportation
National Trust for Historic Preservation
Virginia State Police Department

Federal Agencies:

Environmental Protection Agency
U.S. Army Corps of Engineers
Federal Emergency Management Agency
U.S. Fish and Wildlife Service
Natural Resources Conservation Service
National Park Service
Department of Interior

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.