

## Categorical Exclusion (CE)

Project Information			
<b>Project Name:</b>	Design/Build: RTE 15 & I66 HAYMARKET P&R LOT	<b>Federal Project#:</b>	STP-5A01(767)
<b>Project Number:</b>	PR15-076-236, C501, D665, P101, R201	<b>Project Type:</b>	Construction
<b>UPC:</b>	109486	<b>Charge Number:</b>	
<b>Route Number:</b>	15	<b>Route Type:</b>	Primary
<b>Project Limit--From:</b>	Ramp B @ I66 and Rte 15	<b>To:</b>	Rte 15 and Heathcote Blvd
<b>Additional Project Description:</b>	Construction of a Park and Ride (P&R) Lot northeast of the interchange at Route 15 and Interstate 66 (I-66) in Haymarket, Virginia as part of the Transform 66 Congestion Mitigation Transportation Management Plan (TMP), to accommodate passenger vehicles, buses, pedestrians, and bicyclists. Access to the commuter lot would be provided via an access road from Heathcote Boulevard through a planned commercial development.		
<b>Purpose And Need:</b>	The need for commuter parking spaces in the Haymarket area was identified in a 2009 I-66 Transit/Traffic Demand Management (TDM) study in support of the larger Transform 66 Outside the Beltway project. The P&R Lot is intended to provide a staging area to support additional opportunities for transit, carpooling, and vanpooling travel options along the I-66 corridor to reduce traffic congestion.		
<b>District:</b>	<b>City/County:</b>	<b>Residency:</b>	
Northern Virginia	Prince William	Manassas	

<b>Date CE level document approved by VA Division FHWA:</b>	
<b>FHWA Contact:</b>	
<b>Project in STIP:</b> Yes	<b>In Long Range Plan?</b> Yes
<b>CE Category 23 CFR 771.117:</b> d04	
<b>Description of Category:</b> Transportation corridor fringe parking facilities.	
<b>Logical Termini and Independent Utility:</b> Yes	
<b>Next Phase of Funding Available?</b> Yes	
<p><b>Comments:</b> John Simkins is the project's FHWA Contact. The NEPA Documentation Concurrence Form for the project was signed on 1/25/2017. The proposed improvements include a Park &amp; Ride (P&amp;R) lot with multimodal facilities including bus bays, passenger shelters, eight bicycle racks, four bicycle lockers each containing spots for two bicycles, and a pick up/drop off area; an access road from Heathcote Boulevard; and a 93' long, 72" diameter drainage culvert conveying a stream that runs through the project area. This project is included in the Constrained Long Range Plan (CLRP) as a grouped project within the I-66 TMP (UPC 108826). 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 endpoints for environmental review and are logical.</p>	
<p><b>Typical Section:</b> The P&amp;R lot would contain 230 parking spaces, nine of which are planned to be compliant with the Americans with Disabilities Act (ADA). Parking spots would be oriented perpendicular to and leading directly to the bus shelters. Parking spaces would be standard size (9' x 18' with 24' separation). An access road, leading to Heathcote Boulevard, would be designed as an Urban Local Road (GS-8) with two 12' lanes, and a right turn bay at the intersection with Heathcote Boulevard. The typical cross section will include a sidewalk with curb and gutter on the north side and an 8' graded shoulder with a ditch on the south side.</p>	
<b>Structures:</b> Two bus shelters would be constructed as part of this project.	

## SOCIO-ECONOMIC

**Minority/Low Income Populations:** Not Present                      **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:** No

**Source:** Prince William County Department of Planning and Zoning

**Existing or Planned Bicycle/Pedestrian Facilities:** Not Present

**Source:** Prince William County Department of Parks and Recreation

**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 within the project area. Prince William County Department of Parks and Recreation noted during project scoping that given the appropriate bicycle and pedestrian facilities, the project has the potential to serve as an auxiliary trailhead for the Catharpin Greenway as it is developed. The project area parcels are zoned B-1 (General Business) and A-1 (Agricultural) and are planned for a Regional Employment Center. The Prince William Department of Planning and Zoning provided comments indicating that while the project does not support the current zoning or the planned use for the project area, the proposed commuter lot is a public facility and could support the planned Regional Employment Center. For more information on the project's socioeconomic impacts, please see Appendix A. Environmental Justice Assessment.

## SECTION 4(f) and SECTION 6(f)

**Use of 4(f) Property:** No

**Source:** Prince William County Department of Parks and Recreation, VDOT GIS Integrator

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

**4(f) and 6(f) Comments:** There are no 4(f) nor 6(f) resources in the vicinity of the project.

## CULTURAL RESOURCES

**Section 106 Effect Determination:** NO ADVERSE EFFECT

**Name of Historic Property:** N/A

**DHR Concurrence date:** 12/15/2016

**MOA/PA Execution Date:** None

**Cultural Resource Comments:** The Virginia Department of Historic Resources (DHR) has concurred with VDOT's recommendation that the project will have no adverse effect on historic properties, finding that the previously identified architectural properties 233-5006, 233-5007, and 076-5367 are not eligible for the National Register of Historic Places (NRHP) individually, nor as contributing elements to any historic district; and that the small portion of the Buckland Mills battlefield (030-5152) located within the project's area of potential effect has lost integrity and does not contribute to the potential NRHP eligibility of the battlefield.

## NATURAL RESOURCES

**Are Waters of the U.S. present?** Yes

**Linear Feet of Impact:** Approximately 200

**Federal Threatened or Endangered Species:**

Harperella (Ptilimnium nodosum)-Federal:FE-Not Present

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:** Present with no impact

**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:** 0.08            **Wetland Type:** Forested

**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:** The proposed project will impact an intermittent stream channel for installation of a conveyance structure. There are some fringing floodplain wetlands associated with this stream system that may be impacted by the final design. Anticipated water quality permits required for the project are an U.S. Army Corps of Engineers' State Programmatic General Permit (SPGP) and a Virginia Department of Environmental Quality's Virginia Water Protection General WP3. Exact impact quantities are unknown until plans are finalized by the design build team who is also responsible for permit acquisition.

**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. Correspondence with VOF confirmed these findings.

**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)

**Farmland Comments:** Per coordination with NRCS, a small portion of the project area would be considered prime farmland; however, the surrounding area has been urbanized to the extent that this location would no longer be considered prime 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 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:** 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.

## AIR QUALITY

### Exempt Status

Not exempt under 40 CFR 93.126 & 127

### 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.

While this project isn't listed in the project types identified in the Current FHWA CO agreement that have been identified as not having an adverse effect on CO NAAQS through a worst-case analysis it would be expected to have much less of an impact than those examples given. For example, Table 3 of the agreement lists an 18 lane interchange configuration with a 6 lane intersection within 300 feet and an approach speed of 15 mph. This configuration gives a worst-case modeled concentration of 9.1 ppm for the one hour CO NAAQS. When a persistence factor of 0.77 is applied and a background concentration for Northern Virginia of 1.6 ppm and 1.4 ppm for the one hour and eight hour NAAQS, respectively, the results (10.9ppm-1 hr and 8.4ppm -8 hr) are well below the NAAQS. This configuration would give a much worse-case scenario than that of the proposed park and ride lot that will have 230 spaces and will be located over 400 feet from the intersection with the eight lane I-66. Additionally, the proposed park and ride lot would reduce some long-distance trip-making that now occurs via automobile, resulting in a corresponding improvement in air quality.

### Air Quality Status and Regional Conformity

This project is located in: An Ozone Nonattainment Area

- ✓ The project is not considered regionally significant and/or is not of a type that would normally be included in the regional transportation model.

This project is located in an Ozone Nonattainment Area

### Particulate Matter

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

- ✓ The project is not considered regionally significant and/or is not of a type that would normally be included in the regional transportation model.

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

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.

## NOISE

**Noise Scoping Decision:** Type I - Noise study required

**Barriers Under Consideration?** No

**Noise Comments:** A Qualitative Preliminary Noise Analysis was completed for this project, and it was determined that the low traffic volumes generated by the proposed P&R lot compared to the volumes on the I-66 mainline are not anticipated to change the noise environment in the vicinity of the project. For more information, please reference Appendix B. Noise Analysis Memorandum.

## RIGHT OF WAY AND RELOCATIONS

**Residential Relocations:** No

**Commercial Relocations:** No

**Non-Profit Relocations:** No

**Right of Way required?** Yes      **Amount of Right of Way Acreage:** 1.65

**Septic Systems or Wells:** Present with impacts      **Hazardous Materials:** Not Present

**Source:** Project Manager, RFP Plans Right of Way Data Sheet, Hazardous Materials Summary Report, Prince William County Health District, VDOT GIS Integrator

**ROW and Relocations Comments:** A total of approximately 1.65 acres of right of way are required for the project, of which 0.69 are permanent easements and 0.96 are temporary easements. The Prince William County Health Department records do not indicate exact locations of wells or septic tanks; however, septic fields in the project area were drained and demolished, and an existing well was properly closed during construction of the I-66/Route 15 Interchange project. Field verification during lot clearing will be necessary. All existing septic tanks and wells in the project area must be properly abandoned according to regulations. An application to abandon the wells and septic tanks must be filed with the Prince William Health District Division of On-Site Sewage and Water Services. The project has been cleared for advertisement and construction by the Regional Hazardous Materials Manager.

## 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 Six Year Improvement Plan and Constrained Long Range Plan; NoVA Transportation Planning Section; VDOT Project Manager

**Cumulative and Indirect Impacts Comments:** Reasonably foreseeable actions within or in close proximity to the project study area include: the I-66 / U.S. Route 15 Interchange Reconstruction; I-66 Widening from U.S. Route 15 to U.S. Route 29 in Gainesville; U.S. Route 29 / Linton Hall Road Interchange; U.S. Route 29 / Heathcote Boulevard / I-66 Ramp; Widening of U.S. Route 29 to six lanes between U.S. Route 15 and the I-66 / U.S. Route 29 Interchange; Widening of U.S. Route 15 to four-lane divided highway from U.S. Route 29 to the I-66 / U.S. Route 15 Interchange; Railroad Grade Separation south of U.S. Route 55 along U.S. Route 15; and Transform 66 Outside the Beltway Corridor Improvements from U.S. Route 15 in Prince William County to I-495 in Fairfax County. 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. They have additionally 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 are relatively minimal when compared with projects occurring in the surrounding area. Implied indirect effects of the project include increased ridership for transit service providers; local traffic congestion relief; and a decrease in demand for parking at designation sites.

## PUBLIC INVOLVEMENT

**Substantial Controversy on Environmental Grounds:** No

**Source:** Agency Scoping Comments

**Public Hearing:** No

**Other Public Involvement Activities:** Yes

**Type of Public Involvement:** VDOT will post a public notice of document availability for the CE following completion of the document.

**Public Involvement Comments:** A Notice of Willingness to hold a Design Public Hearing was posted for the project on 01/11/2017, 01/12/2017, and 01/13/2017 and re-advertised on 01/18/2017, 01/19/2019, and 01/20/2017. The posting expired on January 30, 2017 with no requests for a Design Public Hearing.

## COORDINATION

**State Agencies:**

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

**Federal Agencies:**

Natural Resources Conservation Service

**Local Entity:**

Prince William County Board Of Supervisors  
Haymarket Mayor  
Prince William County Health Department  
Prince William Community Development  
Prince William County/City Planner  
Prince William Fire and Rescue  
Northern Virginia District Housing Director  
Prince William Office of Transportation  
Prince William Parks and Recreation  
Prince William Public Works  
Prince William Superintendent of Schools

**Other Coordination Entities:**

VDOT Transportation and Land Use Director for PWC  
PWC Public School Transportation Services  
PWC Department of Social Services  
Virginia Department of Rail and Public Transportat  
Virginia Department of Agriculture and Consumer Se

**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.**