

Project Information

Project Name:	RTE 7 INTERCHANGE AT BATTLEFIELD PKWY	Federal Project#:	STP-5A01(704)
Project Number:	0007-253-109, B601, C501, P101, R201	Project Type:	Construction
UPC:	106573	Charge Number:	
Route Number:	7	Route Type:	Primary
Project Limit--From:	Approx. 0.75 Miles West of Battlefield Parkway	To:	Approx. 0.75 Miles East of Battlefield Parkway
Additional Project Description:	The project includes construction of a grade-separated interchange at Route 7 (East Market Street) and Battlefield Pkwy to replace the current signalized intersection; modification of the signalized intersection at Route 7 and Cardinal Park Drive; construction of an eastbound auxiliary lane from Cardinal Park Drive to the proposed Route 7/Battlefield Pkwy interchange and an eastbound auxiliary lane from the proposed Route 7/Battlefield Pkwy interchange to the Crosstrail Blvd/River Creek Pkwy intersection; and the addition of cyclist/pedestrian accommodations along Battlefield Parkway.		
Purpose And Need:	The project is intended to relieve congestion; improve traffic operations, safety, and pedestrian/vehicle flow; and allow Route 7 to function as a limited-access freeway through the Town of Leesburg in accordance with the Leesburg Town Plan, adopted June 26, 2012, as amended through July 2017.		
District:	City/County:	Residency:	
Northern Virginia	Leesburg	Leesburg	

Date CE level document approved by VA Division FHWA: 09/27/2017

FHWA Contact: Simkins, John A.

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

CE Category 23 CFR 771.117: d

Description of Category: Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR §1508.4) and paragraph (a) of this section may be designated as CEs only after Administration approval unless otherwise authorized under an executed agreement pursuant to paragraph (g) of this section. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: The project is included in a State Transportation Improvement Program (STIP) and Constrained Long Range Plan (CLRP) grouping for Safety/ITS/Operational Improvements. 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.

Typical Section: The project proposes to construct a new grade separated interchange at the existing signalized intersection of Battlefield Parkway and Route 7. The improvements include multiple roadway typical sections as follows:

1. The Route 7 typical section includes three 12-foot through lanes and one 12-foot auxiliary lane in the eastbound direction; a 12-foot additional auxiliary lane in the eastbound direction between Cardinal Park Drive and the ramp to Battlefield Parkway; three 12-foot through lanes and one 12-foot auxiliary lane in the westbound direction; a 12-foot right turn lane in the westbound direction at the Clarion Hotel; and a 12-foot right turn lane in the eastbound direction at Cardinal Park Drive. The inside graded shoulder widths will be 14-foot and the outside graded shoulder widths will be 14-foot in areas where there is no curb and gutter.
2. The Battlefield Parkway typical section includes three 12-foot through lanes in the northbound direction; a 12-foot right turn lane at Russell Branch Parkway and the Potomac Station Shopping center in the northbound direction; two 12-foot left turn lanes to the Route 7 westbound ramps; three 12-foot through lanes in the southbound direction; a 12-foot right turn lane at the Russell Branch Parkway extension; and two 12-foot left turn lanes to the Route 7 eastbound ramps. Curb and gutter is utilized along both northbound and southbound sides along Battlefield Parkway with a 5-foot sidewalk along the southbound side and a 10-foot shared use path along the northbound side.

3. The interchange ramps include pavement widths between 16 to 36 feet, with paved shoulders ranging from 4 to 12 feet.
4. The Keystone Drive typical section is curb and gutter with 30 feet of pavement and a 5-foot sidewalk along the northbound side.
5. The west driveway includes 22 feet of pavement with 8-foot graded shoulders.

Structures: The new bridge structure will be 177 feet wide and 200 feet long. The bridge length allows for the possible future widening of Route 7 and of Battlefield Parkway. Mechanically stabilized earth (MSE) walls will be located along Route 7 in both directions at the bridge abutments. MSE walls will also be located along Ramps A and D to avoid impacting the power transmission poles.

The project will require a new drainage system including curb inlets, pipes, drop inlets, and culverts. The existing drainage structures will be utilized to the greatest extent feasible; this will include extending existing culverts and existing structure adjustments. Excavation will be required for any structures and foundation requirements, as well as roadside ditches and pipe bedding.

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, Public Hearing Plans

Existing or Planned Public Recreational Facilities: Present with no impact

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: Leesburg Town Plan, VDOT Integrator, Leesburg Department of Public Works and Capital Projects

Existing or Planned Bicycle/Pedestrian Facilities Not Present

Source: Leesburg Town Plan

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 A: Environmental Justice Analysis). New access to the Leesburg FC Complex will be provided but the soccer fields will not be impacted. The ballfields at John W. Tolbert Elementary School will not be impacted or have access changes. No community services have been identified within the project area. Current land uses surrounding the proposed project area include a mixture of vacant land and commercial/retail uses. The Town of Leesburg is currently developing a Small Area Plan that reconsiders future land use in the area and designates the property in the northwest quadrant of the project area for mixed-use development. There are no existing bicycle/pedestrian facilities along Battlefield Parkway between Russell Branch Parkway and the entrance to the Marketplace at Potomac Station shopping center. Leesburg's Comprehensive Plan calls for bicycle/pedestrian facilities in this location. The project will provide a new sidewalk and shared-use path, completing the link in the Town's bicycle/pedestrian network.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: VDOT Integrator, Loudoun County WebLogis 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: 02/22/2018

MOA/PA Execution Date: None

Cultural Resource Comments: The Virginia Department of Historic Resources (VDHR) has concurred with VDOT's findings: (1) that archaeological sites 44LD1752, 44LD1753, and 44LD1786 are not eligible for listing on the National Register of Historic Places (NRHP); (2) that previously recorded architectural resources #253-5012 and #253-5136 are now demolished, and that #253-5137 was previously determined not individually eligible by the VDHR in 2008; (3) that architectural resources #235-5017, #253-5185, #253-5186, and #253-5187 are not individually eligible for the NRHP; (4) that the Ball's Bluff Battlefield, architectural resource #053-5058, is partially within the area of potential effect (APE); however the project's APE is located outside of any American Battlefield Protection Program potential National Register or expanded National Historic Landmarks battlefield limits; (5) that no potential historic districts are present in the APE; and (6) that the project will have No Effect upon historic properties.

NATURAL RESOURCES

Are Waters of the U.S. present? Yes

Linear Feet of Impact: Approximately 1311

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: 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

Tidal Acres of Impact: 0

Tidal Wetland Type: None

Are any Non-Tidal Wetlands Present? Yes

Non Tidal Acres of Impact: 1.3

Non Tidal Wetland Type: Emergent

Total Wetland Acres of Impacts: 1.3

Are water quality permits required? Yes

Natural Resource Comments: A search of VDOT's GIS Integrator database indicates Department of Natural Heritage (DNH) sites, Brook Floater Mussel (State Endangered), Green Floater Mussel (State Threatened), and habitat for the Green Floater Mussel are all found within two (2) miles of the proposed project. This project is within the Tuscarora Creek watershed. Due to distance, concerns to potential mussel habitat in Goose Creek and the Potomac River are not anticipated. VDOT's GIS Integrator also identified the Northern Long-eared Bat (Federal Threatened), Tri-Color Bat (State Endangered), and Little Brown Bat (State Endangered) within the search area; however, no known roost trees and no hibernacula for this species are located near the proposed project. A search of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Coordination (IPaC) database identified the Northern Long-eared Bat (NLEB) as the only protected federal species within two (2) miles of the proposed project. A project review package and self-certification letter with a "May Effect" determination relying on the finding of the January 2016 Programmatic Biological Opinion for Final 4(d) Rule for the NLEB and Activities Excepted from Take Prohibitions was submitted to USFWS for review; USFWS did not respond with comments within 30 days signifying concurrence with the determination. The project has the potential to impact several intermittent and perennial stream systems that flow into Tuscarora Creek. Wetlands, primarily palustrine emergent (PEM), are associated with these streams. Unavoidable impacts to Waters of the U.S., including streams and wetlands, will require water quality permits in support of §401 and 404 of the Clean Water Act. The Virginia Department of Health Office of Drinking Water (VDH ODW) identified one (1) public groundwater well within a one (1)-mile search radius from the project. Based on the proximity of well location to the project, no impact is anticipated. The project is not within the watershed of any public surface water intakes.

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, dated 12/04/2017, confirmed that there are no existing nor proposed open space easements within the immediate vicinity of the project.

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, dated 04/02/2018.

Farmland Comments: Per coordination with the NRCS, the project area is committed to urban use and no prime or unique farmland will be affected. The project is required to develop and follow an erosion and sediment control plan.

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.

Exempt Status

The project is of the type that would be exempt from conformity, as outlined in section 93.126 of the transportation conformity regulation. Therefore, CO, PM, and MSAT analyses are not required for either conformity purposes (per EPA regulation) or NEPA (per FHWA guidance, and VDOT programmatic agreements with FHWA and corresponding protocols specified in the VDOT Resource Document.)

Exempt under 40 CFR 93.126, Table 2, Safety - "Projects that correct, improve, or eliminate a hazardous location or feature". The project purpose and need statement (email from District staff 9/1/2017) cites safety as its first point, as follows: "Improve safety and pedestrian/vehicle flow, and allow Route 7 to function as a limited-access freeway..." According to District staff (email 9/7/2017), "In regard to proposed safety mitigation, generally grade separated interchange increase safety over an at grade intersection that exist now". A link was also provided to a ranking of worst-intersections in 2014, which had this intersection at the top of the list. See: <http://www.simmsshowerslaw.com/leesburgs-most-dangerous-intersections-from-2004-to-2014>.

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? No

Noise Comments: A Preliminary Noise Analysis was completed for this project. Noise modeling was completed for Existing (2015), No-Build (2040), and predicted Design Year (2040) Build conditions. Under Design Year (2040) Build conditions, a total of one receptor representing a basketball court is anticipated to experience noise impacts. A barrier was evaluated in an attempt to mitigate Design Year (2040) Build noise impacts at this location. The results of the Preliminary Noise Analysis concluded that the noise barrier was feasible, but not reasonable under VDOT's State Noise Abatement Policy. Therefore, noise abatement is not currently recommended for this project. No considerable, long-term construction related noise impacts are anticipated. Any noise impacts that do occur as a result of roadway construction measures are anticipated to be temporary in nature and would cease upon completion of the project's construction phase. Further study may be completed in Final Design to refine the abatement options.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 14.4

Temporary Easement: 10.1

Permanent Easement: 0.1

Utility Easement: 0

Amount of Right of Way Acreage: 24.6

Septic Systems or Wells: Present with impacts

Hazardous Materials: Present with impacts

Source: Public Hearing Plans, Loudoun County Health Department, VDOT Integrator, American Society for Testing Materials (ASTM) Phase I Environmental Site Assessment (ESA)

ROW and Relocations Comments: A total of approximately 24.6 acres of right of way are anticipated to be required for the project, of which 14.4 acres are fee simple, 0.1 acres are permanent easements, and 10.1 acres are temporary easements. No families, persons, businesses, farms, or non-profit organizations will be displaced as a result of this project. A Phase I ESA, completed for the project in December 2017, identified six (6) recognized environmental conditions (RECs) with the potential to impact soil and/or groundwater resources in the project area. The Phase I ESA recommends that a Phase II ESA be completed at selected locations. If any solid or hazardous waste is generated/encountered during construction, all applicable federal, state, and county regulations for their disposal will be followed. A number of private wells and septic systems were located near the project area. Any septic or well that has not been abandoned could collapse under the weight of heavy machinery and will require a permit for abandonment if the systems are no longer in use or have been determined to be demolished.

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 Project Manager, NoVA District Transportation Planning Section, VDOT Six Year Improvement Program, Constrained Long Range Plan

Cumulative and Indirect Impacts Comments: Reasonably foreseeable actions within or in close proximity to the project study area include: Battlefield Parkway Shared Use Path at Route 15; Route 15 Interchange at Edwards Ferry Road and Fort Evans Road; Battlefield Parkway – Route 15 to Dulles Greenway; and Belmont Ridge Road Widening from Hay Road to Gloucester Parkway, among others.

Indirect impacts of the project include increased economic growth due to improved 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 and indirect impacts.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Agency Scoping Comments, Public Hearing Comments

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

Other Public Involvement Activities: Yes

Type of Public Involvement: Public Information Meeting (PIM), Notice of Public Availability

Public Involvement Comments: A PIM was held for the project on Tuesday, May 16, 2017 at John W. Tolbert Elementary School in Leesburg, VA. The PIM was followed by a comment period ending May 31, 2017 that resulted in 11 public comments. A Design Public Hearing (DPH) was held on Wednesday, March 7, 2018, also at John W. Tolbert Elementary School in Leesburg, VA. The comment period for the DPH ended March 17, 2018. Of the 38 public comments received, one comment was about noise levels from cars and trucks. VDOT will post a 15-day notice of document availability for the CE following completion of the NEPA document.

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
Department of Mines, Minerals and Energy
Virginia Marine Resources Commission
Virginia Outdoors Foundation

Federal Agencies:

Natural Resources Conservation Service
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers

Local Entity:

Loudoun County Board Of Supervisors
Loudoun County Health Department
Loudoun County Administrator
Leesburg County/City Planner
Loudoun County/City Planner
Loudoun Economic Development Office
Leesburg Economic Development Office
Leesburg County Administrator
Loudoun Fire and Rescue
Loudoun Housing Director
Leesburg Mayor
Loudoun Office of Transportation
Leesburg Parks and Recreation
Loudoun Parks and Recreation
Leesburg Planning District
Loudoun Planning District
Leesburg Public Works
Loudoun Public Works
Loudoun School
Leesburg Town/City Manager

Other Coordination Entities:

Virginia State Police Department
Church of the Holy Spirit
Harper Park Middle School
John W. Tolbert Elementary School
Loudoun County Department of Fire and Rescue
Loudoun County Sheriff's Office
Loudoun Water
Potomac Hills Presbyterian Church

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.