

Project Information

Project Name:	#HB2.FY17 WIDEN EAST SPRING STREET	Federal Project#:	STP-5A01(749)
Project Number:	U000-235-354, C501, P101, R201	Project Type:	Construction
UPC:	105521	Charge Number:	
Route Number:	9999	Route Type:	Urban
Project Limit--From:	0.159 MILE WEST OF HERNDON PARKWAY	To:	0.059 MILE EAST OF FAIRFAX COUNTY PARKWAY ON-RAMP
Additional Project Description:	Widen Spring Street from four lanes to six lanes, improve Fairfax County Parkway ramps, improve intersection, and improve sidewalks.		
Purpose And Need:	The purpose of the project is to reduce congestion, add capacity, and provide a pedestrian-scale, multimodal environment. The need is increasing traffic and operational deficiencies for the travelling public to nearby land uses and a future Herndon Metrorail Station.		
District:	City/County:	Residency:	
Northern Virginia	Herndon	Fairfax	

Date CE level document approved by VA Division FHWA: 11/09/2017

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 involves widening East Spring Street from four to six lanes to enhance capacity and accommodate greater Annual Average Daily Traffic (AADT). East of the Herndon Parkway Intersection, the East Spring Street AADT is anticipated to increase from 30,400 in 2016 to 47,200 in 2042, the design year (a growth rate of 2.1%). The East Spring Street 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: West of the Herndon Parkway intersection, Spring Street eastbound will be two through lanes, one through and right turn lane (RTL), and one left turn lane (LTL); westbound will remain as two through lanes. East of the Herndon Parkway intersection, Spring Street eastbound will have three through lanes to the Fairfax Parkway ramp intersection; Spring Street westbound will be two through lanes, one RTL and dual LTLs. South of the Spring Street intersection, Herndon Parkway northbound will be one through lane, a through and RTL, one RTL and one LTL; Herndon Parkway southbound will remain at two through lanes. North of the Spring Street intersection, Herndon Parkway southbound will be one through lane, one through and RTL and dual LTLs; Herndon Parkway northbound will remain as two through lanes. The Route 286 off-ramp at the Spring Street intersection will be reconfigured to two RTLs and one LTL. Detailed typical sections are attached. Five-foot wide sidewalks will be added along both sides of Spring Street and added or replaced along Herndon Parkway. North of the Spring Street intersection, an eight-foot pedestrian/bike facility will be added along the east side of Herndon Parkway.

Structures: There are no major drainage or bridge structures required for this project. There are four planned retaining walls and one planned modification to the existing box culvert to place a barrier/moment slab so that the right side of the box can be protected and allow for attachment of proposed and existing guardrail.

SOCIO-ECONOMIC

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

Source: USA.com, Virginia Department of Transportation (VDOT) GIS, VDOT EJ Analysis, VDOT Project Manager, Right of Way - Relocation Assistance Report

Existing or Planned Public Recreational Facilities: Present with impacts

Community Services: Present with no impact

Consistent with Local Land Use: Yes

Source: Town of Herndon, Northern Virginia (NOVA) Parks, Fairfax County Department of Transportation

Existing or Planned Bicycle/Pedestrian Facilities Present with impacts

Source: Town of Herndon, NOVA Parks, Fairfax County Department of Transportation

Socio-Economic Comments: Minority/low income populations are present within the general project vicinity. VDOT Environmental Justice (EJ) Analysis is attached. There are no EJ impacts due to relocations since the project involves no relocations. The left turn access from westbound East Spring Street to Sunset Park Drive will be closed due to safety issues. This will restrict access to buildings on parcels 008 and 010. Mitigation may include leaving or defer the closing of the existing eastern entrance for right in/right out to the Sunset Business Park; allowing limited U-turns on East Spring Street westbound to eastbound at the intersection with Herndon Parkway during off peak hours; modification to the circle drive at Herndon Parkway in order to facilitate movements of a WB-50 delivery truck; and discussion of installing a signal along Herndon Parkway at the circle entrance. The Washington and Old Dominion (W&OD) Trail is an existing public recreational facility. See Section 4(f) and Section 6(f) for more details. The project will provide for pedestrian/cyclist improvements to include high-visibility crosswalks; American with Disabilities Act (ADA) compliant sidewalks, curb ramps, and pedestrian signalization; a cycle track along the east side of Herndon Parkway; improved access to both the W&OD Trail and the Sugarland Run Trail; and a new sidewalk connection to Sunset Hills Road. Fairfax Department of Fire and Rescue has no concerns based on no planned detours and coordination of hydrant relocations.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: VDOT, Department of Conservation and Recreation (DCR), NOVA Parks

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

4(f) Comments: The project plan proposes to extend sidewalk and create a dedicated bicycle path along the Herndon Parkway to connect to the (W&OD) Trail, owned by NOVA Parks. Installation of these facilities will require grading and a retaining wall in the W&OD Railroad Regional Park. NOVA Parks will license this use of the W&OD Railroad Regional Park rather than grant easements. NOVA Parks concurred with Section 4(f) exemption 23 CFR 774.13 (g)(1) on 01/26/18 for the license on the W&OD Railroad Regional Park. The Virginia Department of Historic Resources (VDHR) was informed of the Federal Highway Administration's (FHWA) intent to make a Section 4(f) de minimis impact finding upon concurrence with a no adverse effect determination by VDOT. On 05/07/18, the FHWA concurred with the finding of de minimis 4(f) impacts on the W&OD Railroad Historic District which is coincident with the W&OD Railroad Regional Park.

6(f) Comments: The bicycle/pedestrian facility will serve to enhance recreational user access to the W&OD Railroad Regional Park. Since there will be no easement or fee simple right-of-way transfer there is no "take" from the Land and Water Conservation Fund protected area. As such, the proposed facility does not constitute a conversion of use.

CULTURAL RESOURCES

Section 106 Effect Determination: NO ADVERSE EFFECT

Name of Historic Property: W&OD Railroad Historic District

DHR Concurrence date: 04/27/2018

MOA/PA Execution Date: None

Cultural Resource Comments: A license from NOVA Parks will be acquired adjacent to the east side of Herndon Parkway for the installation of a bike path and upgraded sidewalk giving access onto the W&OD Trail. This will serve to enhance the W&OD Railroad Historic District. The project will slightly alter the setting and feeling of the W&OD District in the area adjacent to Herndon Parkway. This area has already undergone widespread urbanization/transformation over the past several decades. Although the project represents a slight change, there will be no diminishment of any aspects of historic integrity that qualify the property for the National Register of Historic Places/Virginia Landmarks Register.

NATURAL RESOURCES

Are Waters of the U.S. present? No

Linear Feet of Impact:

Federal Threatened or Endangered Species:

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. ✓ 04/09/2018 B Campbell

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: Not Present Tidal Acres of Impact: Tidal Wetland Type:

Are any Non-Tidal Wetlands Present? No Non Tidal Acres of Impact: Non Tidal Wetland Type:

Total Wetland Acres of Impacts:

Are water quality permits required? No

Natural Resource Comments: No Waters of the US are within proposed project limits. Based on review of Public Hearing plans and scope of project, no adverse effects to any Threatened and Endangered species or associated habitat are anticipated.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: No agricultural/forestal or open space easements are present in the project area based on a VDOT Comprehensive Environmental Data and Reporting System (CEDAR) Geographic Information System (GIS) database search. There are no existing nor proposed Virginia Outdoor Foundation (VOF) 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 Resource Conservation Service (NRCS) Coordination, CEDAR GIS

Farmland Comments: Per NRCS, this area is committed to urban uses and no prime farmland exists in this area any longer. Soil erosion would not be significantly impacted by this project. Care should be taken to protect any exposed soil.

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: Based on site visits by VDOT, invasive species are likely present in the project area. DCR has only general information about the distribution of invasives. Many invasive 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)).

Carbon Monoxide

CO Microscale Analysis Required for NEPA? No

Design Year 2042 ADT for Spring Street of 47.2k (NOVA District memo re "Spring Street Widening, Town of Herndon...") are well below the threshold specified in the FHWA-VDOT Programmatic Agreement (PA). Herndon Parkway design year ADT estimated using 2016 K-factors (VDOT TMS-HPMS) and 2042 forecast turning movements are lower, reaching only 38.5k. While the project includes a portion of a ramp connecting to Fairfax County Parkway, which has much lower ADT than Spring Street, the mainline is not being improved as part of this project. Even if it were to be improved, its design year 2042 ADT is only 68.1k, which may be considered a minor exceedance of the PA threshold of 59k that was based on an intersection with queuing and 2009 emission factors. If the 2009 emission factors used for the PA were to be updated with the current EPA MOVES model, they would be expected to be substantially lower given a much later modeling/ opening year (the advertising date on CEDAR is 11/30/2021) and continued fleet turnover to vehicles constructed to meet more stringent emission standards.

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.

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

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

A CE is planned for the project per IPM (accessed 12/5/2017).

NOISE

Noise Scoping Decision: Type III- Noise study not required

Barriers Under Consideration? No

Noise Comments: Noise study is not required.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 1.46

Temporary Easement: 1.7

Permanent Easement: 0.03

Utility Easement: 0

Amount of Right of Way Acreage: 3.2

Septic Systems or Wells: Not Present

Hazardous Materials: Not Present

Source: VDOT Preliminary Right of Way Data Sheet, Virginia Department of Health, Town of Herndon, Right of Way - Relocation Assistance Report, CEDAR GIS

ROW and Relocations Comments: No families, persons, businesses, farms or non-profit organizations will be displaced by this project. There are no buildings and no personal property located within the proposed right of way. The project has been cleared for advertisement and construction by the Regional Hazardous Materials Manager. No additional HazMat investigation is warranted at this time.

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: Yes

Source: VDOT Transportation Planning Section

Cumulative and Indirect Impacts Comments: A reasonably foreseeable future project is UPC 50100, East Elden Street widening and improvements, in the Town of Herndon funded in the second round of SMART Scale. Also, the Herndon Parkway Intersection at Van Buren Street will be improved including pedestrian and bike connectivity improvements. Indirect impacts include increased economic growth due to better traffic circulation and urbanization. However, 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: Fairfax County Department of Transportation, Town of Herndon

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

Other Public Involvement Activities: Yes

Type of Public Involvement: Public Information Meeting in November, 2017. Active public web site.

Public Involvement Comments: Public Hearing on 03/08/18. There were no substantive environmental comments from the Public Hearing.

COORDINATION

State Agencies:

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

Federal Agencies:

Natural Resources Conservation Service

Local Entity:

Fairfax Office of Transportation
Fairfax County/City Planner
Fairfax County Health Department
Fairfax Superintendent of Schools
Fairfax Economic Development Office
Fairfax Fire and Rescue
Fairfax Parks and Recreation
Herndon Town/City Manager

Other Coordination Entities:

Fairfax Co. Public School Transportation Services
NOVA Parks

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.