The Virginia Department of Transportation welcomes you to the National Environmental Policy Act (NEPA) public hearing and public information meeting for the Richmond Highway (Route 1) Corridor Improvements project from Jeff Todd Way to Napper Road in Fairfax County. We look forward to your active participation.

The environmental document, required as part of NEPA for the Richmond Highway Improvements project, is now available for public review and comment. In compliance with the National Environmental Policy Act and 23 CFR 771, an Environmental Assessment (EA) was prepared and approved by the Federal Highway Administration (FHWA) for this project.

You can review the EA online at www.virginiadot.org/richmondhighway, at the meeting tonight, or during business hours at VDOT's Northern Virginia District Office at 4975 Alliance Drive in Fairfax. Please call ahead at 703-259-2599 or TTY/TDD 711 to ensure appropriate personnel are available to answer your questions.

During tonight's meeting a court reporter is also available to take your comments. The project team is available to discuss project information and the NEPA process.

A fourth public information meeting is being held to provide an opportunity for citizens and organizations to comment or give suggestions on the proposed project design. VDOT strives to ensure that all members of the community have the opportunity to participate in public discussions on transportation projects and programs affecting them. VDOT and Fairfax County continue to coordinate on preliminary design of road improvements, the county's Embark initiative and the future Bus Rapid Transit (BRT) system.

A comment sheet is included in this brochure and your input is encouraged. All comments received will be reviewed by VDOT and the design team. You can email comments to richmondhighway@vdot.virginia.gov.

Project information shared at this meeting will be available at www.virginiadot.org/richmondhighway and at VDOT's Northern Virginia District Office.

The project team continues to meet with homeowner associations and community groups throughout the corridor. If you're interested in having the project team give a briefing to your group, let someone from the project team know tonight or email richmondhighway@vdot.virginia.gov.
This project will improve almost three miles of Richmond Highway between Jeff Todd Way and Napper Road. Proposed project improvements include:

- Widening the road from four lanes to six lanes
- Making intersection improvements
- Building separate sidewalks and bike paths on both sides of the road
- Reserving the median width necessary to accommodate Fairfax County’s future planned Bus Rapid Transit for dedicated bus-only lanes
- Building three bridges and additional stormwater management facilities

These improvements focus on improving safety, decreasing congestion, increasing capacity, and expanding mobility for all users, all in conformance with Fairfax County’s Comprehensive Plan. The preferred design includes road widening and several major intersection improvements, including:

- All turns (left, thru and right) can be made at each signalized intersection
- The intersection design accommodates up to four signal phases to improve traffic flow

Sacramento Drive and Cooper Road
- Realign Sacramento Drive to meet the existing Cooper Road intersection
- Add a new left-turn lane along Sacramento Drive
- Add pedestrian crosswalks and pedestrian signals

Buckman Road and Mount Vernon Highway
- Realign the Buckman Road and Mount Vernon Highway intersection to provide dual left-turn lanes and a right-turn lane along southbound Richmond Highway
- Add pedestrian crosswalks and pedestrian signals

The meeting tonight will provide additional information on the preferred design and stormwater management strategies. Representatives from Fairfax County are present to discuss other planned improvements and projects along the corridor.

Civic Rights
VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Dan Reinhard, P.E. at 703-259-2599 or TTY/TDD 711.

Right of Way
As design of this project is finalized, additional easements may be required beyond the proposed right of way and will be shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT’s brochure, “Right of Way and Utilities: Guide for Property Owners and Tenants.” Copies of this brochure are available here from VDOT personnel.

After this meeting, information regarding right of way may be obtained from the right of way contact listed on the back of this brochure.

Estimated Project Cost
- Preliminary Engineering: $16 million
- Right of Way: $169 million
- Construction: $205 million
- Total Cost: $390 million

This project is currently funded through preliminary engineering and includes Regional Surface Transportation Program, Revenue Sharing and Northern Virginia Transportation Authority Funds.

All project costs are estimates and subject to change as the project design is finalized.

Anticipated Schedule
- Public Hearing / Approve Design: Spring 2019
- Begin Right of Way Acquisition: Summer 2019
- Begin Utility Relocation: Summer 2020
- Begin Construction: Spring 2023

Environmental Review
Tonight’s meeting will provide information regarding the completed Environmental Assessment (EA), which is in compliance and approved by the Federal Highway Administration. This document complies with the National Environmental Policy Act (NEPA) and 23 CFR 771. VDOT will provide information during the presentation tonight, regarding the NEPA process and findings of the EA. This includes providing any new project details relating to the environmental analysis and all coordination efforts with federal/state regulatory agencies about the environmental resources within the project vicinity.

With the approval from the Federal Highway Administration, the EA is available for public review and comment. The EA and any other studies referenced tonight are available online at www.virginiadot.org/richmondhighway.
Realign Sacramento Drive with Cooper Road to create a four-way intersection that includes left-turn lanes along northbound and southbound Richmond Highway.

Provide a sidewalk and a bike path along both sides of Richmond Highway.

Convert intersection to right-in/right-out.

Sidewalk
Bike Path
Additional Lane
Provide a sidewalk and a bike path along both sides of Richmond Highway.

Realign the Buckman Road and Mount Vernon Highway intersection to provide dual left-turn lanes and a right-turn lane along southbound Richmond Highway.

Reconstruct to a signalized "T" intersection that includes a northbound left-turn lane along Richmond Highway.
COMMENT SHEET

Name (optional): ____________________________________________________________

Address (optional): __________________________________________________________

Email (optional): ____________________________________________________________

1. Do you have any comments about the proposed design improvements along the corridor?

2. Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway?

   Little Hunting Creek (under Richmond Highway between Buckman Road and Napper Road)
   □ Yes □ No

   Dogue Creek (under Richmond Highway between Jeff Todd Way and Sacramento Drive)
   □ Yes □ No
   Comments: ________________________________

3. Do you have any comments about the Environmental Assessment as required by the National Environmental Policy Act (NEPA)?

4. How did you hear about this meeting?
   □ Newspaper □ Postcard □ VDOT Road Signs □ Other ______________________

Please leave this comment sheet at the designated location, mail your comments to the addressee on the reverse side, or email them to richmondhighway@vdot.virginia.gov by Dec. 6, 2018.
Postal Service will not deliver without a stamp

Virginia Department Of Transportation
Northern Virginia District
Mr. Dan Reinhard, P.E.
4975 Alliance Drive
Fairfax, VA 22030
NEPA PUBLIC HEARING AND PUBLIC INFORMATION MEETING

MONDAY, OCTOBER 29, 2018
MOUNT VERNON HIGH SCHOOL
8515 OLD MT. VERNON ROAD, ALEXANDRIA, VA 22309

Nicholas Roper, PE, VDOT, Assistant District Administrator for Project Development
Dan Reinhard, PE, VDOT, Design Project Manager
Anissa Brown, VDOT, District Assistant Environmental Manager

UPC 107187 Richmond Highway Corridor Improvements
Today’s Meeting

- Project Coordination
- Project Overview
- Potential Pedestrian Underpasses
- Schedule and Estimate
- Environmental
- Questions
Embark Richmond Highway is an initiative focused on creating a multimodal future for Richmond Highway Corridor where residents, workers, and visitors can walk, bike, or drive to the places they want to go. The components of the Embark Richmond Highway project include:

- Fairfax County-led components of EMBARK are providing the **vision** for the design of the widening of Richmond Highway from Jeff Todd Way to Napper Road.
- Fairfax County Board of Supervisors approved the Embark Comprehensive Plan Amendment on March 20, 2018.
- Coordination between state and local agencies occurs regularly at project progress meetings and during informal discussions and mini-workshops.
- VDOT maintains Richmond Highway and makes final decisions considering the positions of its partners and the public.
- Fairfax County Board of Supervisors will be asked to provide endorsement of this project.
- Widening of Richmond Highway (US Route 1) from four lanes to six lanes
  - Jeff Todd Way to Napper Road
  - Approximately 3 miles
- Safety improvements
- Congestion relief
- Intersection improvements
- Median reservation for future Fairfax County Bus Rapid Transit (BRT)
- Sidewalks and separate bicycle paths on both sides of road
- Three bridge replacements
- Potential noise walls
- Utility relocations
- Stormwater management
The intent of this exhibit is to depict the configuration of elements within the proposed right-of-way width of 178 ft. For clarity, potential landscaping is not depicted.
Potential Pedestrian Underpasses
Potential Pedestrian Underpass

- Little Hunting Creek

Preliminary concept and subject to change
Potential Pedestrian Underpass

Dogue Creek

Preliminary concept and subject to change
Underpass Advantages and Disadvantages

Advantages

• Provides an alternative to crosswalks at signalized intersections
• Provides a single stage crossing of Richmond Highway
• No pedestrian/vehicle conflict points

Disadvantages

• Safety
• Maintenance
  • Trash
  • Graffiti
  • Snow
• Underpass could be impassable from flooding during very intense weather events
We are here - October 29, 2018

Calendar Schedule

### Milestone Activities

<table>
<thead>
<tr>
<th>Activities</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEPA Public Hearing &amp; Public Information Meeting #4</td>
<td>October 2018</td>
</tr>
<tr>
<td>FHWA Finding of No Significant Impact</td>
<td>Winter 2018/19</td>
</tr>
<tr>
<td>Public Hearing / Approve Design</td>
<td>Spring 2019</td>
</tr>
<tr>
<td>Begin Right of Way Acquisition</td>
<td>Summer 2019</td>
</tr>
<tr>
<td>Begin Utility Relocation</td>
<td>Summer 2020</td>
</tr>
<tr>
<td>Begin Construction</td>
<td>Spring 2023</td>
</tr>
<tr>
<td>Project Open to Traffic</td>
<td>2026</td>
</tr>
</tbody>
</table>

### Environmental (NEPA)

- NEPA Scoping
- NEPA Studies
- Draft EA
- NEPA FONSI

### Road & Bridge Design

- Prelim
- Design
- Final Design
- Pre Ad

### Right of Way & Utilities

- Title
- Appraisals
- Negotiations
- Relocations
- ROW Acquisition
- Utility Relocation

### Construction

- Public Information Meetings
- Design Approval
- Prelim Design
- Final Design
- Pre Ad

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*Dominion Virginia Power - Electric
Cox Communications – Cable TV
Verizon – Telephone & Fiber
Washington Gas - Gas
FCPW – Sanitary Sewer
FCWA – Water Lines*

[@ 3 ½ YRS]

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We are here - October 29, 2018

= Milestones

---
# Project Estimate and Funding

<table>
<thead>
<tr>
<th>Cost Estimate* ($ in Millions)</th>
<th>Programmed Funding</th>
<th>Proposed Sources</th>
<th>Funding Sources**</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE $16</td>
<td>$1.0</td>
<td></td>
<td>NVTA 70% (FY15/16)</td>
</tr>
<tr>
<td>RW/UT $169</td>
<td>$36.1</td>
<td>RSTP (Federal)</td>
<td></td>
</tr>
<tr>
<td>CN $205</td>
<td>$10.0</td>
<td>Revenue Sharing</td>
<td></td>
</tr>
<tr>
<td>Total $390</td>
<td>$127.0</td>
<td></td>
<td>NVTA 70% (FY18/23)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SMART SCALE (Submitted Application 8/7/18)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$89.2</td>
<td>Additional Sources: NVTA 70%, RSTP, Federal Grants, Developer Contrib., Local, and Other</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>$177.8</td>
<td>$212.2</td>
<td>$390</td>
</tr>
</tbody>
</table>

*Cost estimates subject to refinement as project develops.

**Project is jointly funded with $128 million from the Northern Virginia Transportation Authority (NVTA).
ENVIRONMENTAL ASSESSMENT FOR THE RICHMOND HIGHWAY WIDENING PROJECT

NEPA Public Hearing & Project Information Meeting

Anissa Brown  VDOT Environmental District Assistant Environmental Manager

October 29, 2018
Environmental Assessment
National Environmental Policy Act

- Clean Air Act
- Clean Water Act
- Environmental Justice Executive Order
- Noise ordinances
- U.S. Department of Transportation Act of 1966; Section 4(f)
- Section 106 of the National Historic Preservation Act
- Contaminated materials and substances
- Endangered Species Act
- Coastal Zone Management Act
- Migratory Bird Treaty Act
- Protection of Wetlands Executive Order
- Patuxent Research Refuge Executive Order
- Floodplain Management Executive Order
- Federal Flood Risk Management Executive Order
- Limited English Proficiency Executive Order
- Military Construction and Appropriations Act
- State Environmental Laws
- Local Environmental Laws
NEPA Significance

Pursuant to NEPA, the determination of impact significance requires considerations of both context and intensity (40 CFR § 1508.27)

- **Context**: The affect environment in which the proposed action would take place.
- **Intensity**: The severity of a proposed action’s impact on the environment.
Purpose and Need Summary

Accommodate Travel Demand – to accommodate existing and future travel demand at peak travel hours, reducing congestion and increasing corridor accessibility and mobility within the corridor.

Improve Safety – implement access control; provide adequately spaced signalized intersections; provide turn lanes where needed; improve structures at natural stream crossings; and enhance pedestrian and bicycle facilities.
Environmental Assessment Topics

- Environmental Justice
- Water Resources
- Threatened and Endangered Species
- Cultural Resources
- Hazardous Materials
- Section 4(f) and 6(f) Properties
- Noise Analysis
- Indirect Effects and Cumulative Impacts
Environmental Study Area
Environmental Justice (EJ)

• **EJ Area**
  - 16 housing units on 5 residential parcels potentially displaced

• **Non- EJ Area**
  - 1 housing unit from 1 residential parcel

➢ These impacts may be reduced as final design is developed

American Community Survey (ACS) 2011-2015 five-year data at the Census block group level.
Potential Relocations

- It is probable that not all displacements would be borne by minorities and the impact would not be disproportionate and adverse.

- All persons displaced due to federally-assisted projects would be treated fairly, consistently, and equitably.

- Relocation resources would be available to all displaced residents and businesses without discrimination.
Potential Relocations

- Residential Parcels
  - 5 single family homes
  - 12 trailers on one parcel
- Commercial Relocations
  - 46 businesses on 32 parcels
- Community Facilities
  - 2 religious facilities on 2 parcels

➤ These impacts may be reduced as final design is developed
### Waters Resources

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Waters of the US</th>
<th>Streams</th>
<th>Floodplain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dogue Creek</td>
<td>0.1 acre</td>
<td>321 LF</td>
<td>5.5 acres</td>
</tr>
<tr>
<td>North Fork of Dogue Cr</td>
<td>N/A</td>
<td>321 LF</td>
<td>1.2 acres</td>
</tr>
<tr>
<td>Little Hunting Creek</td>
<td>0.1 acre</td>
<td>321 LF</td>
<td>1.9 acres</td>
</tr>
</tbody>
</table>

**Total anticipated impacts:**
- **Stream Impacts** – 963.2 linear feet
- **Wetlands** – 0.2 acres
- **Floodplains** – 8.6 acres

- Permits would be required for these impacts to Waters of the United States (WOUS)
- Mitigation measures will be implemented per permit requirements
Endangered Species Act:

- Coordination efforts with the U.S. Fish and Wildlife Service (USFWS) were conducted through the Information for Planning and Conservation (IPaC) project review process.

Results:

- There are (2) federally-listed threatened or endangered species of potential effect within the Richmond Highway (Route 1) project vicinity.
  - Northern Long Eared Bat (*Myotis septentrionalis*) that was identified as a resource of concern within the project area because its home range is throughout all of Virginia.
  - Atlantic Sturgeon (*Acipenser oxyrinchus*) known to occur or have potential to occur within or near the Study Area.
Cultural Resources

• Archaeological Resources
  • No historic properties affected

• Historic Architecture Resources
  • No adverse effect to 4 historic properties
    • Original Mount Vernon High School
    • Pope-Leighey House
    • Woodlawn Historical District
    • National Trust Property
Hazardous Materials

• Contamination Risk
  • Contaminants from 19 properties with high to moderate contaminant risks could migrate into the Build Alternative Limits of Disturbance
  • Locations such as: Gas Stations, Dry Cleaners, etc..

➢ A Phase II Hazardous Materials Assessment would be completed prior to right-of-way acquisition

Source: Richmond Highway Hazardous Materials Assessment
Section 4(f) and 6(f) Properties

- **Section 4(f) – Parks and Historic Buildings**
  - FHWA intends to make a de minimis finding for the Original Mount Vernon High School

- **Section 6(f) – Land and Water Conservation Fund Sites**
  - No Section 6(f) resources present

Source: Google Maps (2018)

Source: VGIN (2017)
## Noise Analysis

### 3 Criteria

| 1. Will there be a Noise Impact? | Field survey conducted to calibrate noise model  
Forecasted Traffic Data is used to provide future conditions (2045) |
|----------------------------------|---------------------------------------------------------------------|

#### 2. Feasibility

- **Does it work acoustically?**  
  VDOT requires that 50% or more of the impacted receptors experience 5 dB(A) or more of noise reduction to be feasible;  
  **AND**  
- **Can it be constructed?**  
  Factors related to design and construction include; safety, barrier height, topography, drainage, utilities, etc.

#### 3. Reasonable

- **Cost-effectiveness:**  
  Maximum 1,600 square feet of noise barrier or less per benefited residence
- **Design goal:**  
  7 decibels of noise reduction at 1 impacted receptor
- **Viewpoints of the benefited receptors**  
  Democratic vote of the benefited receptors  
  50% of the benefited respondents must favor construction  
  Partial mitigation may occur as a result of the vote
• NB Rte. 1 – Barriers 1P, 6P, 7P – 1,009’
• SB Rte. 1 – Barriers 11P, 12P – 1,004’
• Approximately 6.5% of total project length
• Aesthetic treatments may be considered
Example – Sound Barrier Voting

Voting for Barrier 6P

<table>
<thead>
<tr>
<th>Color</th>
<th># of Benefited Receptors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellow</td>
<td>11</td>
</tr>
<tr>
<td>Blue</td>
<td>30</td>
</tr>
</tbody>
</table>

- Only benefited receptors vote
  - Yellow - Impacted and Benefited is weighted as a 5
  - Blue - Benefited but not impacted is weighted as a 3
  - Green – Not Benefited and not impacted – Do not vote
  - Red – Impacted Not Benefited - Do not vote
  - Rentals – Owner and renter votes
  - Voting occurs during Final Design 2019 - 2022
Indirect Effects & Cumulative Impacts

- Some impacts will occur
- No significant issues were identified

- These impacts may be reduced through Best Management Practices and mitigation

Source: Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process, FHWA, 2014.
Environmental Assessment

This Document is currently available for review and comment through December 6, 2018.

As part of the NEPA public involvement process, your comments are important, and will help to ensure the community has the opportunity to provide feedback.

Final Step in NEPA Process:
- Addressing Comments received
## Potential Impacts

<table>
<thead>
<tr>
<th>RESOURCE</th>
<th>BUILD ALTERNATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Residential Relocations</td>
<td>6 residential parcels with 5 single-family homes and 12 trailers</td>
</tr>
<tr>
<td>Potential Commercial Relocations</td>
<td>32 business parcels with 46 individual businesses</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>2 religious community facilities on 2 parcels</td>
</tr>
<tr>
<td>Stream Impacts (linear feet)</td>
<td>963.2</td>
</tr>
<tr>
<td>Wetlands (acres)</td>
<td>0.2</td>
</tr>
<tr>
<td>Floodplains (acres)</td>
<td>8.6</td>
</tr>
<tr>
<td>Environmental Justice</td>
<td>17 housing units on 5 residential parcels displaced in Census block groups containing minority populations. 1 housing unit from 1 residential parcel could be displaced in a non-EJ area.</td>
</tr>
<tr>
<td>Threatened &amp; Endangered Species Habitat (acres)</td>
<td>Surveys for protected species may be required if potential habitat is identified in the Build Alternative LOD.</td>
</tr>
<tr>
<td>Archaeology Resources</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>Historic Architecture Resources</td>
<td>No Adverse Effect to 4 historic properties</td>
</tr>
<tr>
<td>Noise Impacts</td>
<td>0.38 miles of barrier preliminarily determined feasible and reasonable would benefit 57 impacted receptors and 59 not-impacted receptors.</td>
</tr>
<tr>
<td>Potential Hazardous Materials Sites</td>
<td>Contaminants from 19 properties with high to moderate contaminant risks could migrate into the Build Alternative LOD</td>
</tr>
<tr>
<td>Section 4(f) &amp; 6(f) Properties</td>
<td>No Section 6(f) resources present. FHWA intends to make a Section 4(f) de minimis finding for the Old Mount Vernon High School.</td>
</tr>
<tr>
<td>Indirect Effects &amp; Cumulative Impacts</td>
<td>While some indirect effects and cumulative impacts would occur under the Build Alternative, no significant issues were identified.</td>
</tr>
</tbody>
</table>
Project Benefits

- Transportation Improvements
  - Reduced time in traffic
  - Provide for alternate modes of travel
  - Reserves space for future bus rapid transit

- Stormwater Improvements
  - Stormwater Quantity Controls
  - Reduced stormwater pollutants entering streams

- Ecosystem benefits at streams
  - Wider/taller bridge openings should allow wildlife to cross below the roadway
How to Provide Comments

- At Tonight’s NEPA Public Hearing/Public Information Meeting:
  - Submit written comments on the comment sheet
  - Provide oral comments to the court reporter

- Mail:
  - Mail written comments to VDOT, attention Dan Reinhard, P.E.
    VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030

- Email:
  - Email your comments or questions to RichmondHighway@vdot.virginia.gov

Please reference “Richmond Highway Corridor Improvements” in subject line of all correspondence – Response Deadline December 6, 2018
Questions?