

TO: FHWA
FROM: John Muse
DATE: 9/10/2021

CATEGORICAL EXCLUSION (CE)

Date CE level document approved by VA FHWA Division: 03/01/2021
FHWA Contact: John Simkins
Project Name: I-95 Express Lanes: Opitz Boulevard Connection
Route: Interstate-95 (I-95)
Route Type: Interstate
Project Type: Construction
State Project Number: 0095-076-299, P101, C501
Federal Project Number: Not yet assigned
UPC: 115198
From: 0.7 Miles South of Dale Boulevard
To: Opitz Boulevard
County/City: Prince William County
District / Residency: Northern Virginia

Project in STIP: Yes No
Project in Long Range Plan: Yes No N/A Project Outside of MPO Area
Next Phase of Funding Available: Yes No

Project Description: The project proposes to construct a south-facing, reversible ramp connecting the existing I-95 Express Lanes to Opitz Boulevard (Route 2000) to improve access to and from the I-95 Express Lanes for central/southern Prince William County and points south including Potomac Mills and the Sentara Northern Virginia Medical Center (see **Attachment A**). In addition, the existing slip ramp from the southbound I-95 general purpose lanes to the southbound I-95 Express Lanes located south of Opitz Boulevard will be relocated approximately one mile to the south since the new reversible ramp will impact the existing slip ramp location. The project will require a change in the limited access boundaries and will be implemented with oversight from the Virginia Department of Transportation (VDOT) and in partnership with Transurban, who will design, construct and maintain the project.

CE Category 23 CFR 771.117: (d)(7)
Description of CE Category: (7) Approvals for changes in access control.

USGS Map Attached Yes

Logical Termini and Independent Utility:
Yes N/A (For Non-highway construction only, explain in comments below)

Purpose and Need Statement: The purpose of the Opitz Boulevard Connection is to provide a new travel option and increase accessibility to the I-95 Express Lanes corridor in Prince William County.

Comments: The I-95 Express Lanes have brought increased capacity and traffic congestion relief to 30 miles of I-95 in Northern Virginia since their opening in 2014. The I-95 Express Lanes operate as a reversible High Occupancy Toll (HOT) facility in the median of I-95 from south of Garrisonville Road in Stafford County, Virginia to I-495 (Capital Beltway) and I-395 where the Express Lanes continue to south of the George Washington Memorial Parkway and to the Washington, D.C. line, respectively. Due to the locations of existing entrances and exits along the Express Lanes network, it is not practical for motorists to use the I-95 Express Lanes to travel between central/southern Prince William County and points south including the major employers and commercial areas in the vicinity of Potomac Mills and the Sentara Northern Virginia Medical Center. The project is generally consistent with the Prince William County 2008 Comprehensive Plan, which includes proposed improvements to the HOT lanes to improve the operation of the corridor, including to assist in handling increasing commuter traffic, between the Occoquan River, north of Gordon Boulevard and the Stafford County line. Additionally, the Comprehensive Plan identifies bicycle and pedestrian improvements along Opitz Boulevard and on the bridge over I-95. After coordination with Prince William County, the project includes a five-foot barrier separated sidewalk on the north side of the bridge, with one-foot buffer on each side of the sidewalk along the bridge, and five-foot concrete sidewalk along the north side of Opitz Boulevard that would tie to the existing pedestrian network with minor modifications at Telegraph Road west of the bridge and River Rock Way to the east.

Typical Section: The existing I-95 typical section consists of a six-lane divided interstate highway with two additional reversible Express Lanes (HOT lanes) between the General Purpose lanes. Grass medians separate the General Purpose lanes and Express Lanes. Collector-distributor (C-D) lanes are also provided along northbound and southbound I-95 through the Opitz Boulevard interchange. The existing interchange of Opitz Boulevard at I-95 consists of a single-lane loop ramp from eastbound Opitz Boulevard to the northbound I-95 C-D lanes and a single-lane ramp from westbound Opitz Boulevard to the northbound I-95 C-D lanes. Access to and from the I-95 Express Lanes in the vicinity of Opitz Boulevard is provided via two ramps: (1) flyover located north of Opitz Boulevard from the northbound I-95 C-D lanes to the northbound I-95 Express Lanes and (2) slip ramp located south of Opitz Boulevard from the southbound General Purpose lanes into the southbound Express Lanes.

Opitz Boulevard consists of six lanes west of I-95 and four lanes east of I-95 with either a concrete or grass median separating the travel directions. Along Opitz Boulevard, traffic signals are located approximately 625 feet west of I-95 at Telegraph Road and 825 feet east of I-95 at River Rock Way. The Opitz Boulevard bridge is two continuous spans, flanked on each end by a single span, with concrete deck on weathering steel plate girders.

The proposed changes include the addition of new two-lane access ramp to Opitz Boulevard, and relocation of the existing southbound I-95-to-Express Lanes ramp. Modifications along Opitz Boulevard would include the addition of right and left turn lanes onto the new access ramp and a barrier separated sidewalk on the north side of the existing Opitz Boulevard overpass. The proposed changes will not result in any additional through traffic lanes.

Structures: Existing Opitz Boulevard is carried over I-95 by two continuous spans, flanked on both ends by a single span, concrete deck on weathering steel plate girders. Additional structures would be required to accommodate the new access ramp and relocation of the existing southbound I-95 to I-95 Express Lanes connection. The existing bridge is proposed to be widened by one lane along the south edge to accommodate a new right turn lane to the new connecting ramp. A left turn lane to the new connecting ramp will be built

within the space of the existing raised median. The connecting ramp will be supported by retaining walls on each side, and will tie to the existing bridge mid-span.

SOCIO-ECONOMIC	PRESENT		IMPACTS	
	YES	NO	YES	NO
Minority/Low Income Populations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Disproportionate Impacts to Minority/Low Income Populations: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>				
Existing or Planned Public Recreational Facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: U.S. Census Bureau-American Fact Finder; Preliminary project design plans; Prince William County Comprehensive Plan Parks, Recreation & Tourism Plan, adopted March 2020</i>				
Community Services: See below	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: Prince William County-County Mapper, OmniRide Mobility Services schedules and maps</i>				
Consistent with Local Land Use: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
<i>Source: Prince William County 2008 Comprehensive Plan Long Range Land Use Map, Prince William County Zoning Districts Map (published January 1, 2021)</i>				
Existing or Planned Bicycle/Pedestrian Facilities:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: Aerial imagery; Preliminary project design plans; Prince William County 2008 Comprehensive Plan Trails Map dated April 15, 2013, Prince William County's 2019 Bike Prince William County Map</i>				
Comments:				
<p><u>Environmental Justice</u> - Demographics characteristics obtained from the U.S. Census Bureau for the Commonwealth of Virginia and Prince William County were used in comparison to the census tracts and block groups intersecting the project location. Estimated 2019 demographic and income information was utilized due to the availability of data. Median Household Incomes for the subject State, County, Census Tract and Block Group each exceed the 2019 Health and Human Services Poverty Guidelines. These guidelines state that a family of three and four is considered at poverty level if the median household income is \$21,330 and \$25,750 or below, respectively. As each category exceeds \$21,330 and \$25,750, no low-income population is considered to be present.</p> <p>The Total Environmental Justice Study Area minority percentage exceeds 50 percent, therefore, EJ populations are present as defined by the Council on Environmental Quality's <i>Environmental Justice Guidance Under the National Environmental Policy Act</i> (December 1997). However, no relocations or displacements would occur and the project would not affect existing access to community services (police, fire protection, emergency medical and school bus operations). Therefore, no disproportionately high and adverse effects will occur on any population. Thus, in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further Environmental Justice analysis is required (see Attachment B).</p> <p><u>Community Services</u> – Community facilities located adjacent to the project area include Fire Station 10 and Freedom High School along Dale Boulevard and Sentara Northern Virginia Medical Center and Potomac Library along Opitz Boulevard. The OmniRide Express commuter buses utilize the I-95 corridor for primarily weekday trips between Prince William County and destinations in Northern Virginia and Washington, D.C. and an OmniRide Transit Center commuter lot is also located off of I-95 southbound, along Telegraph Road between Opitz Boulevard and Dale Boulevard. The project would not require property from or affect existing access to any of the community service facilities. Access to all community facilities would be maintained and two lanes of traffic (consistent with the existing traffic operations) will be maintained on Opitz Boulevard. Bus schedules are not anticipated to be affected.</p> <p><u>Land Use</u> - The project area is comprised of developed land for transportation use for the I-95 Northbound and Southbound General Purpose Lanes, in addition to I-95 Express Lanes in the median and a portion of the Opitz Boulevard interchange. The project area is bound by urban and commercial development surrounding the Opitz</p>				

Boulevard interchange location and minor portions of forested and grassed areas. The project will maintain the existing land use, transportation use, and is consistent with the land use designated in the Prince William County 2008 Comprehensive Plan Long Range Land Use Plan Map (published January 1, 2016).

Bicycle/Pedestrian Facilities – The project includes construction of a five-foot VDOT-standard concrete sidewalk along the north side of Opitz Boulevard connecting to existing pedestrian facilities at Telegraph Road and River Rock Way. Across the bridge, the sidewalk will provide seven-feet of clear space between the fence and barrier separating the sidewalk from the westbound roadway lane. Currently, no pedestrian facilities traverse the bridge. Minor modifications to the existing pedestrian facilities include crosswalks at Telegraph Road and at the Opitz Boulevard to I-95 Northbound ramp east of the bridge. Additionally, pedestrian signals would be incorporated into to existing signal system for safety. According to the County 2008 Comprehensive Plan Trails Map and the Draft County 2016 Comprehensive Plan Update Trails Map, proposed bicycle/shared-use trail facilities are identified along Opitz Boulevard and Dale Boulevard. The pedestrian improvements proposed with the project were coordinated with Prince William County, are generally consistent with the Comprehensive Plan, and would not preclude the county from developing additional bicycle and pedestrian improvements.

SECTION 4(f) and SECTION 6(f)	YES	NO
Use of 4(f) Property:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Acres of use:		
Name of Resource:		
Type of Resource:		
Individually Eligible Historic Property:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Contributing Element to Historic District	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Recreation Area:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Park:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Wildlife/Waterfowl Refuge:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Planned Public Park, Recreation Area, Wildlife or Waterfowl Refuge:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: Prince William County-County Mapper, VA-DCR Division of Recreation Planning Virginia Outdoors Plan Mapper</i>		
De Minimis:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Type of Use:		
Permanent:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Temporary:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
*Constructive:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
*Temporary Non 4(f) Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f) Evaluation Attached:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conversion of 6(f) Property:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Acres of Conversion:		
<i>Source: Prince William County-County Mapper, VA-DCR Division of Recreation Planning Virginia Outdoors Plan Mapper</i>		
Comments: The proposed project would not require a Section 4(f) use, nor a Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305) conversion associated with any planned or existing park or historic resource within the vicinity of the project area.		

*Note that a Constructive Use and a Temporary Non 4(f) Use do not apply with a De Minimis finding.

CULTURAL RESOURCES		COMPLETE	N/A
<i>Source: Virginia Cultural Resource Information System (V-CRIS) search March 30, 2021; VDHR Electronic Project Information Exchange (ePIX) consultation and correspondence dated May 13 and June 10, 2021</i>			
"No historic properties present or affected in accordance with the 2016 Federal PA"	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Phase I Architecture Conducted	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Phase II Architecture Conducted	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Phase I Archaeology Conducted	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Phase II Archaeology Conducted	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Section 106 Effect Determination: No Effect			
DHR Concurrence on Effect: Yes	<input checked="" type="checkbox"/>	Date: 06/10/2021	
MOA Attached: Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Execution Date: / /			
Name of Historic Property: 			
<p>Comments: In accordance with Section 106 of the National Historic Preservation Act, the Area of Potential Effects (APE) includes the project area where the project will cause ground disturbance within the operational right-of-way and where the project may result in changes to public access and traffic patterns. Based on a desktop geographic review, no visual viewshed modifications are anticipated due to existing urban structures and forested areas blocking the view of the transportation facilities, which would remain in place; therefore, land / parcels surrounding the project are not included in the APE. The project was submitted to the Virginia Department of Historic Resources (VDHR) for review through their Electronic Project Information Exchange (ePIX) digital consultation portal. Based on correspondence from the VDHR, received on June 10, 2021, no historic properties will be affected by the project (see Attachment C).</p>			

NATURAL RESOURCES	PRESENT		IMPACTS	
	YES	NO	YES	NO
Surface Water (Name: Unnamed Tributary to Neabsco Creek)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: USGS Topographic Map; Field Review on June 10, 2021</i>				
Federal Threatened or Endangered Species:				
Terrestrial:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Aquatic:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Plants:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: Field Review on June 10, 2021; Threatened and Endangered Species Documentation and Coordination (see Attachment D)</i>				
100 Year Floodplain:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "Yes" then identify the regulatory floodway zone:				
<i>Source: FEMA Flood Insurance Rate Maps panels 51153C0218D & 51153C0306E, accessed April 19, 2021</i>				
Tidal Waters/Wetlands:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: USFWS NWI Wetlands Mapper; Field Review on June 10, 2021</i>				

	Yes	No
Permits Required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: Field Review on June 10, 2021; Preliminary project design plans</i>		
<p>Comments: Based on a review of available GIS and database information, and a field review on June 10, 2021, potentially regulated aquatic resources have been identified within the project area; however, there are no regulated aquatic resources that are expected to be impacted by the current project design. As a result, it is not anticipated that permits from the U.S. Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (VDEQ), or the Virginia Marine Resources Commission (VMRC) will be required. Should any impacts to jurisdictional features be identified as the design progresses, these impacts would be permitted by the applicable federal, state, and/or local regulatory agencies.</p> <p>Coordination with USFWS would occur for threatened and endangered species as the design progresses, in accordance with the four points in the 2012 FHWA/VDOT "Memorandum of Understanding: Compliance with Section 7 of the Endangered Species Act in Relation to the National Environmental Policy Act Process" (see Attachment D).</p>		

AGRICULTURAL/OPEN SPACE	PRESENT		IMPACTS	
	YES	NO	YES	NO
Open Space Easements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: Virginia Outdoors Foundation GIS database</i>				
Agricultural/Forestal Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: Prince William County Zoning Districts Map (published January 1, 2021); Virginia Outdoors Foundation GIS database; Prince William County-County Mapper</i>				
<p>Comments: The areas surrounding the project location are primarily transportation use, no agricultural and forestal districts or protected open space is within or near the project area according to the Prince William County-County Mapper. Additionally, according to the 2021 Prince William County Zoning Districts Map, the project area is not within an Agricultural or Forestal District. The project site is primarily zoned B-1 (General Business), O(H) (High Rise Office), and Residential (Residential Planned Community [RPC] and medium density Residential) with small zones of light and heavy industrial (M-2 and M-1). The Virginia Outdoors Foundation's (VOF) Easements map database indicated that there are no VOF open space easements present within the project area. Additionally, the VA-DCR Managed Conservation Lands Map did not indicate any ConserveVirginia Agricultural areas or conversation easements within the project area.</p>				

FARMLAND	YES	NO
NRCS Form CPA-106 Attached: Rating:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Alternatives Analysis Required:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Form CPA-106 is not attached check all that are applicable:		
Land already in Urban use:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Entire project in area <i>not</i> zoned agriculture:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NRCS responded within 45 days:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRCS Determined no prime or unique farmland in the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: USDA NRCS Web Soil Survey Farmland Classification Map, accessed April 23, 2021</i>		

Comments: All proposed improvements are within an area categorized by the U.S. Census Bureau as Urban Areas; therefore, according to the Farmland Protection Policy Act, no NRCS coordination is required. Additionally, according to the USDA NRCS Web Soil Survey Farmland Classification Map, no prime farmland or farmland of statewide importance is within the project area needed for improvements.

INVASIVE SPECIES	PRESENT		
	YES	NO	UNKNOWN
Invasive Species in the project area:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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 (2020) includes provisions intended to control noxious weeds (which includes non-native and invasive species).</p> <p>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.</p>			
<p>Comments: Based on the June 10, 2021 site visit noted in the Natural Resources section, invasive species are present in the project site. Invasive species observed include <i>Lonicera japonica</i>, <i>Celastrus orbiculatus</i>, <i>Lespedeza cuneata</i>, <i>Albizia julibrissin</i>, <i>Ailanthus altissima</i>, and <i>Rosa multiflora</i>. Some of these invasive plants would be cleared as part of construction (see Natural Resources section). According to the Virginia Department of Conservation and Recreation, many invasive plant species are adapted to take advantage of soil disturbances and poor soil conditions. Since the project has the potential to further the establishment of invasive species, soil disturbance would be minimized to help to inhibit the re-establishment of these same species or the establishment of new invasive species. Landscaping and ground cover proposed with the project would be limited to native species.</p>			

AIR QUALITY		
Carbon Monoxide (CO)	Yes	No
This project is located in a CO <input checked="" type="checkbox"/> Attainment Area <input type="checkbox"/> Maintenance Area		
CO Hotspot Analysis Required? (if "Yes", please attach analysis)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "No", indicate which exemption it falls under:		
<input type="checkbox"/> Exempt project under 40 CFR 93.126.		
<input checked="" type="checkbox"/> Exempt project based on traffic volumes below thresholds in the current VDOT Project Level Air Quality Studies Agreement with FHWA/EPA.		
Ozone		
This project is located in an Ozone	<input type="checkbox"/> Attainment Area	<input type="checkbox"/> Maintenance Area
	<input checked="" type="checkbox"/> Nonattainment Area	<input type="checkbox"/> Early Action Compact Area
Only projects located in ozone nonattainment or maintenance areas must complete this box		
<input checked="" type="checkbox"/> Exempt from regional emissions requirements under 40 CFR 93.126 or 40 CFR 93.127.		
<input checked="" type="checkbox"/> Properly programmed in the 2045 CLRP and FY 2021 - 2024 TIP.		
<input type="checkbox"/> The project is not regionally significant and/or is not of a type that would normally be included in the regional transportation model.		
<input type="checkbox"/> This project is regionally significant; however the project was not modeled, or the scope of the project is not consistent with what was modeled in the currently conforming CLRP and TIP.		

Fine Particulate Matter (PM_{2.5})	Yes	No
This project is located in a PM _{2.5} <input type="checkbox"/> Nonattainment Area <input type="checkbox"/> Maintenance Area <input checked="" type="checkbox"/> Attainment Area (if checked, do not fill out box below)		
PM _{2.5} Hotspot Analysis Required? (If "Yes", Please Attach Analysis)	<input type="checkbox"/>	<input type="checkbox"/>
Check all that apply: <input type="checkbox"/> A. Exempt project under 40 CFR 93.126, Table 2. <input type="checkbox"/> B. Not a project of air quality concern under 40 CFR 93.123(b)(1)(i) thru (v). <input type="checkbox"/> C. Properly programmed in the CLRP and FY - TIP. <input type="checkbox"/> D. This project is regionally significant; however the project was not modeled, or its scope is not consistent with what was modeled, in the currently conforming CLRP and TIP.		
If "B" is checked above, please indicate the following for highway projects; Design Year _____, Peak AADT _____, Peak Diesel Truck % _____		
Mobile Source Air Toxics (MSAT)		
This project <input checked="" type="checkbox"/> is exempt with no meaningful potential MSAT effects <input type="checkbox"/> is one with low potential MSAT effects (attach qualitative MSAT analysis) <input type="checkbox"/> is one with high potential MSAT effects (attach quantitative MSAT analysis)		
Check all that apply: <input checked="" type="checkbox"/> Exempt project under 40 CFR 93.126, or qualifies as a CE under 23 CFR 771.117(c). <input type="checkbox"/> Project with no meaningful impact on traffic volumes or vehicle mix.		
If a qualitative MSAT analysis is required, please indicate the following for highway projects; Design Year: _____ Peak AADT: _____		
<i>Source: Air Quality Memo, I-95 Express Lanes: Opitz Boulevard Connection, Prince William County, VA August 2021</i>		
Comments: Air quality status and regional conformity were considered for the project to ensure compliance with applicable federal and state regulations (see Attachment E). The project is located in a nonattainment area for the National Ambient Air Quality Standards (NAAQS) for 8-hour Ozone and is in attainment for all other pollutant NAAQS. The project is considered to be exempt from regional emissions analysis requirements for Ozone and all other transportation conformity requirements are not applicable. However, Virginia Department of Environmental Quality (VDEQ) air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; and 9 Virginia Administrative Code 5-50, Article 1, Fugitive Dust precautions. Additional information regarding the supporting air quality approach and analysis can be found in Attachment E .		

NOISE	YES	NO
Type I Project:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Source: 23 CFR 772(5)(h); Preliminary project design plans; Noise Screening Analysis, I-95 Express Lanes: Opitz Boulevard Connection, Prince William County, VA August 2021</i>		
Noise Analysis Attached:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Barriers Under Consideration:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: Preliminary project design plans; Noise Screening Analysis, I-95 Express Lanes: Opitz Boulevard Connection, Prince William County, VA August 2021</i>		

Comments: The only noise sensitive sites (receptors) within the noise project area are recreational sites located at two rest areas along I-95. Due to the distances of the sites with respect to the interstate, it is anticipated that future design year noise impacts would be identified. However, VDOT has confirmed that they would not want to construct a noise barrier that would block visibility to and from the rest areas. As a result, this project qualifies for a noise screening analysis (see **Attachment F**), which was conducted per the VDOT State Noise Abatement Policy and Section 6.1.2 of the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. Existing and future design year build condition sound levels are predicted to range from 69 to 78 decibels (dBA). All 25 recreational receptors at both rest areas are impacted under the build alternative, however, the construction of noise barriers at the rest areas is not desired. While this proposed project will result in overall noise levels approaching or exceeding the applicable noise abatement criteria (NAC) level(s), the overall acoustical environment is not expected to change as a result of the project. Noise abatement is not desired and there is no highway traffic noise-related public controversy or substantial construction noise impacts.

RIGHT OF WAY AND RELOCATIONS	YES		NO	
Residential Relocations: If "Yes", number:	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
<i>Source: Preliminary project design plans</i>				
Commercial Relocations: If "Yes", number:	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
<i>Source: Preliminary project design plans</i>				
Non-profit Relocations: If "Yes", number:	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
<i>Source: Preliminary project design plans</i>				
Right of Way required: If "Yes", acreage amount: <0.1 acres	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
<i>Source: Preliminary project design plans</i>				
	PRESENT		IMPACTS	
	YES	NO	YES	NO
Septic Systems, Wells, or Public Water Supplies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: US Environmental Protection Agency's Drinking Water Mapping Application to Protect Source Waters (DWMAPS), Preliminary project design plans</i>				
Hazardous Materials:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Source: Virginia Department of Environmental Quality's (DEQ) Environmental Data Mapper, DEQ Pollution Incident Report Lookup Tool, Preliminary project design plans</i>				
Comments:				
<p><u>Relocations and Right of Way</u> - The project will not require the displacement of any individual person, family, business, farm, institution or non-profit organization. The proposed ramps will be primarily constructed within the operational right of way along I-95. Limited additional right of way may be required to support a turn lane on Opitz Boulevard and additional permanent easements for signage (less than 0.1 acres) or temporary easements for construction access, adjacent to the existing right of way. Final sign locations and potential permanent or temporary easements will be determined as the design progresses and coordinated during the right of way phase of final design.</p> <p><u>Septic Systems, Wells, or Public Water Supplies</u> – According to the US Environmental Protection Agency's Drinking Water Mapping Application to Protect Source Waters (DWMAPS), the HUC 12 encompassing the project area does</p>				

not contain any drinking waters wells or source water protection areas and only contains 0.01% of the watershed is within a wellhead protection area.

Hazardous Materials – The Virginia Department of Environmental Quality’s Environmental Data Mapper did not indicate any petroleum releases, registered petroleum tank facilities or solid waste permits within the project area and the US Environmental Protection Agency’s (EPA) EnviroAtlas database did not identify any hazardous waste sites (RCRA) within the project area. Additionally, the DEQ Pollution Incident Report Lookup Tool did not indicate any incidents within the project area, all adjacent pollution incidents are over 500 feet away from the project area (see **Attachment G**). Due to the location of the project within an existing transportation network and that the project will not require any property acquisition for the roadway construction, the existing conditions within the existing right-of-way were evaluated to meet the appropriate level of environmental “due diligence” to determine recognized environmental conditions. Based on the findings of the agency databases and given the project location, the potential for encountering impacted soil and/or groundwater during ground disturbing activities is low; however, if impacted soils and/or groundwater are encountered during construction, they should be handled in accordance with all applicable federal and state regulations. Additionally, if undocumented hazardous materials are encountered during construction, such materials and efforts should be managed, handled and disposed of in accordance with federal, state and local regulations.

CUMULATIVE AND INDIRECT IMPACTS	PRESENT		
	YES	NO	N/A
Present or reasonably foreseeable future projects (highway and non-highway) in the area:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact same resources as the proposed highway project (i.e. cumulative impacts):	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Indirect (Secondary) impacts:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: *Prince William County 2008 Comprehensive Plan Long Range Land Use Plan and Map (published July 17, 2012 and January 1, 2016, respectively) , Prince William County 2008 Comprehensive Plan Trails Map (dated April 15, 2013), Prince William County Zoning Districts Map (published January 1, 2021), Prince William County’s 2019 Bike Prince William County Map, EM-NEPA-715, VDOT Central Office review*

Comments:

Cumulative Impacts: Per EM-NEPA-715, the cumulative effects of the proposed action have been considered as part of this document. Proposed improvements to the I-95 HOT lanes to improve the operation of the corridor, including to assist in handling increasing commuter traffic, between the Occoquan River, north of Gordon Boulevard and the Stafford County line, which encompasses the project location, are included in the Prince William County 2008 Comprehensive Plan. The proposed project will improve access to and from the Express Lanes for central/southern Prince William County and points south including Potomac Mills and the Sentara Northern Virginia Medical Center. The proposed project would enhance the pedestrian network with the addition of a 7-foot barrier separated sidewalk on the north side of the bridge that would tie to the existing pedestrian network on Opitz Boulevard. The Prince William County 2008 Comprehensive Plan includes a proposed SUP on Opitz Boulevard and on the bridge over I-95, the proposed project would not preclude the county from developing this new facility.

The land adjacent to I-95 and Opitz Boulevard is primarily classified as planned Office, Urban Residential Medium, urban Regional Commercial Center (RCC) and Regional Employment Center land use. The Potomac Communities and Neabsco Mills Sector, located east of I-95, are primarily residential with a mix of planned RCC and Office use. Southwest of the Dale Boulevard interchange, the land is planned for Residential Planned Community use. The majority of the existing land use is consistent with the planned land use identified in the Plan and the proposed project is consistent with the planned land use in the area. Since the project will take place within an existing

transportation network and areas adjacent to the project location are already developed, cumulative effects are expected to be minimal.

Indirect Impacts: Per EM-NEPA-715, the indirect effects of the proposed action have been considered as part of this document. The impact causing activities proposed as part of the project could result in limited indirect effects to the surrounding area. Indirect effects are anticipated to be minimal because the proposed improvements are to an existing transportation facility primarily within existing right of way in an environment that is already developed and influenced by highway-related pressures.

PUBLIC INVOLVEMENT	YES	NO
Substantial Controversy on Environmental Grounds:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: No significant environmental impacts identified during coordination with the resource agencies identified below.</i>		
Public Hearing: If "Yes", type of hearing: Location/Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Involvement Activities: If "Yes", type of Involvement:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: VDOT Governance Document - Public Involvement Manual: Policy Manual for Public Participation in Transportation Projects (Approved by FHWA 3/15/1999, Rev. July 2020)</i>		
Comments: VDOT and Transurban will hold a public hearing in the Fall of 2021.		

COORDINATION

The following agencies were contacted during development of this study, including through agency-specific database reviews:

- U.S. Department of Agriculture (USDA)
- U.S. Environmental Protection Agency (EPA)
- U.S. Fish and Wildlife Service (USFWS)
- Virginia Department of Conservation and Recreation (VDCR)
- Virginia Department of Environmental Quality (VDEQ)
- Virginia Department of Health (VDH)
- Virginia Department of Historic Resources (VDHR)
- Virginia Department of Transportation (VDOT)
- Virginia Department of Wildlife Resources (VDWF)



 VDOT District Environmental Manager

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.