

Project Information

Project Name:	I-95 Southbound Auxiliary Lane	Federal Project#:	RSTP-0952(542)
Project Number:	0095-076-276, P101	Project Type:	Construction
UPC:	115999	Charge Number:	UPC: 99580 AU1: 9958019146 Act: 716
Route Number:	95	Route Type:	Interstate
Project Limit--From:	Route 294 Exit Ramp	To:	Route 123 Entrance Ramp
Additional Project Description:	The proposed project converts an existing shoulder to an auxiliary lane on Southbound (SB) Interstate 95 (I-95) from the Route 123 on-ramp to the Prince William Parkway (Route 294) off-ramp. The length of the project is approximately 1.4 miles.		
Purpose And Need:	The project is intended to provide an auxiliary travel lane on SB I-95 between the Route 123 on-ramp and the Prince William Parkway off-ramp to alleviate the pinch point, mitigate congestion, and improve safety.		
District:	City/County:	Residency:	
Northern Virginia	Prince William	Manassas	

Date CE level document approved by VA Division FHWA: 12/17/2019

FHWA Contact: Simkins, John

Project in STIP: Yes

In Long Range Plan? Yes

CE Category 23 CFR 771.117: c22

Description of Category: Projects, as defined in 23 U.S.C. §101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: The project is included in the State Transportation Improvement Program (STIP) under TIP ID: 6682 and the Constrained Long Range Plan (CLRP) under CLRP ID 3667. The improvements are justifiable and 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 I-95 Southbound typical section includes three existing through lanes and one proposed auxiliary lane to serve the existing ramps, all 12 feet wide; a paved inside shoulder varying eight to 12 feet wide; and an outside shoulder with a width of 10 feet. The section features full depth pavement widening for the outside shoulder and auxiliary lane, and mill and overlay for the three existing through lanes and inside shoulder.

Structures: Retaining walls, a concrete barrier, and a guardrail will be provided along the outside shoulder. Existing noise barriers along the areas adjacent to residential properties will remain, though four segments closest to the highway will be relocated to accommodate the widened roadway. Open ditches will be provided along the roadway where there is guardrail and a closed storm drainage system is proposed where there is median barrier.

SOCIO-ECONOMIC

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

Source: U.S. Census Bureau, American Factfinder Data Sheets QT-P6 (2010 Census Summary File 1) and B19013 (2013-2017 American Community Survey 5-Year Estimates); U.S. Census Bureau, Geography Division, 2019 TIGER/Line Shapefile: Block Groups; VDOT Integrator; U.S. Federal Register, Annual Update of the Health and Human Services Poverty Guidelines, 2017; Prince William County Department of Information Technology, GIS Division, "Trails" GIS Data, January 2020; Prince William County 2008 Comprehensive Plan

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: Prince William County Department of Information Technology, GIS Division, "Zoning" GIS Data, January 2020; Prince William County, County Mapper Database, accessed January 2020; Google Earth Aerial Imagery dated April 2018; Public Hearing Plans dated October 2019.

Existing or Planned Bicycle/Pedestrian Facilities Not Present

Source: VDOT Integrator; Prince William County Department of Information Technology, GIS Division, "Trails" GIS Data, January 2020; Prince William County 2008 Comprehensive Plan Trails Map, dated April 15, 2013; Public Hearing Plans dated October 2019.

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. There are no existing or planned public recreational facilities, community services, or existing or planned bicycle/pedestrian facilities that would be impacted by the proposed project. Current land uses surrounding the proposed project area are zoned to accommodate a mixture of suburban residential (R-4) and agricultural (A-1) land uses; however the immediate project area is devoted to a transportation use.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: Prince William County Department of Information Technology, GIS Division, "Parks" GIS Data, November 2019; Prince William County, County Mapper Database, accessed November 2019; Public Hearing Plans dated October 2019

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

4(f) Comments: There are no Section 4(f) resources within the vicinity of the project.

6(f) Comments: There are no Section 6(f) resources within the vicinity of the project.

CULTURAL RESOURCES

Section 106 Effect Determination: NO EFFECT

Name of Historic Property: N/A

DHR Concurrence date: 08/09/2019

A Section 106 effect determination of No Historic Properties Present or Affected has been concluded pursuant to Stipulation II.A of the 2016 Federal Programmatic Agreement among FHWA, USACE, TVA, VA SHPO, and VDOT.

Stip. II.A Determination Date: 08/09/2019

MOA/PA Execution Date: None

Cultural Resource Comments: The Virginia Department of Historic Resources (VDHR) concurred on 08/08/2019 with VDOT's findings that there are no historic architectural properties or archeological resources in the project's area of potential effect (APE). On 8/9/2019, VDHR provided a determination of No Effect on historic properties in accordance with Stipulation 2 of the 2016 Programmatic Agreement for Transportation Undertakings in Virginia.

NATURAL RESOURCES

Are Waters of the U.S. present? Yes

Linear Feet of Impact: 0

Federal Threatened or Endangered Species:

Harperella (Ptilimnium nodosum)-Federal:FE-No Effect

Northern Long-Eared Bat (Myotis septentrionalis)-Federal:FT-May Affect

100 Year Floodplain: Present with no impact **Regulatory Floodway Zone:** Not Present

Public Water Supplies: Present with no impact **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: 0.0071

Non Tidal Wetland Type: Forested

Total Wetland Acres of Impacts: 0.0071

Are water quality permits required? Yes

Natural Resource Comments: A December 2019 search of VDOT's GIS Integrator database indicated that no Department of Natural Heritage (DNH) sites are located within 100-feet of the project's action area. A search of the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Coordination (IPaC) database identified the potential for the Northern Long-Eared Bat (NLEB) and Harperella as the only federally protected species within the action area of the proposed project. No effect to Harperella is anticipated as a result of the project because no in-stream work is proposed. VDOT is relying on the findings of the Programmatic Biological Opinion for the Final 4(d) Rule for the Northern Long-Eared Bat to fulfill the project-specific section 7 responsibilities as required by the Endangered Species Act. A search of VDOT's GIS Integrator identified three wells and one surface water intake watershed, the Occoquan Reservoir Intake, within a 2-mile search radius of the proposed project. Based on the proximity of the well location and intake watershed to the project, no impacts are anticipated.

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 Integrator GIS database and the Virginia Outdoors Foundation's (VOF) Conservation Land GIS map database indicated that there are no agricultural/forestal districts nor VOF open space easements present within the vicinity of the project.

FARMLAND

NRCS Form CPA-106 Attached? Yes

Rating: 0

Alternatives Analysis Required? No

Source: Farmland Conversion Impact Rating for Corridor Type Projects Form (NRCS-CPA-106), dated 12/16/2019

Farmland Comments: Per coordination with the Natural Resources Conservation Service (NRCS), the project area is committed to urban use and no prime or unique farmland will be affected.

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. In accordance with 40 CFR Part 93, transportation conformity requirements apply to the project since the project is located in a nonattainment or maintenance area for a transportation-related criteria pollutant (i.e., ozone). In addition, the project is located in 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. 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)).

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, Safety - Projects that correct, improve, or eliminate a hazardous location or feature. The project purpose on IPM (accessed 8/30/2019) cites safety, as follows: "The purpose of this operational project is to provide an auxiliary lane on SB I-95 between Route 123 on-ramp and off-ramp Prince William Parkway to alleviate pinch points/mitigate congestion and to provide safer weaving movements between the on-ramp and off-ramp."

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? No

Noise Comments: The project scope includes the addition of an auxiliary lane, an action which requires a noise analysis pursuant to 23 CFR §772.5. Noise modeling was completed for the Existing Condition(2019), the Design Year (2042) No Build Condition, and the Design Year (2042) Build Condition. Under the Design Year (2042) Build Condition, a total of 16 receptors, representing 16 residences, are predicted to experience noise impacts. A barrier analysis indicated that two existing barrier systems providing abatement to the impacted receptors were found to be reasonable and feasible mitigation measures under VDOT's State Noise Abatement Policy. Thus, no additional abatement is warranted. In some locations, the existing noise barrier system is physically impacted by the project design and will be relocated accordingly. The original attenuation line will be maintained for the relocated barriers to provide, at a minimum, the same level of in-kind protection.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? No

Septic Systems or Wells: Not Present

Hazardous Materials: Not Present

Source: Public Hearing Plans dated October 2019; VDOT Hazardous Materials Summary Report dated 12/16/2019.

ROW and Relocations Comments: No families, persons, businesses, farms, or non-profit organizations will be displaced as result of this project, and no temporary or permanent right of way is required. There are no septic systems or wells within the vicinity of the project. During construction, there is a risk of encountering chemical spills from trucks and other vehicles within the existing right-of-way. If any solid or hazardous waste is generated/encountered during construction, all applicable federal, state, and local regulations for their disposal will be followed.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: No

Impact same resources as the proposed highway project (i.e. cumulative impacts): No

Indirect (Secondary) impacts: No

Source: VDOT Six Year Improvement Program; Constrained Long Range Plan

Cumulative and Indirect Impacts Comments: The project proposes to convert an existing shoulder lane to an auxiliary lane in a developed area that has been previously disturbed, limiting the effects on land use, surrounding neighborhoods, and natural resources. The direct impacts of this project would be confined to areas immediately surrounding the existing transportation facility and is not anticipated to cumulatively impact any resources. Induced growth is not anticipated to result from this project because the proposed action occurs on an existing transportation facility.

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: No

Public Involvement Comments: A Design Public Hearing (DPH) was held for the project on Wednesday, December 4, 2019 at Old Bridge Elementary School in Woodbridge, VA. The DPH was followed by a public comment period that ended on December 16, 2019. The DPH and subsequent comment period resulted in 11 comment submissions. VDOT will post a 15-day notice of document availability for the CE following completion of the NEPA document and FHWA approval for public availability.

COORDINATION

State Agencies:

Department of Conservation and Recreation

Federal Agencies:

Natural Resources Conservation Service

Local Entity:

Prince William Public Works
Prince William Parks and Recreation
Prince William County/City Planner
Prince William County Board Of Supervisors

Other Coordination Entities:

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.