

Categorical Exclusion (CE)

Project Information			
Project Name:	King/Beauregard Intersection Improvements	Federal Project#:	STP-5401()
Project Number:	0007-100-F04, B603, C501, P101, R201	Project Type:	Construction
UPC:	8645	Charge Number:	00008645, Activity 605
Route Number:	7	Route Type:	Primary
Project Limit--From:	CHESTERFIELD ROAD	To:	NORTH HAMPTON DRIVE
Additional Project Description:	<p>This project includes the following improvements to the intersection of King Street (Route 7) and Beauregard Street/Walter Reed Drive and vicinity: (1) widening King Street as necessary to add a median from Chesterfield Road to North Hampton Drive, and one additional eastbound and westbound left turn lane to create dual left turn lanes in each direction at the intersection; (2) widening Beauregard Street as necessary to add a median from 600 feet south of King Street to King Street; (3) upgrading Walter Reed Drive, from King Street to 500 feet north of King Street, to bring horizontal and vertical alignments up to current standards. Total project length is approximately 1900 feet along King Street, 700 feet along Beauregard Street, and 500 feet along Walter Reed Drive. The typical section of all roadways will consist of a divided urban (curb and gutter, raised median) section, including four 11-foot travel lanes, a 4-foot median, and either a 6-foot or 10-foot sidewalk/shared use path on both sides of the road. Required right of way (ROW) widths vary with a maximum of 110 feet. Estimated ROW needed for the project is less than 1 acre.</p>		
District:	City/County:	Residency:	
Northern Virginia	Alexandria	Fairfax	

Date CE level document approved by VA Division FHWA: 08/21/2007

FHWA Contact: Simkins, John A.

Project in STIP: Yes

In Long Range Plan? Yes

CE Category 23 CFR 771.117: d01

Description of Category: Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g. parking, weaving, turning, climbing).

Logical Termini and Independent Utility: Yes

Comments: King Street (Route 7) and Beauregard Street are urban roadways with intersection congestion. The project will add additional left turn lanes for increased capacity on King Street in both directions and tie back to the existing roadway cross section at Chesterfield Road to the west and North Hampton Drive to the east. Beauregard Street will have the existing double left turn lane extended and tie back to the existing roadway cross section 700 feet south of King Street. Walter Reed Drive has a deficient sight distance which will be improved, and the vertical alignment will tie back to the existing roadway cross section 600 feet north of King Street. The King-Beauregard Street improvements can function as stand-alone improvements without forcing other improvements which may have impacts, and these improvements do not restrict consideration of other reasonably foreseeable transportation improvements.

Typical Section: The typical section of all roadways will consist of a divided urban (curb and gutter, raised median) section, including four 11-foot travel lanes, a 4-foot median, and either a 6-foot or 10-foot sidewalk/shared use path on both sides of the road.

Structures: None

SOCIO-ECONOMIC

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

Source: US Census Bureau - American Fact Finder, Phase II ESA (GeoConcepts) dated 01/12/2009, Right of Way - Stage I Relocation Assistance Report

Existing or Planned Public Recreational Facilities: Present with impacts

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: Proposed Plan by Volkert & Associates dated September 2008; Arlington County Department of Recreation and Cultural Resources letter dated 12/21/2007; Arlington County GIS; City of Alexandria GIS; City of Alexandria West Master Plan; Arlington County Comprehensive Plan (General Land Use Plan)

Existing or Planned Bicycle/Pedestrian Facilities Present with no impact

Source: Proposed Plan by Volkert & Associates dated September 2008.

Socio-Economic Comments: While the Census data shows minority populations within the project census tract as well as families and persons living below the poverty level, the impacts to minority populations would not be disproportionate when considered against the total population. No populations would be exposed to disproportionately high and adverse human health risks related to contamination that may be present in the soils. There will be temporary construction impacts to Lucky Run Park. Construction would conclude with the park and trail being restored. Either a 6-foot or 10-foot sidewalk/shared use path is proposed on both sides of the road.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: Federal Highway Administration (FHWA) determination dated 08/30/2007; Arlington County Department of Parks, Recreation & Cultural Resources dated 12/21/2007; Phase I Cultural Resources Survey by Paciulli, Simmons & Associates dated 06/28/07.

6(f) Conversion: No **Acres of Conversion:** 0

4(f) and 6(f) Comments: FHWA determined on 08/30/2007 that the temporary occupancy of Lucky Run Park, as proposed for the project's construction activities, is not considered a Section 4(f) use contingent upon the local officials with jurisdiction agreeing with the conditions set out in 23 CFR 774.13. The Arlington County Department of Parks, Recreation & Cultural Resources concurred in writing with these conditions on May 5, 2008.

CULTURAL RESOURCES

Section 106 Effect Determination: NO ADVERSE EFFECT

Name of Historic Property: Fairlington Historic District, Claremont Historic District, Southwest No. 5 Boundary Marker

DHR Concurrence date: 08/27/2007

MOA Execution Date: None

Cultural Resource Comments: VDHR provided a No Adverse Effect determination for this project on 08/27/2007.

NATURAL RESOURCES

Waters of the U.S.: Present with no impact

Linear Feet of Impact: 0

Federal Threatened or Endangered Species:
None

100 Year Floodplain: Not Present

Regulatory Floodway Zone: Not Present

Public Water Supplies: Not Present

Tidal Waters/Wetlands: Not Present

Wetlands: Not Present

Wetlands: Acres of Impact: 0

Wetland Type: None

Permits Required: No

Natural Resource Comments: Lucky Run will not be impacted during construction. VDGIF indicated that a block survey of an area encompassing the project site documented the Federal threatened/State threatened bald eagle during the breeding season and that the species may occur at the project site if appropriate habitat exists. However, VDGIF went on to state that no coordination is required at this time. USFWS stated that no Federally-listed species are known to occur in the project area.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: Virginia Outdoors Foundation letter dated 09/15/2006, City of Alexandria GIS, Arlington County GIS

Agricultural/Open Space Comments: No agricultural/forestal or open space easements are present in the project area based on City of Alexandria GIS and Arlington County GIS database search. No easement currently held by VOF will be affected by this project.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

Entire project in area not zoned agriculture.

Alternatives Analysis Required? No

Source: City of Alexandria GIS, Arlington County GIS

Farmland Comments: Prime Farmlands are not present in the project area. The entire project area is directly in urban use and not zoned for agricultural uses.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

VDCR indicated that the potential exists for some VDOT projects to further the establishment of invasive species. All seeds used will be tested in accordance with the Virginia Seed Law to ensure there are not prohibited Noxious Weed-Seeds in the seed mixes.

Invasive Species Comments: 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

Carbon Monoxide

This project is located in: A Carbon Monoxide Maintenance Area (Arlington and Alexandria Cos.)

CO Microscale Analysis Required for NEPA? Yes

- ✓ The design year 24-hour forecasted traffic exceeds the thresholds contained in VDOT's Project-Level Carbon Monoxide Air Quality Studies Agreement with FHWA dated February 27, 2009, and therefore a project-level CO air quality analysis is required.

An air study entitled "FINAL Air Quality Report for the King/Beauregard Intersection Improvement Project. Project Number 0007-100-F04, B603, C501, P101, R201. UPC 8645" was completed on July 2, 2007 by LPES, Inc. With regard to CO, the study concluded that "[t]his project has been assessed for potential air quality impacts and conformity with applicable air quality regulations and requirements. The project has been found to meet these requirements and as such, it will not cause or contribute to a violation of national ambient air quality standards (NAAQS)."

Ozone

This project is located in: An 8-hour Ozone Nonattainment Area

- ✓ The project is not considered regionally significant and/or is not of a type that would normally be included in the regional transportation model.

Particulate Matter

This project is located in: A PM2.5 Nonattainment Area

- ✓ The project is not considered regionally significant and/or is not of a type that would normally be included in the regional transportation model.

PM Hotspot Analysis Required for NEPA? No

A PM2.5 hot-spot analysis is not required for this project since it is not an air quality concern. The Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, since this project has been found not to be of air quality concern under 40 CFR 93.123(b)(1).

The July 2007 air study completed for this project concluded that it does not meet the criteria listed under 40 CFR 93.123(b)(1) of the federal conformity rule to be a project of air quality concern, given "[t]he annual average daily traffic (AADT) for Beauregard and King Streets is approximately 19,000 and 47,000 respectively, which includes 2-3% diesel vehicles".

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

- ✓ The project can be classified as having no or negligible impacts on traffic volumes or vehicle mix (see 23 CFR 771.117 (d) and 40 CFR 93.127 for guidelines).

See comments below.

- ✓ This project is proposed to be located in proximity to populated areas in rural areas or in proximity to concentrations of vulnerable populations (i.e., schools, nursing homes, hospitals).

The July 2007 air study concluded: "[t]his project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, it has been determined that this project ... has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs."... "Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in vehicle miles traveled (VMT), FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project."

DEQ SERP Comments (June 2007): This project is located within a Moderate Ozone Nonattainment area, a Fine Particulate Matter (PM2.5) Nonattainment area, and a volatile organic compounds (VOC) and oxides of nitrogen (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC, NOx, and particulate matter. In addition, the following DEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-40-5600 et seq., Open Burning restrictions; 9 VAC 5-40-5490 et seq., Cutback Asphalt restrictions; and 9 VAC 5-50-60 et seq., Fugitive Dust precautions.

NOISE

Noise Scoping Decision: Not Type I

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 **Amount of Right of Way Acreage:** 1

Septic Systems or Wells: Not Present

Hazardous Materials: Present with impacts

Source: Proposed Plan by Volkert & Associates dated September 2008, Arlington County GIS, City of Alexandria GIS, USGS Orthoimagery Photograph collected September 2005, SERP PEI dated 05/26/2006, Alexandria Health Department, Arlington County Community Health Protection Bureau, Right of Way - Stage 1 Relocation Assistance Report

ROW and Relocations Comments: No residential, commercial, or non-profit organizations are within the R/W and none will be displaced by the project. Based on the Phase II ESA, several VOCs and SVOCs were detected in the soil. Since the extent of VOC and SVOC contamination appears to be in a limited area and the contaminate concentrations are below EPA RBC industrial levels, the contaminated soil may be left in place assuming the potential environmental risk is acceptable.

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): N/A

Indirect (Secondary) impacts: No

Source: TIP, CLRP, City of Alexandria Master Plan, Arlington County Comprehensive Plan

Cumulative and Indirect Impacts Comments: Review of these documents did not reveal reasonably foreseeable planned projects in the vicinity of the proposed project. Therefore, it is reasonable to conclude that the project is not expected to produce indirect effects such as growth inducing effects, changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. Nor is it likely to produce effects that are individually or cumulatively significant.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Citizen Information Meeting held on May 30, 2007

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

Other Public Involvement Activities: Yes

Type of Public Involvement: Citizen Information Meeting

Public Involvement Comments: Design Public Hearing will follow standard VDOT public hearing rules and requirements. Public Hearing planned for Fall 2009.

COORDINATION

State Agencies:

Department of Game and Inland Fisheries
Department of Conservation and Recreation
DEQ - Air Division
DEQ - Waste Division
DEQ - Water Division
Department of Historic Resources
Dept. of Mines, Minerals and Energy
VA Marine Resources Commission
Virginia Outdoors Foundation

Federal Agencies:

U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service

Local Entity:

Arlington County Health Department
Alexandria County Health Department
Arlington Parks and Recreation

Other Coordination Entities:

City of Alexandria Office of Historic Alexandria
Northern Virginia Regional Commission

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.