

Categorical Exclusion (CE)

Project Information			
Project Name:	Rt. 7 over Dulles Access Major Bridge Rehabilitation	Federal Project#:	BR-5401(738)
Project Number:	0007-029-139, B617, B618, C501, P101, R201	Project Type:	Construction
UPC:	82135	Charge Number:	
Route Number:	7	Route Type:	Primary
Project Limit--From:	0.564 Mile West of Tyco Road	To:	0.134 Mile West of Tyco Road
Additional Project Description:	<p>Bridge structures 1132 (EB) and 1133 (WB), which carry Rt 7 over Dulles Access Toll Road (DATR), were constructed in 1961. For these bridges, the deck will be replaced and widened to 3 through lanes and 1 auxiliary lane in each direction from the current 2 through lanes and 1 auxiliary lane in each direction. Pedestrian and bike access will be provided by a 14 foot wide shared use path in each direction on the outside. The shared use path will tie into future trails. The bridges will be widened to the middle and to the outside to accommodate the additional lane for each direction and the shared use path. The proposed grade of the bridge over DATR will be raised to meet the standard clearance requirement of 16'-6". The superstructure will be totally replaced, and the substructure will be repaired. Existing piers will be widened to accommodate additional width for the bridge. The eastern approach work will begin at 0.134 mile west of Tyco Road and will include widening of existing Route 7 from four lanes to six lanes. The western approach work will begin at 0.564 mile west of Tyco Road and will include widening of Route 7 from four to six lanes. The bridge widening work will require some additional right of way and temporary construction easements.</p>		
District:	City/County:	Residency:	
Northern Virginia	Fairfax	Fairfax	

Date CE level document approved by VA Division FHWA: 07/18/2013

FHWA Contact: Simkins, John A.

Project in STIP: Yes

In Long Range Plan? Yes

CE Category 23 CFR 771.117: d03

Description of Category: Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: The decks of bridge structures 1132 (EB) and 1133 (WB), which carry Rt 7 over Dulles Access Toll Road (DATR), will be replaced and widened to 3 through lanes and 1 auxiliary lane in each direction to accommodate a projected greater Annual Average Daily Traffic (AADT). The ADT from Dulles Toll Road to Tysons Corner increases from 59,000 in 2011 to 81,500 in 2036 at an annual growth rate of 1.5%. The project is also a safety project which corrects a hazardous location. The project has independent utility since it continues a 6 lane section on Rt 7 from the east across the bridge over DATR. The project termini are rational end points for environmental review and are logical.

Typical Section: East of the bridge the typical section consists of three eastbound through lanes totaling 34' and three westbound through lanes also totaling 34'. On the outside of these lanes a 10' shared use path is proposed on both sides separated from the through lanes by a curb and gutter and 8' clear zone. On the inside of these lanes a 16' median is proposed. West of the bridge the typical section is similar but the three eastbound and three westbound through lanes total 37' each. The median varies from 16' to 66' west of the bridge. The bridge itself has four - 12' lanes totaling 48' eastbound. The lane on the outside is a merge lane. A 14' shared use path is on the outside separated from the lanes by a parapet. A pedestrian fence is at the edge of the bridge. This same arrangement of lanes and shared use paths is repeated westbound. A 16' median separates eastbound from westbound.

Structures: Curb and grate inlets and storm sewer systems will be required for the project along with stormwater management facilities. There are no major existing drainage crossings within the project limits. The proposed storm sewer system will convey runoff collected in the curb and grate inlets to the stormwater management facilities located within the interchange with the Dulles Toll Road and the Dulles Airport Access Highway. The proposed stormwater facilities will be located between the loops and ramps in the northwest quadrant and inside the loop in the northeast quadrant. The largest storm sewer pipe on the project is 24 inch.

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, VDOT Project Manager, Right of Way - Relocation Assistance Report

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Present with impacts

Consistent with Local Land Use: Yes

Source: Fairfax County Park Authority, Northern Virginia Regional Park Authority, Fairfax County Fire and Rescue, Fairfax County Public Schools Office of Transportation Services, Fairfax County Office of Transportation and Planning

Existing or Planned Bicycle/Pedestrian Facilities Present with impacts

Source: Fairfax County Park Authority, VDOT Project Plans

Socio-Economic Comments: Minority/low income populations are present within the general project vicinity with no impacts since the project involves no relocations and access will be similar to existing conditions. Fairfax County Fire and Rescue emergency response vehicles and Fairfax County Public Schools Office of Transportation Services' school bus routes use the bridge. Coordination with the Project Manager is ongoing to reduce travel disruption. Fourteen feet shared use paths will be built on the outside of the travel lanes. Project Manager will maintain sidewalk connectivity from the proposed sidewalks in Tysons to the proposed sidewalks in the Route 7 Widening Project.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: Fairfax County Park Authority, PFI Plans and ROW Data Sheet, Northern Virginia Regional Park Authority

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

4(f) and 6(f) Comments: There are no Section 4(f) properties in the vicinity of the project.

CULTURAL RESOURCES

Section 106 Effect Determination: NO EFFECT

Name of Historic Property: None

DHR Concurrence date: 10/30/2013

MOA/PA Execution Date: None

Cultural Resource Comments: Per the results of the Phase I Architectural Survey, there are no eligible historic properties in the project area.

NATURAL RESOURCES

Are Waters of the U.S. present? No

Linear Feet of Impact: 0

Federal Threatened or Endangered Species:
None

100 Year Floodplain: None

Regulatory Floodway Zone: Not Present

Public Water Supplies: Not Present

Are any tidal waters/wetlands present? No

Wetlands: Not Present

Wetlands: Acres of Impact: 0

Wetland Type: None

Are any non-tidal wetlands present? No

If yes, type of non-tidal wetland impacts: None

Are water quality permits required? No

Natural Resource Comments: Based on the scope of the project and limits of the proposed project area, no impacts to Waters of the U.S. are anticipated with this project; therefore, no permits are required. No T&E species were identified within the project area during the review. Based on the scope of the project and location of the project area, no adverse effects to T&E species are anticipated for any designated critical habitat that may exist outside of the project area, but within the required search distance.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: Open space easements are not present in the project area based on a VDOT CEDAR GIS database search. Ag-Forestal Districts are not present in the project area based on NRCS Coordination. 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.

Alternatives Analysis Required? No

Source: NRCS Coordination

Farmland Comments: Per NRCS, the project area is already committed to urban uses. Erosion control measures should be installed before/during the construction process as needed.

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

CO Microscale Analysis Required for NEPA? No

- ✓ This project qualifies for a Programmatic Categorical Exclusion or has been identified as being exempt from a CO air quality analysis per the Transportation Conformity Rule (40 CFR Part 93), and therefore does not require a project-level CO air quality analysis per VDOT's Project-Level Carbon Monoxide Air Quality Studies Agreement with FHWA dated February 27, 2009.

Exempt under 40 CFR 93.126, Table 2, Safety - "Projects that correct, improve, or eliminate a hazardous location or feature" and Air Quality - "Bicycle and pedestrian facilities". The 4/10/2013 VDOT PFI presentation "Bridge Decks Replacement and Widening of Route 7 over DATR" states: "This is a Bridge Decks Replacement project intended to: * Restore the bridge to its full structural capacity before advanced deterioration occurs * Avoid weight limitations that could restrict trucks, buses, and emergency vehicles * Eliminate risk of future public safety concerns". All three points relate to safety. Also re safety, it states under Project Purpose that "The vertical clearance over DATR will be improved to 16'-6" to meet minimum standards". Re air quality, it states under Project Purpose that "Pedestrian and bike access utilizing a 14 foot wide shared use path, will be provided."

Ozone

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

- ✓ This project is one of a class of projects that is exempt from regional emission requirements under conformity. This exempt category includes certain safety and neutral 'de minimis' projects whose air quality effects would not be detected by the regional emissions analysis for the transportation plans and programs (40CFR 93.126 & 127).

Exempt as noted above.

Particulate Matter

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

- ✓ This project is one of a class of projects that is exempt from regional emission requirements under conformity. This exempt category includes certain safety and neutral 'de minimis' projects whose air quality effects would not be detected by the regional emissions analysis for the transportation plans and programs (40CFR 93.126 & 127).

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).

Exempt as noted above.

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

- ✓ The project qualifies for a categorical exclusion under 23 CFR 771.117 (c) or is exempt under the Clean Air Act conformity rule under 40 CFR 93.126.

Exempt as noted above.

A copy of the referenced PFI presentation has been uploaded to CEDAR (documents tab, air quality section).

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? Yes

Noise Comments: Noise impacts were identified along the project corridor for the existing, and design year build cases. Seven residential homes are predicted to be noise impacted as a result of levels approaching or exceeding the Noise Abatement Criteria (NAC) in the design year (2040) build condition. No sites are predicted to be impacted due to substantial noise increase. Four noise barriers were evaluated for all areas predicted to experience noise impact in the design year build condition. However, only one barrier (Barrier 3) was shown to be feasible and reasonable. Barrier 3 is located along the west bound lanes of Route 7. A preliminary noise evaluation was performed and a more detailed review will be completed during final design. The Preliminary Noise study is attached.

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:** 0.02

Septic Systems or Wells: Not Present

Hazardous Materials: Present with no impact

Source: VDOT Project Manager, PFI Plans and ROW Data Sheet, Virginia Department of Health. Right of Way - Relocation Assistance Report

ROW and Relocations Comments: No families, persons, businesses, farms or non-profit organizations will be displaced by this project. There are no buildings and no personal property located within the proposed right of way. The project has been cleared for advertisement and construction by the Regional Hazmat Manager. The project contains Type B structures. The demolition or repair of Type B structures must be consistent with Section 413.01(c) of the Road and Bridge Specifications, 2002.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts): Yes

Indirect (Secondary) impacts: Yes

Source: NoVA Transportation Planning Section

Cumulative and Indirect Impacts Comments: There are plans to widen Rt 7 to 6 lanes from Reston Avenue to Jarrett Valley Drive, UPC 52328, in the SYP. The following projects are in the Comprehensive Plan for Tysons Corner in the 2013 to 2020 timeframe: ramp connecting Greensboro Drive extension to westbound Dulles Toll Road, Collector-distributor roads along the DAAR from Greensboro Drive extension to Hunter Mill Rd, and Leesburg Pike widening from the DAAR to Reston Avenue which has already been mentioned in the SYP. Cumulative and indirect or secondary impacts include increased localized traffic on the road network in the adjacent area. The intensity of the incremental impacts of the project are considered small, when viewed in the context of impacts from other past, present, and reasonably foreseeable future actions and would not rise to a level that would cause significant cumulative impacts.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Fairfax County Department of Planning and Zoning

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

Other Public Involvement Activities: No

Public Involvement Comments: Public hearing anticipated in February, 2014.

COORDINATION

State Agencies:

Department of Conservation and Recreation
DEQ - Air Division
DEQ - Waste Division
DEQ - Water Division
Department of Forestry
Department of Game and Inland Fisheries
Department of Health
Department of Historic Resources
VA Marine Resources Commission
Virginia Outdoors Foundation

Federal Agencies:

NRCS

Local Entity:

Fairfax County Health Department
Fairfax Superintendent of Schools
Fairfax County/City Planner
Fairfax Economic Development Office
Fairfax Office of Transportation
Fairfax Fire and Rescue
Fairfax Parks and Recreation
Fairfax Public Works
Northern Virginia District Regional Park Authority

Other Coordination Entities:

Public Schools Transportation
Berea Church of Christ

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.