

## Categorical Exclusion (CE)

### Project Information

<b>Project Name:</b>	I-66 Widening, Rte 29 to Rte 15	<b>Federal Project#:</b>	NH-5A01(194)
<b>Project Number:</b>	0066-076-003, B674, B675, C501, P101, R201	<b>Project Type:</b>	Construction
<b>UPC:</b>	93577	<b>Charge Number:</b>	
<b>Route Number:</b>	66	<b>Route Type:</b>	Interstate
<b>Project Limit--From:</b>	1.2 mile west of Rte 15	<b>To:</b>	0.2 mile west of Rte 29
<b>Additional Project Description:</b>	<p>Proposed improvements consist of adding two travel lanes to eastbound and westbound Interstate 66 (I-66) from 1.2 miles west of U.S. Route 15 near the Town of Haymarket to 0.2 miles west of U.S. Route 29 in Gainesville, Prince William County, for a distance of approximately 3.59 miles (see Project Location Map). One lane in each direction would serve as a general purpose (or Single Occupancy Vehicle) lane and the other for peak period, High Occupancy Vehicle (HOV) usage. I-66 would be widened primarily to the outside to preserve the median for possible future transit options and to maintain a rural freeway typical section. Widening to the outside to accommodate the additional lanes will require replacement of two overpasses, the two-span bridges carrying Old Carolina Road and Catharpin Road over I-66. The westbound SOV lane will be eliminated at the I-66 / Route 15 Interchange, while the westbound HOV lane will terminate no more than 2,640 feet beyond the Route 15 overpass. At the I-66 / Route 15 Interchange, modifications will be required to the I-66 westbound off-ramp to Route 15 and to the I-66 eastbound on-ramp from Route 15. Modification of the ramps at the I-66 and Route 15 Interchange proposed as part of this project will be coordinated with the I-66 / Route 15 Interchange Reconstruction Project (UPC 100566).</p>		
<b>District:</b>	<b>City/County:</b>	<b>Residency:</b>	
Northern Virginia	Prince William	Manassas	

**Date CE level document approved by VA Division FHWA:** 06/03/2011

**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:** Based on previous public outreach associated with this project, there has been no substantial controversy on environmental grounds. The I-66 HOV widening project is included in MWCOC's 2011 - 2016 TIP and amended 2010 CLRP. Independent utility has been demonstrated. The project would also include storm drainage, stormwater management basins, Intelligent Transportation System (ITS) detection for incident management, overhead sign structures, and roadway lighting. The project could also include retaining walls, sound barriers, and utility relocations (if required).

**Typical Section:** I-66 would be widened to add one HOV lane and one SOV lane in each direction (for an ultimate eight-lane facility). The lane adjacent to the median would serve as an HOV lane, with a two-foot buffer to the adjacent through lane and 12-foot paved shoulders.

**Structures:** Reconstruction of two 2-span bridges (the overpasses at Catharpin Road and Old Carolina Road) would be required. Each of the new bridges would be a standard two-lane bridge (with a 10-foot shared-use path on the west side of the Old Carolina Road bridge and a 10-foot shared-use path on east side of the Catharpin Road bridge). Culverts and outfalls would be extended and upgraded, as needed, to accommodate stormwater drainage.

**SOCIO-ECONOMIC**

**Minority/Low Income Populations:** Not Present                      **Disproportionate Impacts to Minority/Low Income Populations:** No  
**Source:** U.S. Census data for 2000 and interim data for 2005. Prince William County Planning Dept. scoping comments dated 6/20/2011.

**Existing or Planned Public Recreational Facilities:** Not Present

**Community Services:** Not Present

**Consistent with Local Land Use:** Yes  
**Source:** Prince William County Planning Department scoping comments dated 6/20/2011.

**Existing or Planned Bicycle/Pedestrian Facilities** Present with no impact  
**Source:** Prince William County Planning Department scoping comments dated 6/20/2011.

**Socio-Economic Comments:** With the exception of 0.46 acre of permanent drainage easement and 0.35 acre of temporary construction easement, all work would occur within existing right-of-way. No displacements would be necessary. Ten-foot-wide shared-use paths would be constructed as part of bridge replacement over Old Carolina Road and Catharpin Road in accordance with Prince William County's most recent Comprehensive Plan (approved on 2/2/2010).

**SECTION 4(f) and SECTION 6(f)**

**Use of 4(f) Property:** No  
**Source:** Virginia Dept. of Historic Resources letters dated 11/2/2011 and 3/29/2012. Prince William County Planning Dept. correspondence dated 6/2/2011.

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

**4(f) and 6(f) Comments:** With the exception of 0.46 acre of permanent drainage easement and 0.35 acre of temporary construction easement, all work would occur within existing right-of-way. No portion of the easements would be located within the Buckland Mills Battlefield Potential National Register Area, other Section 4(f) property, or any Section 6(f) lands. Sources for section 6(f) findings: Prince William County Planning Department scoping comments dated 6/20/2011; Virginia Department of Conservation and Recreation scoping letter response dated 6/23/2011.

**CULTURAL RESOURCES**

**Section 106 Effect Determination:** NO ADVERSE EFFECT

**Name of Historic Property:** Pace West School(076-5381),Buckland Mills Battlefield(030-5152),Second Battle of Manassas(076-5190)                      **DHR Concurrence date:** 03/29/2012

**MOA/PA Execution Date:** None

**Cultural Resource Comments:** With the exception of 0.46 acre of permanent drainage easement and 0.35 acre of temporary construction easement, all work would occur within existing right-of-way. Concurrence on VDOT findings of "No Adverse Effect" are documented in Virginia Department of Historic Resources concurrence letters dated 11/2/2011 and 3/29/2012.

**NATURAL RESOURCES**

**Are Waters of the U.S. present?** Yes

**Linear Feet of Impact:** 705

**Federal Threatened or Endangered Species:**  
None

No T&E Species are within the required search distance.                      ✓                      As of 04/04/2011                      T Wasaff

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

**Public Water Supplies:** Not Present                      **Are any tidal waters/wetlands present?** No

**Wetlands:** Present with impacts                      **Wetlands: Acres of Impact:** 0.1                      **Wetland Type:** Emergent

**Are any non-tidal wetlands present?** Yes                      **If yes, type of non-tidal wetland impacts:** Emergent

**Are water quality permits required?** Yes

**Natural Resource Comments:** Estimated impacts given above are cumulative over the entire project length. A delineation is required to assess jurisdictional waters of the U.S. and associated permitting requirements. Any required mitigation of impacts would be provided as part of the water quality permit acquisition process.

**AGRICULTURAL/OPEN SPACE**

**Open Space Easements:**

**Agricultural/Forestral Districts:**

**Source:** Project Definition Form

**Agricultural/Open Space Comments:** According to VOF, the nearest easement is located approximately two miles from the 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:** U.S. Department of Agriculture, Natural Resources Conservation Commission (NRCS) scoping comments dated 6/22/2011.

**Farmland Comments:** NRCS recommends that "particular planning attention" be given to soil and erosion control as well as stormwater runoff management.

**INVASIVE SPECIES**

**Invasive Species in the project area?** Yes

**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:** The following plant species listed on Virginia Department of Conservation and Recreation's list of "Invasive Alien Plant Species of Virginia" have been observed within the I-66 corridor between Gainesville and Haymarket: Chinese privet (*Ligustrum sinense*), Japanese honeysuckle (*Lonicera japonica*), multiflora rose (*Rosa multiflora*), bull-thistle (*Cirsium vulgare*), common teasel (*Dipsacus sylvestris*), curled dock (*Rumex crispus*), common dayflower (*Commelina communis*), and Russian olive (*Eleanagnus angustifolia*).

## AIR QUALITY

### Carbon Monoxide

This project is located in: A Carbon Monoxide Attainment Area

CO Microscale Analysis Required for NEPA? Yes

An air study entitled "AIR QUALITY ANALYSIS; I-66 Widening, Rte 29 to Rte 15; 0066-076-003, B674, B675, C501, P101, R201; (UPC 93577); Prince William County; Northern Virginia District" was completed for the project in September 2011. The Executive Summary for the air study presents the following conclusion that applies to CO as well as other criteria pollutants: "The project has been assessed for potential air quality impacts and conformity with applicable air quality regulations and requirements. The assessment indicates that the project would meet all applicable air quality requirements of the National Environmental Policy Act (NEPA) and federal and state transportation conformity regulations. As such, the project will not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of national ambient air quality standards (NAAQS) as established by the US Environmental Protection Agency (US EPA)."

### Ozone

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

- ✓ 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)).

The Executive Summary for the September 2011 air study referenced above includes the following statement: "As of the date of preparation of this analysis, the project is included in the currently conforming 2010 Constrained Long Range Transportation Plan (CLRP) and FY 2011-2016 Transportation Improvement Program (TIP). The CLRP and TIP are developed by the National Capital Region Transportation Planning Board (TPB), which is the federally designated Metropolitan Planning Organization (MPO) for the region and whose members include VDOT."

### Particulate Matter

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

- ✓ 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)).

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 Executive Summary for the September 2011 air study referenced above presents the following conclusion that applies to PM as well as other criteria pollutants: "The project has been assessed for potential air quality impacts and conformity with applicable air quality regulations and requirements. The assessment indicates that the project would meet all applicable air quality requirements of the National Environmental Policy Act (NEPA) and federal and state transportation conformity regulations. As such, the project will not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of national ambient air quality standards (NAAQS) as established by the US Environmental Protection Agency (US EPA)." The study further identifies the project as one not of air quality concern for particulate.

### Mobile Source Air Toxics

This project requires: A qualitative MSAT analysis

- ✓ This project is proposed to be located in proximity to populated areas.
- ✓ The project potentially expands intermodal centers or impacts truck traffic only to the extent that requires a qualitative assessment.

The September 2011 air study referenced above includes a qualitative analysis for MSATs and presents the following conclusion in its Executive Summary: "Additionally, best available information indicates that, nationwide, regional levels of air toxics are expected to decrease in the future due to fleet turnover and the continued implementation of more stringent emission and fuel quality regulations. Nevertheless, it is possible that some localized areas may show an increase in emissions and ambient levels of these pollutants due to locally increased traffic levels associated with the project."

Finally, the Executive Summary for the September 2011 air study referenced above presents the following comments attributed to the Virginia Department of Environmental Quality (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 nitrogen oxides (NOx) emission control area. As such, all reasonable precautions should be taken to limit the emissions of VOC, NOx, and particulate matter. In addition, the following 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; 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:** Type I - Noise study required

**Barriers Under Consideration?** Yes

**Noise Comments:** Design Year Build (2036) noise levels are projected to approach or exceed the FHWA/VDOT NAC at 16 of the 26 noise monitoring/modeling sites, representing 117 residences, 20 future, planned residences, one football field, one playground, and one sport court. Since Design Year Build (2036) noise levels are projected to exceed the NAC for several Category B and Category C land uses, consideration of noise abatement is warranted. Noise abatement evaluations concluded that noise abatement is feasible and cost effective for CNE B, CNE C, CNE D, and CNE E as per VDOT Maximum Square Foot per Benefited Receptor. These findings are based on conceptual design information and are not considered final. All barriers are under consideration and all areas will be reevaluated during the Final Design phase of the project.

## 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:** Prince William County Planning Department scoping comments dated 6/20/2011. Virginia Department of Health scoping comments dated 6/30/2011. Virginia Department of Environmental Quality Division of Land Protection and Revitalization scoping comments dated 6/17/2011. Conceptual SWM and Culverts Design, prepared May 2011.

**ROW and Relocations Comments:** With the exception of 0.46 acre of permanent drainage easement and 0.35 acre of temporary construction easement, all work would occur within existing right-of-way. No relocations would be required.

## 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):** No

**Indirect (Secondary) impacts:** No

**Source:** Scoping letter response from Prince William County Planning Department dated 6/20/2011. Virginia Department of Historic Resources concurrence letters dated 11/2/2011 and 3/29/2012.

**Cumulative and Indirect Impacts Comments:** The proposed project is included in the Prince William County Comprehensive Plan - Transportation Plan approved on 2/2/2010. Prince William County Planning Department (PWCPD) states that it does not appear the project would disrupt any planned developments. As reported by PWCPD, planned developments along the corridor include Heritage Hunt Commercial Center just north of the I-66/Rt 29 interchange and Market Center at Haymarket to build a shopping center on the southwest corner of the interchange. I-66 widening and associated activities addressed by this document will be coordinated with the I-66/Route 15 Interchange Reconstruction Project. The I-66/Route 15 Interchange Reconstruction Project could result in impacts to the Buckland Mills "Battlefield Potential National Register Area"; however, since the I-66 Widening Project would not have any adverse effects on historic properties, it would not significantly contribute to cumulative adverse effects on historic properties.

## PUBLIC INVOLVEMENT

**Substantial Controversy on Environmental Grounds:** No

**Source:** Previous public outreach.

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

**Other Public Involvement Activities:** Yes

**Type of Public Involvement:** The CE was not complete at the time of the Design Public Hearing held on 7/27/2011 so, to allow the public to review and comment on findings set forth in this CE, a public notice will be posted in early April 2012 and the draft CE will be made available for public review for a 15-day period.

**Public Involvement Comments:** Of the 21 members of the general public who provided written or e-mailed comments at the public hearing, 15 expressed support of the proposed project, one did not fully support the proposed project, and five neither expressed support nor opposition to the proposed project. For the majority of environmental-related comments (seven written and three in-person), parties requested that noise impacts be investigated and that sound walls be provided, accordingly. For two other environmental-related comments, parties expressed a concern over conflicts between stormwater management facilities depicted at that time and planned land uses (i.e., development).

## COORDINATION

**State Agencies:**

DEQ - Air Division  
DEQ - Waste Division  
DEQ - Water Division  
Department of Conservation and Recreation  
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:**

National Park Service  
NRCS

**Local Entity:**

Prince William County Health Department  
Prince William Economic Development Office  
Prince William Fire and Rescue  
Prince William Office of Transportation  
Prince William Parks and Recreation  
Prince William Public Works  
Prince William County/City Planner  
Prince William Superintendent of Schools  
Haymarket Town/City Manager

**Other Coordination Entities:**

Buckland Preservation Society  
Piedmont Environmental Council  
Bull Run Civil War Roundtable  
Haymarket Museum  
Journey Through Hallowed Ground  
Preservation Virginia  
Pr Wm Co Public Schools Transportation Services  
Prince William County Police Department

**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.**