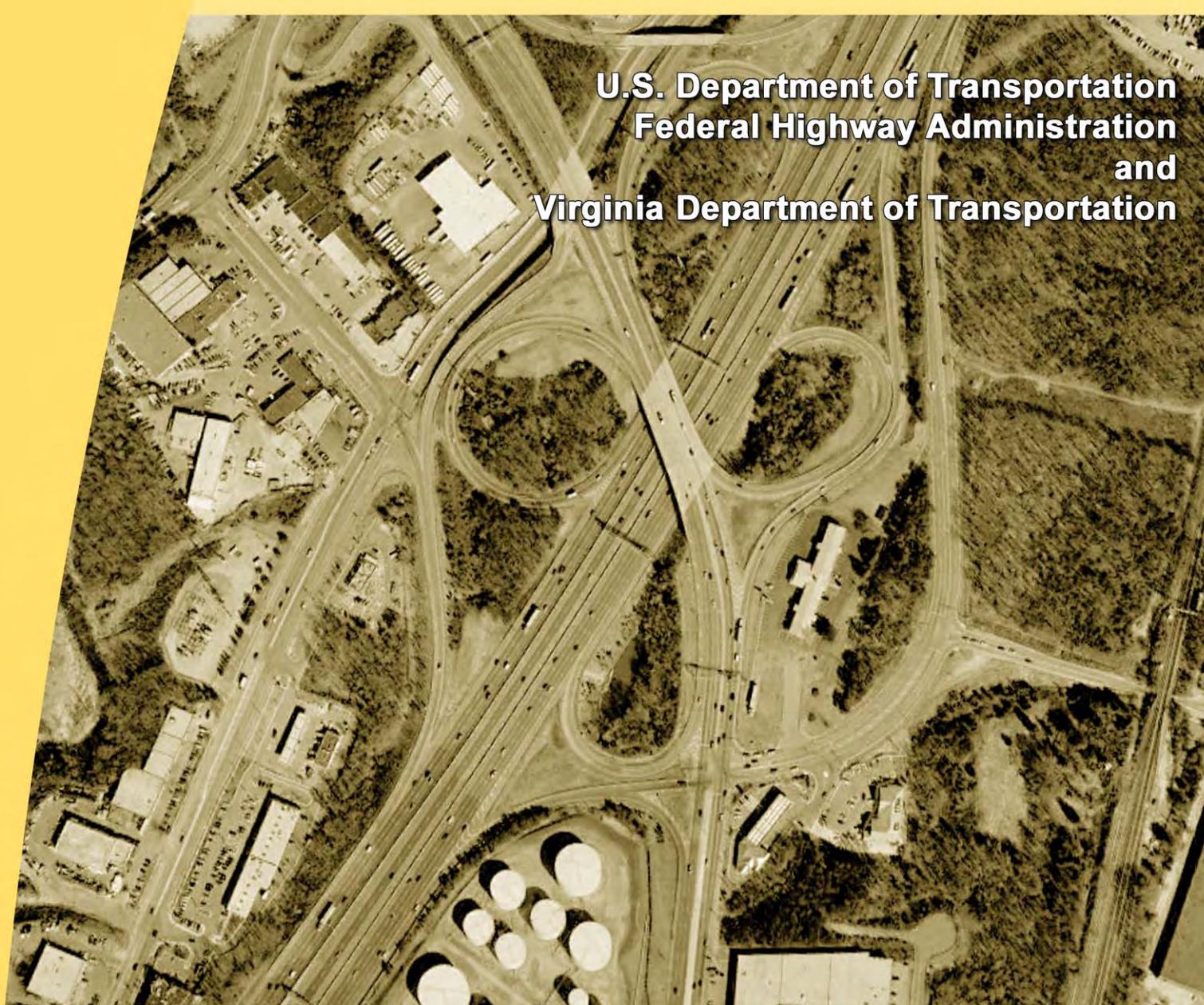


# FAIRFAX COUNTY PARKWAY INTERCHANGE IMPROVEMENTS



## ENVIRONMENTAL ASSESSMENT



U.S. Department of Transportation  
Federal Highway Administration  
and  
Virginia Department of Transportation

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
and  
VIRGINIA DEPARTMENT OF TRANSPORTATION

## ENVIRONMENTAL ASSESSMENT

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Fairfax County Parkway Interchange Improvements  
Fairfax County, Virginia  
State Project: BRAC-96A-101, PE-101; UPC 81738  
Interchanges of the Fairfax County Parkway (Route 7100) with  
Interstate 95 and Rolling Road (Route 638)/Franconia-Springfield Parkway (Route 7900)

Submitted Pursuant to 42 U.S.C. 4332(2)(C)

Approved for Public Availability:

3/30/10

Date

*John Dimkins*

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*for:* Division Administrator  
FHWA Virginia Division

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## **1.1 STUDY AREA**

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is studying improvements to two existing interchanges on the Fairfax County Parkway (Route 7100). The first involves constructing a new flyover ramp at the I-95 interchange for northbound I-95 traffic to access westbound Fairfax County Parkway. The second involves widening to two lanes the existing single-lane loop ramp in the northeast quadrant of the Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway interchange, which carries traffic from northbound and southbound Rolling Road to westbound Fairfax County Parkway. Upon completion of the section of the Fairfax County Parkway through a portion of the U.S. Army's Fort Belvoir North Area (formerly known as Engineer Proving Ground), westbound traffic on that facility would use the ramp to access westbound Fairfax County Parkway. **Figure 1** shows the location of the project. The study area consists of lands surrounding these two proposed project elements on which there are human or natural resources that could potentially be affected by the project.

## **1.2 HISTORY**

### **1.2.1 Fairfax County Parkway**

The *Springfield Bypass & Extension Final Environmental Impact Statement/4(f) Statement* (May 1984) (EIS) described the candidate alignments and the selected alignment for what now is called the Fairfax County Parkway. The new four-lane divided highway was to be 31 miles long, from Route 7 at Dranesville on the west to U.S. Route 1 at Fort Belvoir on the east. A spur (now known as the Franconia-Springfield Parkway, Route 7900) would be built from Rolling Road, along Hoes Road, crossing I-95, passing in front of the Franconia-Springfield Metrorail Station, and ending at Beulah Street. Alternative alignments were screened through a preliminary evaluation process to identify those candidate alignments offering optimal traffic service while minimizing adverse effects on the human and natural environments. Except for the section through the Fort Belvoir North Area, the Fairfax County Parkway has been constructed and is open to traffic.

The uncompleted section of the Fairfax County Parkway currently under construction (with completion expected in April 2011) consists of a six-lane divided limited-access highway, approximately 1.9 miles long, through the western and southern portions of the Fort Belvoir North Area between Rolling Road (Route 638) and Fullerton Road. The project includes bridges over Accotink Creek and construction of three interchanges: at Fairfax County Parkway/Rolling Road/Franconia-Springfield Parkway, Rolling Road/Barta Road, and at Boudinot Drive near Fullerton Road. The existing at-grade intersection at Fullerton Road would be replaced by an overpass. In 2004, VDOT and FHWA completed an Environmental Assessment/Reevaluation of this section of the Fairfax County Parkway to address changes to the project, new information, and new circumstances identified since completion of the original Final EIS. Those studies resulted in a Finding of No Significant Impact (FONSI) by FHWA. FHWA completed a further Reevaluation in 2007 to address additional changes to the project, and no significant environmental impacts were identified.

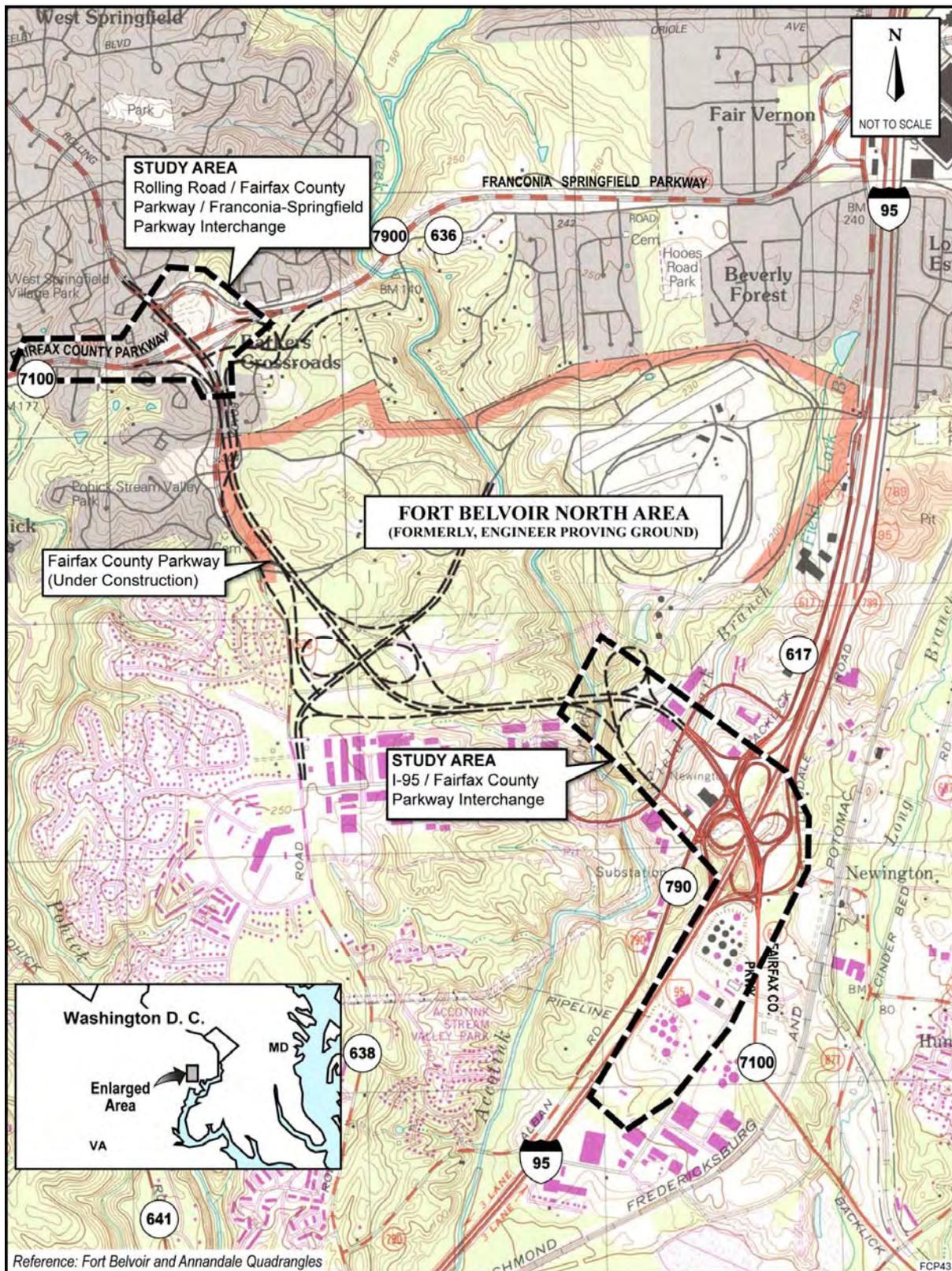


Figure 1. Project Location

### 1.2.2 Fort Belvoir/North Area/BRAC

The 2005 Defense Base Closure and Realignment Act (BRAC) stipulated realignment and closure actions for domestic military installations, including the relocation of thousands of personnel to Fort Belvoir. Accordingly, the Army prepared an EIS (Final EIS approved June 2007, Record of Decision signed 08/07/07) to evaluate the environmental consequences of the relocations to Fort Belvoir and to select an alternative land use and development plan to accommodate the moves. As part of the implementation of the BRAC requirements, the eastern portion of the 807-acre Fort Belvoir North Area was chosen as the site to which 8,500 employees of the National Geospatial-Intelligence Agency (NGA) will be relocated in September 2011.

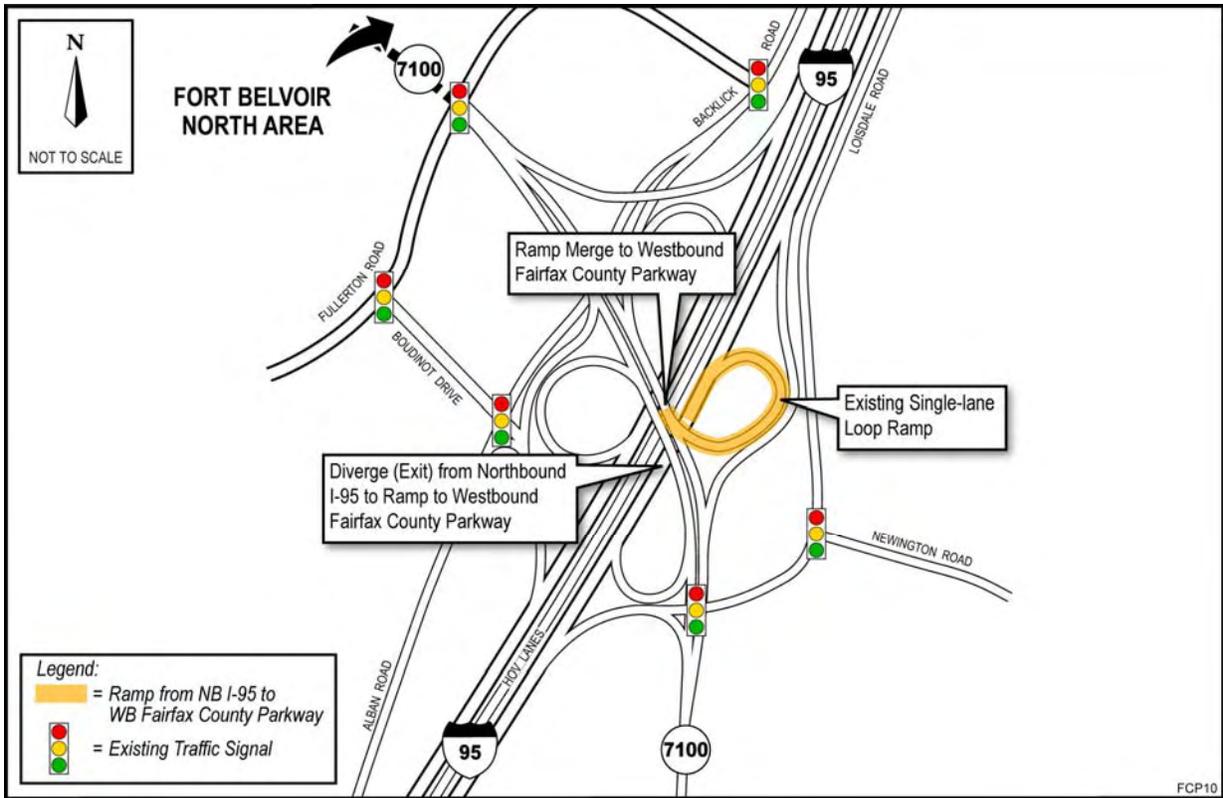
### 1.3 NEEDS – EXISTING CONDITIONS

The existing I-95/Fairfax County Parkway interchange (see **Figure 2**) provides for the northbound-I-95-to-westbound-Fairfax-County-Parkway traffic movement by a single-lane loop ramp. Because the Fairfax County Parkway currently ends at Fullerton Road, traffic must turn either right or left at the signalized intersection at Fullerton Road or exit to northbound Backlick Road. The ramp (highlighted on Figure 2) carries an average daily traffic volume of approximately 7,200 vehicles. The AM and PM peak hour volumes are 710 and 280, respectively. Traffic operations on the ramp are a function not only of traffic volumes on the ramp itself but also volumes on the roadways at either end of the ramp (where traffic diverges to proceed onto the ramp and where it merges to move off the ramp). Total traffic volume on I-95 just south of the ramp diverge is 88,500 vehicles per day (vpd) with corresponding volumes of 7,410 and 4,760 in the AM and PM peak hours respectively (this volume does not include the HOV lanes). On the Fairfax County Parkway just beyond the ramp merge, the daily traffic volume is 26,000 vpd, while the AM and PM peak hour volumes are 1,490 and 2,090, respectively. The level of service (LOS)<sup>1</sup> for the diverge point from I-95 to the ramp is F in the AM peak hour and B in the PM peak hour. The LOS for the merge point off the ramp to Fairfax County Parkway is B in the AM peak hour and C in the PM peak hour.

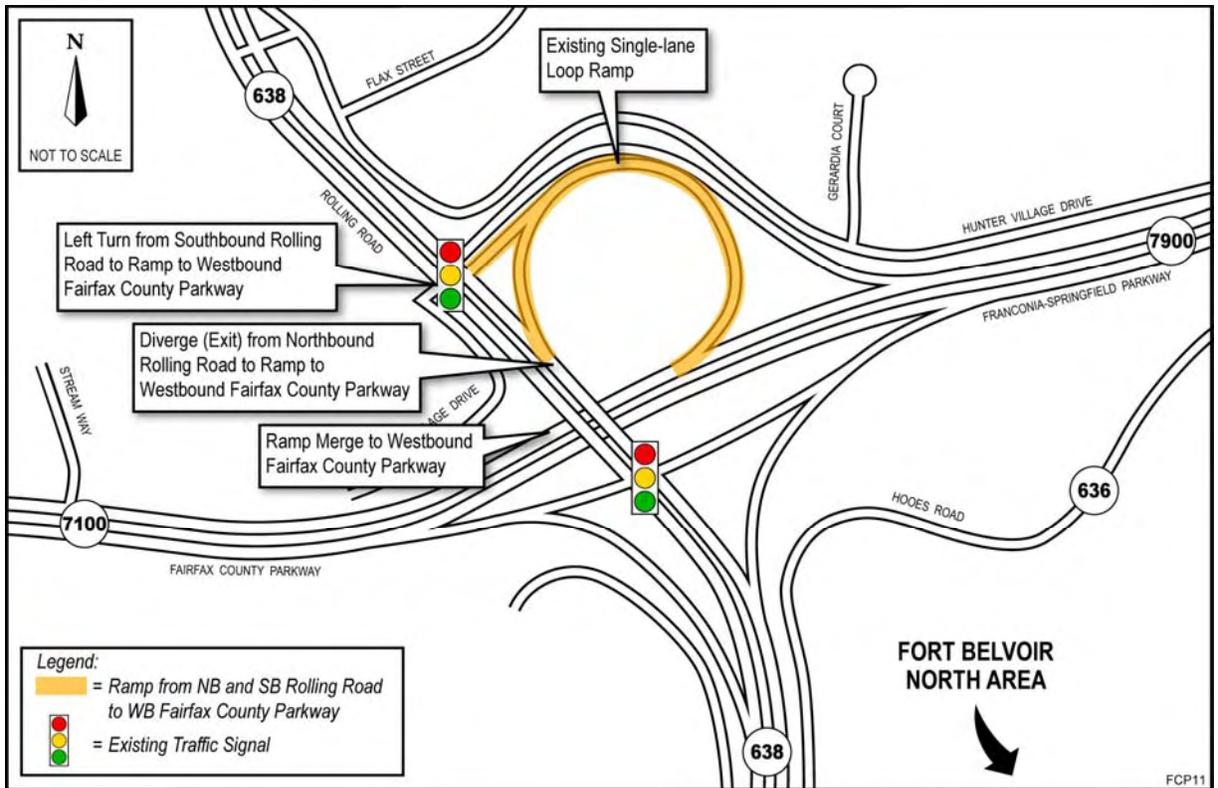
The existing Rolling Road/Franconia-Springfield Parkway interchange (see **Figure 3**) provides for the northbound-Rolling-Road-to-westbound-Fairfax-County-Parkway traffic movement by a single-lane loop ramp. This ramp also serves southbound-Rolling-Road-to-westbound-Fairfax-County-Parkway traffic. The ramp (highlighted on Figure 3) carries an average daily traffic volume of approximately 6,800 vehicles. The AM and PM peak hour volumes are 410 and 520, respectively. Again, traffic operations on the ramp are a function not only of traffic volumes on the ramp itself but also volumes on the roadways at either end of the ramp (where traffic diverges from northbound Rolling Road to proceed onto the ramp and where it merges to move off the ramp onto Fairfax County Parkway). Additionally, left-turning traffic from southbound Rolling Road onto the ramp also affects overall operation of the ramp. Total traffic volume on Rolling Road just south of the ramp diverge is 17,200 vehicles per day (vpd) with corresponding volumes of 1,120 and 1,250 in the AM and PM peak hours, respectively. Due to the proximity of this diverge point and the traffic signal just to the north, traffic operations at this diverge location would be controlled by the traffic signal, where the LOS is B in the AM peak hour and C in the PM peak hour. On the Fairfax County Parkway just beyond the ramp merge, the daily traffic volume is 46,100 vpd, while the AM and PM peak hour volumes are 2,430 and 3,910, respectively. The LOS for the merge point is B in the AM peak hour and C in the PM peak hour.

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<sup>1</sup> Level of service provides a comparative measure of the traffic performance of roads and intersections through a grading from A to F. Level of service A represents optimal traffic conditions with minimal delays, while level of service F represents breakdown conditions and substantial delays.



**Figure 2. Existing Configuration at I-95 Interchange**



**Figure 3. Existing Configuration at Rolling Road/Franconia-Springfield Parkway Interchange**

## 1.4 NEEDS – FUTURE CONDITIONS

The construction of the 1.9 miles through Fort Belvoir North Area will complete the Fairfax County Parkway and create a continuous cross-county route. The existing signalized at-grade intersection at Fullerton Road will be eliminated and replaced with an overpass. Traffic using the existing loop ramp then would still be able to exit to northbound Backlick Road, but also would be able to continue westbound on the Fairfax County Parkway. By 2011, it is expected that substantial BRAC-related development at Fort Belvoir North Area will have occurred. Other ongoing population and employment growth in the surrounding area is expected to continue into the future. Consequently traffic volumes using the interchange of the Parkway and I-95 are expected to increase dramatically. For example, while the forecasted daily traffic volume northbound on I-95 would increase approximately 37% by the design year (2030), the daily volume forecasted to exit onto the northbound-I-95-to-westbound-Parkway ramp would increase nearly 300%. Moreover, the volume exiting to the ramp as a percentage of the total volume on northbound I-95 would increase from a little over 8% to more than 17%.

Similarly, travel demand in the design year on the ramp connecting northbound and southbound Rolling Road to westbound Fairfax County Parkway is forecasted at approximately 30,000 vehicles per day, an increase of approximately 340% over the existing daily volume. This reflects the opening of the section of the Fairfax County Parkway currently under construction, which essentially will supplant the section of Rolling Road immediately south of the Franconia-Springfield Parkway. **Table 1** summarizes the daily volumes and the AM and PM peak hour volumes for each of these loop ramps and adjacent roadway segments. In addition, it also summarizes the LOS at the merge and diverge points if no improvements to the ramps are made.

## 1.5 SUMMARY

The existing ramps do not provide sufficient capacity to adequately handle the forecasted traffic volumes. The increases in volumes will result from completion of the Fairfax County Parkway, ongoing development in the surrounding area, regional growth, and the BRAC-mandated relocation of 8,500 employees to the Fort Belvoir North Area. Accordingly, the purpose of the proposed project is to address specific traffic deficiencies at the interchanges, namely the relatively low capacity of one-lane loop ramps, and accommodate higher vehicle volumes.

**Table 1. Traffic Data**

<b>Location/Description</b>	<b>Existing Conditions</b>	<b>Future (Design Year 2030) Conditions</b>
<b>I-95/Fairfax County Parkway Interchange</b>		
Northbound to westbound loop ramp volume (shown as daily/AM/PM)	7,200 / 710 / 280	21,500 / 1,900 / 1,050
I-95 northbound mainline volume at diverge to exit (daily/AM/PM)	88,500 / 7,410 / 4,760	121,455 / 10,000 / 6,700
Ramp diverge point level of service (AM peak hour/PM peak hour)	F / B	F / F
Fairfax County Parkway (Route 7100) westbound mainline volume at merge point (daily/AM/PM)	26,000 / 1,490 / 2,090	60,365 / 2,190 / 3,980
Ramp merge point onto Fairfax County Parkway level of service (AM peak hour/PM peak hour)	B / C	F / F
<b>Rolling Road/Franconia-Springfield Parkway Interchange</b>		
Loop ramp for northbound and southbound Rolling Road to westbound Fairfax County Parkway volume (shown as daily/AM/PM)	6,800 / 410 / 520	30,000 / 1,780 / 2,340
Northbound Rolling Road (Route 638) volume (daily/AM/PM)	17,200 / 1,120 / 1,250	47,345 / 2,820 / 3,690
Ramp diverge point level of service (AM peak hour/PM peak hour)	B* / C*	D* / F*
Fairfax County Parkway (Route 7100) westbound mainline volume (daily/AM/PM)	46,100 / 2,430 / 3,910	84,290 / 4,130 / 7,460
Ramp merge point level of service (AM peak hour/PM peak hour)	B / C	B / F

\* The LOS shown is for the traffic signal downstream. Due to the proximity of this diverge point and the traffic signal downstream, it is anticipated that traffic operations at this diverge location would be controlled by the traffic signal.

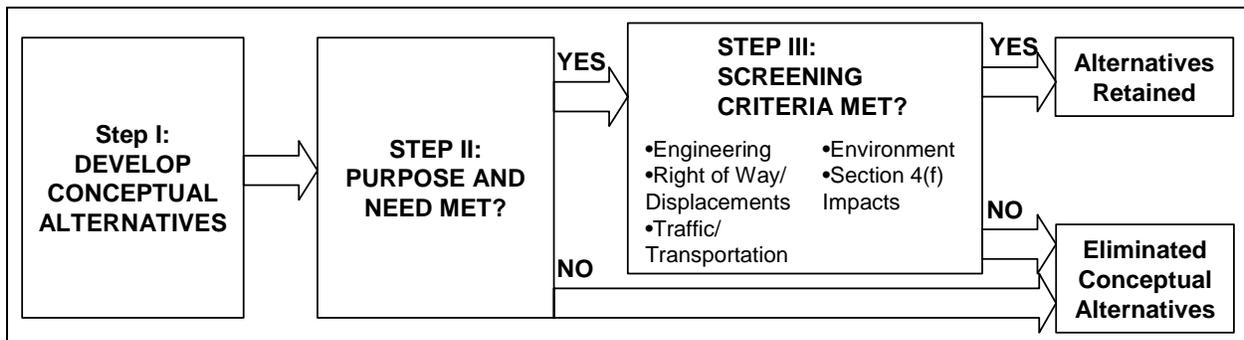
## Section 2 ALTERNATIVES

### 2.1 INTRODUCTION

This section discusses the range of alternatives considered, the process used to identify and screen the alternatives, alternatives considered and eliminated from further consideration, and alternatives carried forward for detailed study. The No-build Alternative was retained for detailed study and it also serves as a baseline for alternatives comparison.

### 2.2 ALTERNATIVES DEVELOPMENT AND SCREENING

The flowchart below illustrates the steps in the alternatives development and screening process. This process involved identifying a range of alternative improvements for each interchange initially and then narrowing the options.



### 2.3 ALTERNATIVES ELIMINATED FROM DETAILED STUDY

Through the alternatives screening, several conceptual interchange improvements were eliminated from further consideration and not carried forward for detailed study. **Table 2** lists the eliminated alternatives and reasons for their elimination.

**Table 2. Alternatives Eliminated From Detailed Study**

Alternative	Basis for Elimination
Transportation System Management (TSM) Alternative	“TSM” generally means implementation of relatively low-cost actions to improve efficiency of existing transportation systems. Examples include traffic controls, signal synchronization, turn lanes, parking management, access management, operational modifications, flexible work hours, van pools, transit scheduling, bicycle and pedestrian improvements, modifying driver behavior with incentives, pricing, or restrictions. Although such actions are important elements in the overall transportation plan for any urbanized area, there are none that would meet the identified needs for this study because they would not provide the needed capacity or adequately improve the levels of service on the existing ramps.
Mass Transit Alternative	Mass transit alone would not satisfy the identified purpose and need for the same reasons that the TSM Alternative would not. The development plans for the Fort Belvoir North Area, however, do include a transportation management program to reduce single-occupant vehicle demand and promote greater use of transit.

**Table 2. Alternatives Eliminated From Detailed Study**

Alternative	Basis for Elimination
Add another lane to existing loop ramp at I-95 interchange	The current, single lane ramp has a minimum radius allowing a design speed of only 25 mph. The adjacent northbound entrance ramp would need to be shifted to accommodate a second lane on the loop resulting in relocation of a motel. The loop also shares a weave with the eastbound Fairfax County Parkway to northbound I-95 entrance loop making it difficult to initiate a new two-lane loop.
Bring I-95 flyover ramp down to grade on right-hand side (i.e., north side) of westbound Fairfax County Parkway	The exit ramp from southbound I-95 to westbound Fairfax County Parkway enters the Parkway at the same location as the potential flyover ramp. The current southbound ramp is being reconstructed as a dual-lane exit with a diverge point just prior to entering the Parkway which further complicates this location. Should a new flyover ramp also enter on the right-hand side of the Parkway, it would create an overlap of lanes entering Fairfax County Parkway. This configuration would violate the AASHTO criteria for distance between successive merge points at an interchange that are intended to allow for an adequate distance for safe signage and merging.
Construct collector-distributor (CD) Roads on Fairfax County Parkway at and to the west of the I-95 interchange	Requires redesign of Boudinot Drive interchange. Additional right of way would be required from Fort Belvoir North Area, which would affect security access points currently under construction within the North Area road system.
Alternative 1 for flyover	Construct single-lane flyover diverging from I-95 just south of the existing exit for I-95 northbound to Fairfax County Parkway <u>eastbound</u> off-ramp. The ramp would come down to grade on the left side of the westbound Parkway lanes and continue as a third lane on the future Fairfax County Parkway westbound lanes. Existing loop ramp would remain open for traffic to access Backlick Road and the Boudinot Drive Interchange. Existing ramp to Loisdale Road intersection and eastbound Fairfax County Parkway would remain in its present configuration. This alternative was eliminated because it would introduce a third diverge point off of mainline I-95, which would be of concern due to excessive lane-changing activity over too short a distance. A variant of this alternative would eliminate the existing loop ramp without making any provision for accessing Backlick Road or the Boudinot interchange, which would create great inconvenience and circuitous travel to reach those areas.
Alternative 2 for flyover	Construct single-lane flyover diverging from I-95 just south of the existing I-95 exit as in Alternative 1, and bring flyover ramp down to grade on left side of westbound Fairfax County Parkway, with three westbound thru lanes on the Parkway through the I-95 interchange. Requires a left merge condition, which is less desirable than continuing the flyover ramp as the left-most through lane, as in Alternative 1 and proposed Alternative 3. Requires greater reconstruction of other elements of the existing interchange (e.g., the southbound I-95 to westbound Fairfax County Parkway ramp).
Add separate ramp for southbound Rolling Road to westbound Fairfax County Parkway in northwest quadrant of interchange	Grade too severe; impacts to townhouse development.

**Table 2. Alternatives Eliminated From Detailed Study**

Alternative	Basis for Elimination
Rolling Road interchange, Alternative A	This alternative included design features similar to those of Alternative C, except the widening would be done to the inside of the loop, with a resulting design speed of 30 mph due to the radius of the loop. No realignment would be required for the adjacent ramp carrying traffic from westbound Franconia-Springfield Parkway to Rolling Road. This alternative was rejected because it would lower the design speed with no resulting benefits.
Rolling Road interchange, Alternative B	This alternative included design features similar to those of Alternative D; however, like Alternative A, the widening would be done to the inside of the loop and it was eliminated because it would lower the design speed with no resulting benefits.

## 2.4 ALTERNATIVES CARRIED FORWARD

### 2.4.1 No-build Alternative

Under the No-build Alternative, no improvements to the subject interchange ramps would be implemented. For this alternative, the existing transportation system plus all projects funded for construction in the National Capital Region's Financially Constrained Long-Range Transportation Plan (CLRP)<sup>2</sup> are assumed to be in place. Thus, the following projects are assumed to have been constructed by the design year of 2030:

- **Fairfax County Parkway (Route 7100).** Construct a six-lane divided limited access highway, approximately 1.9 miles long, through the western and southern portions of the Fort Belvoir North Area between Rolling Road/Franconia-Springfield Parkway and Fullerton Road. This project, now under construction, would complete the only remaining missing link in this cross-county facility.
- **I-95/I-395 HOV/Bus/HOT Lanes Project.** Construct third lane along existing two high occupancy vehicle (HOV) lanes and convert HOV lanes to HOV/Bus/HOT (high occupancy toll) lanes.
- **I-95 Fourth-lane Widening Project.** Construct fourth lane in each direction of I-95 for approximately six miles, between Route 123 and just south of Fairfax County Parkway (under construction at the time of preparation of this document).
- **Defense Access Roads (DAR) Ramps.** Construct two access ramps from I-95 to the Fort Belvoir North Area: 1) expand and extend existing ramp from southbound I-95 to westbound Fairfax County Parkway to provide a connection to Heller Road in the southeastern corner of the Fort Belvoir North Area tract; 2) construct a new connection between Heller Road on the eastern side of the Fort Belvoir North Area and the existing flyover bridge that connects the HOV lanes with the northbound I-95 general-purpose lanes.
- **Fairfax County Parkway/Franconia-Springfield Parkway High Occupancy Vehicle (HOV) Lanes.** Construct single HOV lane in each direction between Sydenstricker Road (Route 640) and Frontier Drive (which is east of I-95 at the Franconia-Springfield Metro Station, the southernmost stop on the Washington Metropolitan Area Transit Authority's regional rail system).

<sup>2</sup> The CLRP was developed by the National Capital Region Transportation Planning Board (TPB), which is the federally designated Metropolitan Planning Organization (MPO) for the Washington DC metropolitan region.

- **Rolling Road Widening.** Widen existing road from two to four lanes from Fairfax County Parkway northward to Old Keene Mill Road (Route 644).

The No-build Alternative would not displace any families, businesses, farms, or nonprofit organizations, and it would not affect any natural, ecological, cultural, or scenic resources. However, this alternative would not satisfy the identified transportation needs. Notwithstanding, the No-build Alternative is under consideration and is being used as a benchmark to assess environmental impacts attributable to the proposed project.

#### **2.4.2 I-95 Interchange Alternative 3**

**Description:** This alternative would involve constructing a single-lane flyover ramp to carry traffic exiting northbound I-95 to go west on Fairfax County Parkway. The diverge point for this ramp and the diverge point for the existing I-95-to-eastbound-Fairfax County Parkway would be combined into a single diverge point to facilitate getting traffic off I-95 and to avoid introducing an additional diverge point. A single diverge point for the Fairfax County Parkway westbound and eastbound off-ramps is the preferred solution to minimize impacts on the I-95 mainline traffic flow. Traffic forecasts suggest that approximately 65% of the I-95 northbound traffic flow would continue north along I-95 and approximately 35% would exit to the Fairfax County Parkway, which indicates that the exit should be treated as a major diverge instead of as a simple exit ramp, which in turn is reflected in the conceptual design. The new ramp would go up and over the existing ramp to eastbound Fairfax County Parkway. The exit to eastbound Fairfax County Parkway would be relocated to come off the right side of the flyover ramp and then reconnect with the existing ramp terminus. The flyover ramp would come down to grade on the left side of the westbound Parkway lanes and continue as the third lane on the future Fairfax County Parkway westbound lanes. The conceptual design would preclude traffic on the flyover ramp from accessing Backlick Road or the future Boudinot Drive interchange. This is to avoid conflicts with traffic entering Fairfax County Parkway from the right and weaving movements at the Boudinot Drive interchange. To provide for the Backlick Road and Boudinot Drive interchange access, two design options are being considered:

- The first option would involve leaving the existing loop ramp open so that I-95 northbound traffic could continue to exit and get to northbound Backlick Road and the future Boudinot Drive interchange. **Figure 4** shows a conceptual drawing and **Figure 5** shows the proposed alignment and lane designations of this option.
- The second option would involve eliminating the existing loop ramp and constructing left-turn lanes at the terminus of the existing ramp currently being utilized by traffic going to eastbound Fairfax County Parkway and Loisdale Road. Left turns are not currently permitted at this intersection. **Figure 6** shows a conceptual drawing and **Figure 7** shows the proposed alignment and lane designations of this option.

Both of these options would have the following design features in common:

- Design speed: 35 mph minimum.
- Flyover lane width: 16’.
- Maximum grade: 6%.
- Minimum curve radius: 355’.
- Left shoulder: 6’ wide (9’ where guardrail required), with 4’ paved.
- Right shoulder: 11’ wide, with 8’ paved.

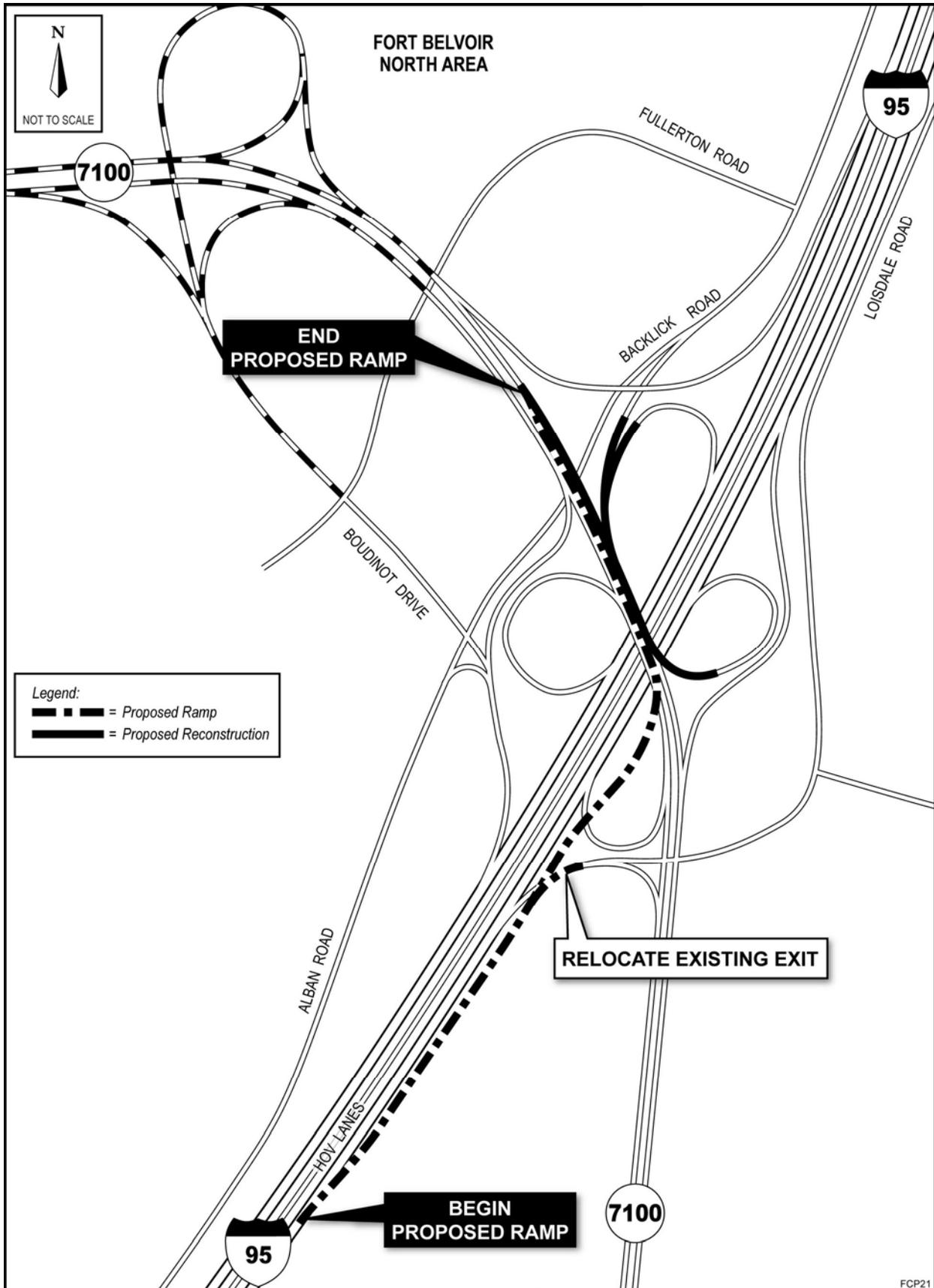
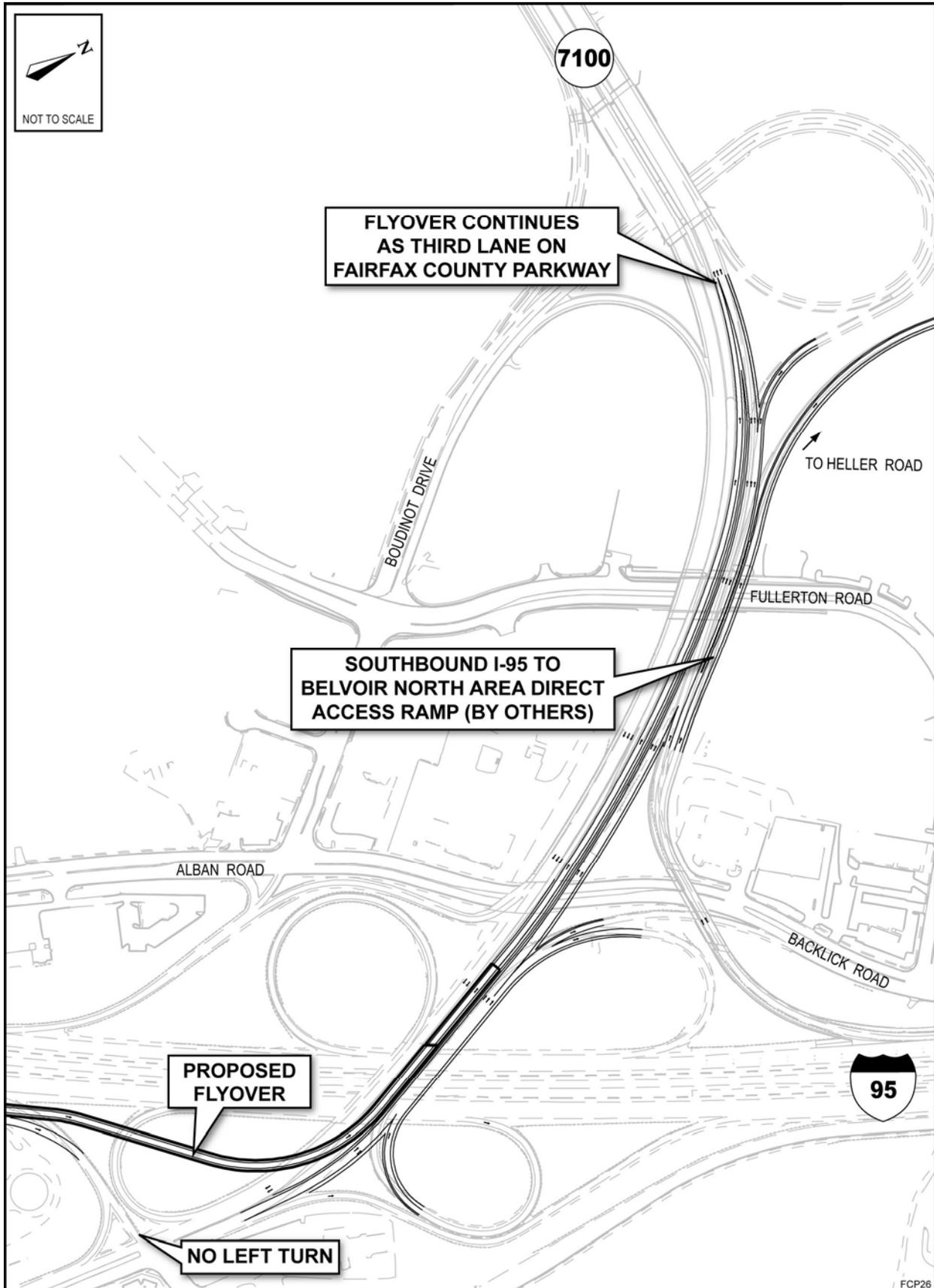


Figure 4. Alternative 3 at I-95 – Keep Existing Loop Option



**Figure 5. Proposed Alignment and Lane Designations – Alternative 3 – Keep Existing Loop Option**

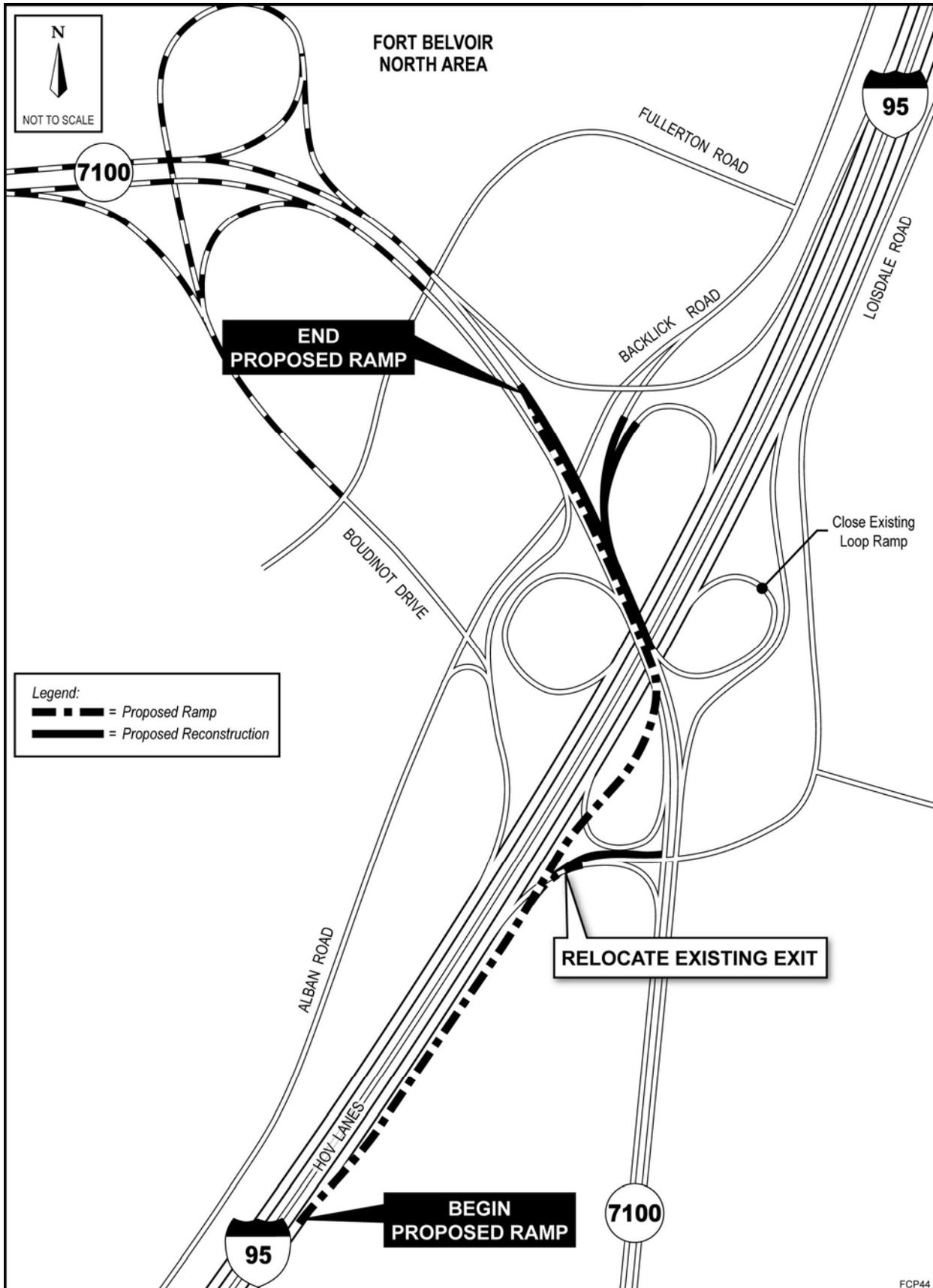
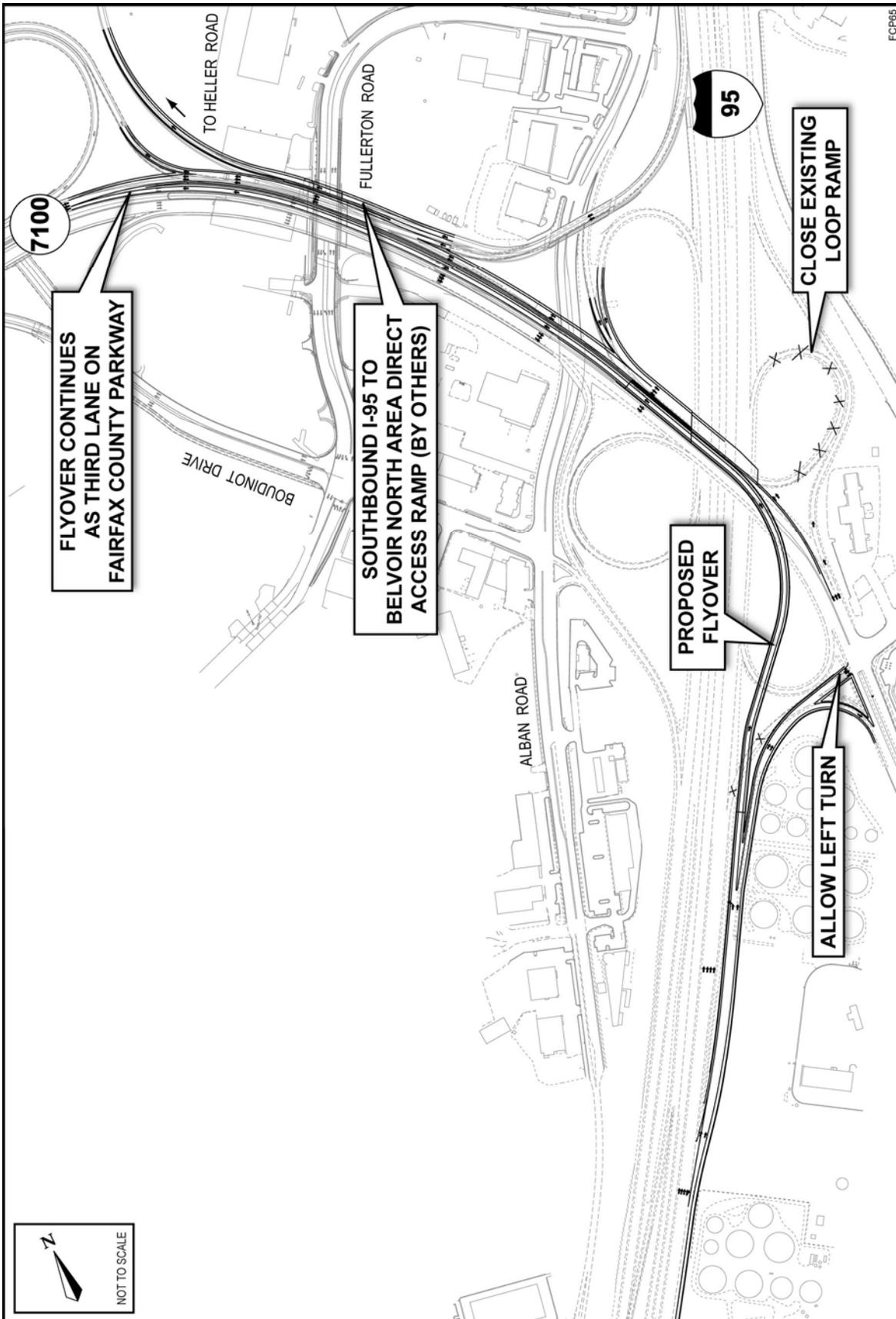


Figure 6. Alternative 3 at I-95 – Left Turn Option



**Figure 7. Proposed Alignment and Lane Designations at I-95 – Alternative 3 – Left Turn Option**

- The new ramp would touch down on the left side of the westbound through lanes on Fairfax County Parkway and the ramp lane then would continue as a westbound through lane on the Fairfax County Parkway, thereby eliminating a merge condition.
- Widening to the north side of existing Fairfax County Parkway bridge over I-95 would be required to make room for the ramp touchdown east of Fullerton Road.
- Additional right of way required: approximately 4 acres.

**Ability to meet needs:** Total design year (2030) projected traffic demand for the I-95 northbound to Fairfax County Parkway westbound movement is approximately 21,500 vehicles per day. AM and PM peak hour traffic demand is projected to be 1,900 and 1,050, respectively. For both the design options (keep existing loop open or eliminate loop and install left turn), the new flyover ramp would provide a high-capacity directional ramp to carry traffic past several merge/diverge/weave points associated with the I-95/Fairfax County Parkway interchange and the Boudinot Drive/Fairfax County Parkway interchange.

- **Keeping the existing loop ramp** open to serve traffic to Backlick Road and the Boudinot interchange area would perpetuate an undesirable weave between traffic entering I-95 via the loop ramp from eastbound Fairfax County Parkway and traffic existing I-95 to get to Backlick Road or the Boudinot interchange via westbound Fairfax County Parkway. However, the volumes using the loop ramp would be less than without the flyover.
- **Implementing a left-turn movement** at the ramp terminus/Loisdale Road intersection **and eliminating the loop ramp** would eliminate the undesirable weave noted above, but would introduce a different conflict – a left turn where one doesn't exist now. It is anticipated that the signal could be phased so that the left-turn movement is synchronous with the ramp-to-Loisdale Road movement. Ultimately, it may be desirable at some point in the future to grade-separate this intersection and eliminate the signal altogether. The option to implement a left-turn here can be designed so as not to preclude a future grade separation or other potential future improvements to the Fairfax County Parkway in the vicinity of and to the east of I-95.

As is often the case in highly urbanized areas or along high-volume interstate routes, peak hour level of service analysis does not effectively distinguish between alternatives or necessarily reveal an improvement in traffic operations in a peak hour. However, there are benefits of the proposed flyover in terms of lane balance and diverge/merge/weave conditions along I-95. The new ramp would replace (for the majority of the traffic exiting to westbound Fairfax County Parkway) the existing substandard loop ramp (25 mph radius) with a high capacity directional ramp, thereby eliminating a short merge area along the mainline of I-95. Traffic analysis, including simulation of traffic flow, shows that the new ramp can accommodate the forecasted traffic volumes and minimize impacts to traffic flow on the I-95 mainline.

### 2.4.3 Rolling Road Interchange Alternatives C, D, & E

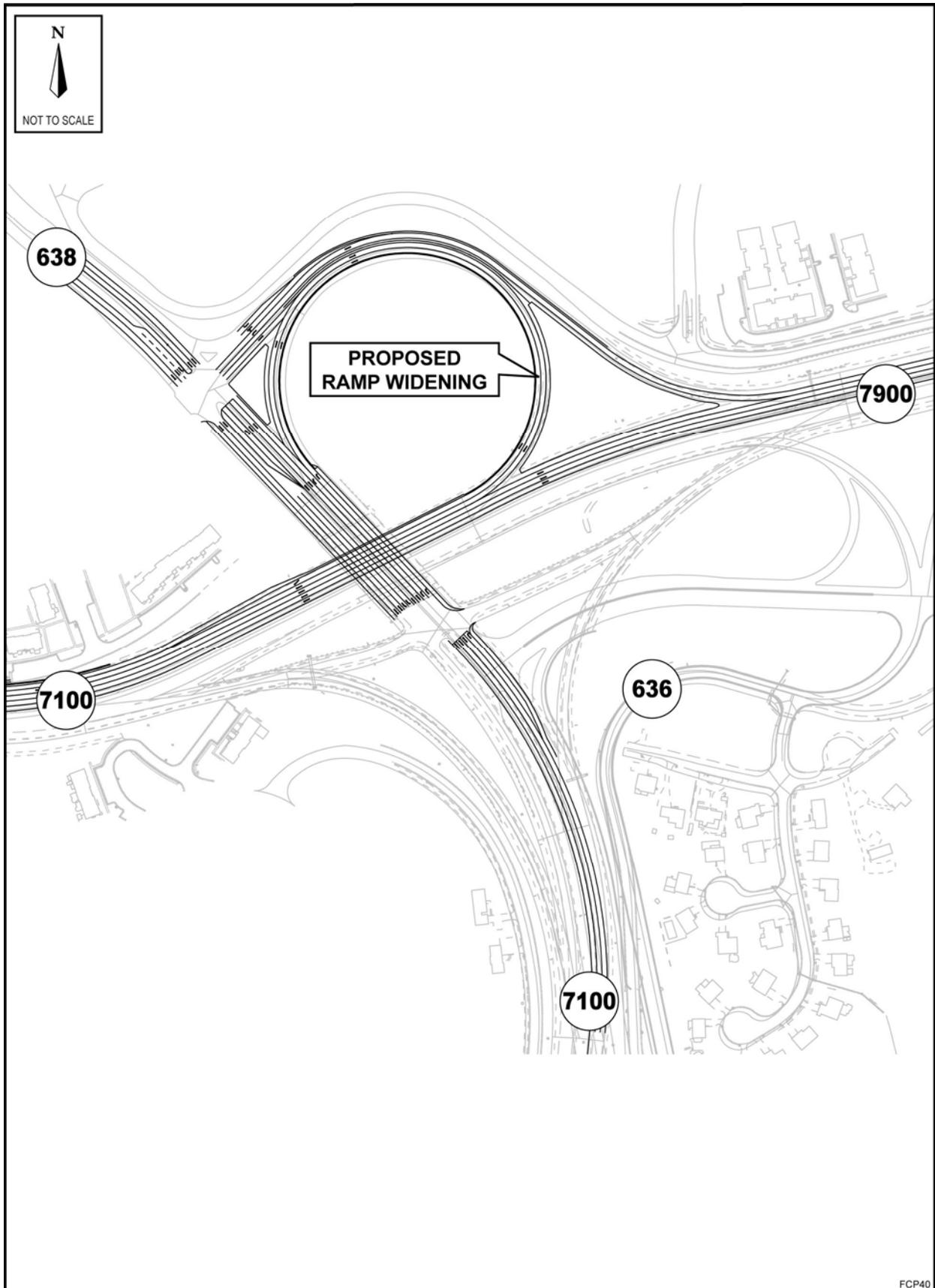
**Description:** The alternatives carried forward involve the widening to two lanes of the existing one-lane loop ramp used by traffic from northbound and southbound Rolling Road (and when completed, the section of the Fairfax County Parkway currently under construction) to westbound Fairfax County Parkway. Widening would occur towards the outside of the loop, Alternative C with curb and gutter along the inside of the loop, Alternative D with an open paved

shoulder along the inside of the loop. Alternative E would bring the northbound right turn lanes to the signalized intersection, instead of having a continuous free flow right exit onto the loop. Alternative E addresses a safety concern regarding the merge angle of traffic entering the loop from the northbound direction and traffic entering the loop from the southbound direction.<sup>3</sup> **Figures 8 and 9** show conceptual drawings for these alternatives, which would have the following design features in common:

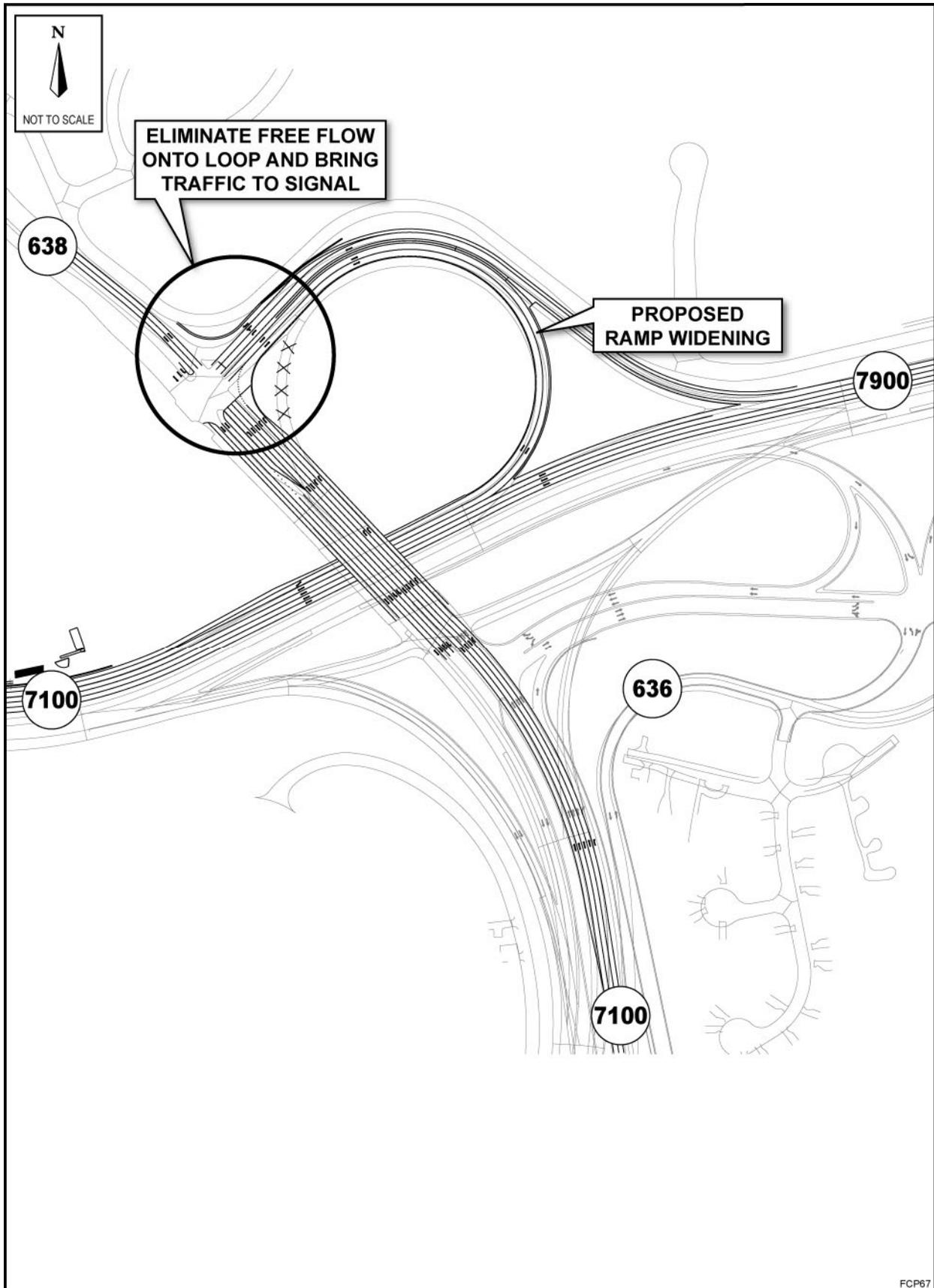
- Design speed: 35 mph minimum.
- Lane width: 15'.
- Maximum grade: 6%.
- Maximum Superelevation rate: 8%.
- Minimum curve radius: 314'.
- Left shoulder: 10' wide.
- Second lane added to outside of existing loop ramp.
- Realignment of existing ramp from westbound Franconia-Springfield Parkway to Rolling Road.
- Add additional deceleration/exit lane to northbound Rolling Road/Fairfax County Parkway.
- Add additional left-turn lane at signalized intersection of southbound Rolling Road and interchange ramp to Franconia-Springfield Parkway.
- Add additional acceleration lane from loop ramp onto westbound Fairfax County Parkway. The two acceleration lanes would transition to one, which would end at Stream Way.
- Additional right of way required: Additional right of way acquisition of approximately 1 acre would be required along the north side of westbound Fairfax County Parkway. This is necessary for relocating the existing retaining wall and noise wall to maintain satisfactory stopping sight distance.

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<sup>3</sup> Recent research has revealed safety concerns related to the sight distance over a driver's left shoulder as they exit from arterials onto a free flow ramp and look for vehicles accessing the ramp from another direction.



**Figure 8. Alternatives C and D at Rolling Road/Franconia-Springfield Parkway**



**Figure 9. Alternative E at Rolling Road/Franconia-Springfield Parkway**

**Ability to meet needs:** In the design year 2030, the two-lane ramp would carry an average daily traffic volume of approximately 30,000 vpd. The AM and PM peak hour volumes would be 1,470 and 1,880, respectively. While LOS F would remain during the peak hour at the merge to the Fairfax County Parkway, the ramp capacity would be higher, which would better balance with the adjacent roadway network and minimize queues and delay. With regard to Alternative E, while the elimination of the acute merge angle would alleviate a safety concern, the loss of the free flow exit movement also would deteriorate the LOS and increase intersection delay.

## Section 3

# ENVIRONMENTAL CONSEQUENCES

### 3.1 OVERVIEW OF ENVIRONMENTAL ISSUES

**Table 3** summarizes environmental issues and their relevance to the project for both design options at the I-95 interchange and for the three design alternatives at the Rolling Road/Franconia-Springfield Parkway interchange. Issues requiring further discussion are addressed following the table.

**Table 3. Environmental Issues**

Resource/Issue	Remarks
Land Use	Approximately 5 acres of new right of way would be required to implement the project. For the I-95 interchange the right of way acquisition would be primarily from industrial sites along the east side of I-95. For the Rolling Road/Franconia-Springfield Parkway interchange the right of way acquisition would include part of a parking lot for a townhouse development. Fairfax County's zoning for the area surrounding the I-95 interchange is predominantly for industrial and commercial uses. The County's Comprehensive Plan indicates industrial and commercial uses continuing in the future. The area surrounding the Rolling Road/Franconia-Springfield Parkway interchange is predominantly residential, and the residential uses will continue into the future in accordance with the Comprehensive Plan. The project is consistent with proposed land use goals of Fairfax County and would not have any substantial long-term impacts to surrounding land uses.
Right of Way/ Relocations	No homes, businesses, farms, or nonprofit organizations would be displaced by the project; therefore, no relocations would be required. However, several parking spaces for townhouses would need to be relocated to accommodate the Rolling Road/ Franconia-Springfield Parkway interchange improvements.
Community Facilities and Services	No community facilities or services (churches, schools, civic organizations, law enforcement, or emergency services) would be displaced or adversely affected by the project.
Community Access	No changes to community access would result from the project.
Environmental Justice Populations	The project has been developed in accordance with Executive Order 12898, <i>Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations</i> . There are no minority and low income populations that would suffer disproportionately high and adverse effects from the project.
Parks and Recreational Resources	There are no publicly owned parks or recreation areas within the project study area. A portion of Fairfax County's Cross County Trail runs along the Fairfax County Parkway trail, which crosses Rolling Road and runs along the north side of Hunter Village Drive, a local street that parallels the Fairfax County Parkway. The trail would not be impacted by the project.
Historic Properties	No historic properties would be affected by the project.
Waters of the U.S., Including Wetlands	The project would impact approximately 15 linear feet of stream bottom in Field Lark Branch and approximately 0.4 acres of wetland associated with Field Lark Branch. See <b>Section 3.2</b> .
Floodplains	No Federal Emergency Management Agency (FEMA)-designated 100-year floodplains would be crossed by the project.
Air Quality	This project is located in a nonattainment area for ozone and fine particulate matter (PM <sub>2.5</sub> ). An air quality analysis showed that the project would result in no violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO). With regard to PM <sub>2.5</sub> particulate matter, the project is

**Table 3. Environmental Issues**

Resource/Issue	Remarks
	<p>of a type that would not be of air quality concern. The project is considered a type that is not of concern for mobile source air toxics. On a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will result in substantial reductions in emissions, and in almost all cases, will cause region-wide mobile source air toxics to be significantly lower than they are today. The project was included in the National Capital Region Transportation Planning Board's 2009 financially constrained long-range transportation plan (CLRP) and FY 2010-2015 Transportation Improvement Program (TIP), which were found to conform to the State Implementation Plan. See the air quality technical report for details of analyses and findings. The following VDEQ air pollution regulations must be adhered to during construction: 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.</p>
Noise	<p>There is one noise sensitive area representing a motel in the vicinity of the I-95 interchange. Estimates of design year noise levels indicate that noise impacts would occur at the motel under both the no-build condition and the build option that would leave the existing loop ramp in service. The motel would not be impacted under the build option that would eliminate the loop ramp. All other land uses in the vicinity of the interchange are industrial or commercial and would not experience noise impacts from the project.</p> <p>There are two noise sensitive areas representing 78 residences in the vicinity of the Rolling Road/Franconia-Springfield Parkway interchange. Estimates of design year noise levels indicate that 33 residences would be impacted. See <b>Section 3.3</b> and the noise technical report for more details on the noise analysis and potential mitigation measures.</p>
Agriculture and Prime Farmland	<p>No agricultural activities or prime farmland exist in the project area. There are no agricultural or forestal districts located in the project vicinity.</p>
Terrestrial and Aquatic Habitat and Wildlife	<p>Due to the highly urbanized nature of the project area, aquatic and terrestrial wildlife habitat is minimal and fragmented.</p>
Threatened and Endangered Species	<p>No impacts to federally listed threatened or endangered species have been identified.</p>
Wildlife and Waterfowl Refuges	<p>No wildlife or waterfowl refuges are located in the project vicinity.</p>
Anadromous Fish, Trout Waters, and Shellfish	<p>There are no trout or shellfish waters in the vicinity of the project. The project would not involve any instream work in anadromous fish waters.</p>
Invasive Species	<p>In accordance with Executive Order 13112, Invasive Species, the potential for the establishment of invasive terrestrial or aquatic animal or plant species during construction of the proposed project will be minimized by following provisions in VDOT's <i>Road and Bridge Specifications</i>. These provisions require prompt seeding of disturbed areas with seeds that are tested in accordance with the Virginia Seed Law and VDOT's standards and specifications to ensure that seed mixes are free of noxious species. While the right of way is vulnerable to the colonization of invasive plant species from adjacent properties, implementation of the stated provisions will reduce the potential for the establishment and proliferation of invasive species.</p>
Visual Character	<p>The project is located in an urbanized area with few visual attractions. The interchange improvements are not expected to substantially alter the visual character of the area.</p>
Scenic Rivers/Scenic Byways	<p>No scenic rivers or scenic byways would be affected by the proposed project.</p>

**Table 3. Environmental Issues**

Resource/Issue	Remarks
Hazardous Materials	A review of applicable databases revealed no National Priority List (Superfund) hazardous waste sites or solid waste disposal sites in the vicinity of the project. There are two potential hazardous materials sites of concern in the project vicinity, which are the petroleum products handling and storage facilities along the east side of I-95. These facilities receive product via pipeline and redistribute it primarily by tanker truck. A visit to the facilities and coordination with representatives of the facilities identified no active spill cases or leaking tanks. These facilities maintain groundwater monitoring wells to detect any subsurface leakage. Implementation of the project likely will entail construction of retaining walls in the vicinity of existing containment berms around the tanks on the sites. The design and construction of these walls and any potential reconfiguration of the berm systems will be coordinated with facility representatives during the design phase.
Indirect and Cumulative Effects	No substantial indirect or cumulative effects have been identified. See <b>Sections 3.6 and 3.7</b>

### 3.2 WATER RESOURCES

#### 3.2.1 Surface Waters

The I-95 interchange and a portion of the Rolling Road/Franconia-Springfield interchange lie within the Accotink Creek watershed, which encompasses more than 50 square miles (roughly 13 miles long by 4 miles wide) and extends from the City of Fairfax to Gunston Cove at the Potomac River. More than half of the watershed is covered by residential, commercial, or industrial development. Approximately 38% remains forested. Approximately 2.4% is open water or wetlands. The watershed also is dissected by many major and minor highways, including I-95, the Capital Beltway, the Fairfax County Parkway, several U.S. and state primary routes, and numerous local streets. Approximately 38 square miles (75%) of the watershed lie upstream of the project.

Streams in the watershed can be characterized as degraded, with most having poor habitat and biological conditions. Measures of benthic macroinvertebrate community health are low, with species being those adapted to degraded conditions. Most of the small tributaries are highly incised, and a pattern of stream widening has been observed due to increased flows from surrounding developments. The ongoing erosion and sloughing of banks results in unstable benthic habitat, with unstable sediment bars, tree falls, and logjams. Imperviousness exceeds 25% throughout much of the watershed. A dam roughly midway within the mainstem of Accotink Creek holds Lake Accotink, which imposes some hydrologic control and somewhat moderates the effects of high flow volumes in the mainstem. The dam also constitutes a barrier to migration of aquatic species. Fairfax County has established stream valley parks along portions of Accotink Creek beyond the limits of the project to preserve riparian habitat, help protect water quality, and, in some instances, provide trails for public recreation.

A portion of the Rolling Road/Franconia-Springfield Parkway interchange lies within the Pohick Creek watershed. According to a watershed summary report prepared by Fairfax County, the Pohick Creek watershed encompasses approximately 34 square miles. Although the watershed is still predominantly forested, levels of impervious cover are generally very high throughout. There are several impoundments within the watershed. Below the Route 1 crossing (east and downstream of the project), the Lower Potomac Pollution Control Plant discharges its effluent

into the mainstem as it flows toward the Fort Belvoir Military Reservation. Toward its mouth, Pohick Creek is tidally influenced and gradually turns into a freshwater wetland before emptying into Pohick Bay. Measures of benthic macroinvertebrate community integrity were consistently low throughout the watershed, with no sites ranking above the Fair category. Assemblages at each monitoring site were generally dominated by midges and aquatic worms, organisms that are highly tolerant of disturbance. Representatives of the two respective groups accounted for 90% of all the individuals identified in the watershed.

The proposed I-95 flyover would cross Field Lark Branch, a small tributary that joins Accotink Creek west of the I-95 interchange area. Roughly 15 linear feet of stream bottom in Field Lark Branch would be displaced by the extension of a culvert to carry the stream under the widened road. The culvert extension would be countersunk below the stream bottom profile to enable reestablishment of natural stream bottom inside the culvert. Temporary siltation likely would occur during construction. Long-term water quality effects that might be attributable to operation and maintenance of the roadway could include incremental increases in pollutant loads in highway runoff, such as particulates, metals, oil and grease, nutrients, and other substances. However, temporary and permanent stormwater management measures, including vegetative controls, detention basins, and filtration systems would be implemented on this project to minimize potential short-term and long-term effects on water quality. These measures would reduce or detain stormwater discharge volumes and remove pollutants. The project design would incorporate erosion and sediment control measures as specified in VDOT's *Road Design Manual*. The requirements and special conditions of any required permits for work in and around surface waters would be incorporated into construction contract documents. The construction contractor will be required to comply with pollution control measures specified in VDOT's *Road and Bridge Specifications*.

### **3.2.2 Wetlands**

The study areas lie within the Middle Potomac-Anacostia-Occoquan watershed (HUC 02070010). One wetland is located in a low-lying fill area near Field Lark Branch, which is culverted under the existing Fairfax County Parkway just east of Fullerton Road. The wetland is connected to Field Lark Branch through a culvert under Fullerton Road. This wetland is classified as palustrine emergent (PEM) wetland supporting broadleaf cattails (*Typha latifolia*) and soft rush (*Juncus effusus*).

### **3.2.3 Permits and Mitigation**

Section 404 of the Clean Water Act provides regulatory authority to the U.S. Army Corps of Engineers (USCOE) to issue permits for the discharge of dredged or fill material into waters of the U.S., including wetlands. In evaluating applications for such permits, USCOE considers the extent to which damages to wetlands have been avoided and minimized, and whether compensation is necessary for unavoidable impacts. In determining compensation requirements, the functional values lost as a result of the project are considered in developing the goals of the mitigation plan.

Complete avoidance of impacts to streams and wetlands is not practicable because the alignment cannot be feasibly relocated to a place where there would be no involvements with waters of the U.S. The designs of stream crossing structures and the stormwater management and erosion and sediment control measures that would be employed during construction and operation of the

project would minimize potential adverse effects to adjacent wetland systems to the maximum extent practicable.

In accordance with wetland regulatory and permitting programs, compensation for unavoidable wetland impacts will be provided as part of the proposed project. Such compensation could be accomplished in a variety of ways. However, due to the small size of the impacts and high cost of land in the vicinity, it may not be economically practical to accomplish the compensation onsite. Therefore, it is more likely that compensation would be accomplished through the purchase of credits at an approved mitigation bank with a service area encompassing the project, or by payment to the Virginia Aquatic Resources Trust Fund.

It is not known at this time exactly what ratio of compensation to impacts would be required by the permitting agencies; normally for PEM wetland impacts it is not more than one to one. The exact amount to be provided will be determined once final design is completed and the permitting process is initiated. Further coordination with the agencies will be undertaken at the permit application stage of the project.

### **3.3 NOISE**

For purposes of the noise analysis, three noise-sensitive areas (NSAs) were identified based on similar characteristics and common noise environments. The NSAs contain 11 receptor locations representing approximately 78 residences and one motel. If noise levels approach or exceed noise abatement criteria (NAC) for the design year build scenario, then an impact occurs and abatement measures are to be considered. The NAC for most land uses along the corridor is Category B, 67 dBA. VDOT defines “approach” as being within 1 dBA of the NAC and therefore the criterion can actually be considered 66 dBA. A noise impact is also deemed to occur if design year build noise levels would be substantially higher than existing levels, even though the levels may not reach the NAC. The State Noise Abatement Policy defines a substantial increase as 10 dBA or more. The noise analysis prepared for the project showed that:

- Design year (2030) no-build noise levels would increase by approximately 2 to 4 dBA over existing (2008) noise levels. The increase can be attributed to the increased traffic volumes forecasted. For reference, noise level increases and decreases of 3 dBA or less are nearly imperceptible to the human ear. The highest estimated noise level would be 67 dBA, which equals the 67-dBA NAC.
- Compared to design year (2030) no-build noise levels, noise levels with the build alternative in place are estimated to be the same or, for the motel in the option that would eliminate the loop ramp, 2 dBA lower. The reduction would be attributable to eliminating the noise source represented by the loop ramp near the motel. The highest estimated noise level would be 67 dBA, which equals the 67 dBA NAC.
- Approximately 33 residential properties and one motel (if the option keeping the existing loop ramp is implemented) would incur noise impacts under design year 2030 build conditions due to noise levels approaching or exceeding the 67-dBA NAC.
- No properties would incur impacts due to substantial increases in noise levels (10 or more dBA over existing levels).

Noise abatement measures (i.e., noise barriers) have been evaluated for the three NSAs where noise impacts have been identified (NSA A representing the Hunter Motel; NSA B representing the area northeast of the Rolling Road/Franconia-Springfield Parkway interchange; and NSA C

representing the area northwest of the Rolling Road/Franconia-Springfield Parkway interchange). Noise barriers appear to be feasible but not cost effective for NSA A and B at this time. However, because the noise analysis has been based on preliminary design and topographic information, additional detailed analysis of these barriers would be conducted during the final design phase of the project and a final decision would be made at that time. A noise barrier for NSA C is not feasible because of the need to maintain access. A barrier with openings for access cannot effectively reduce noise levels. The noise technical report provides additional detail on analysis methodology, findings, and abatement considerations.

### **3.4 CONSTRUCTION IMPACTS**

During construction, temporary environmental impacts usually can be controlled, minimized, or mitigated through careful attention to prudent construction practices and methods. Potential temporary construction impacts and preventive practices are summarized below.

#### **3.4.1 Water Quality**

During construction, non-point source pollutants could possibly enter groundwater or surface water from stormwater runoff. To minimize these impacts, appropriate erosion and sediment control practices will be implemented in accordance with VDOT's *Road and Bridge Specifications*. These specifications also prohibit contractors from discharging any contaminant that may affect water quality. In the event of accidental spills, the contractor is required to immediately notify all appropriate local, state, and federal agencies and to take immediate action to contain and remove the contaminant.

#### **3.4.2 Air**

Air quality impacts from construction, consisting of emissions from diesel-powered construction equipment, burning of debris, and fugitive dust, would be temporary. This project will comply with all applicable local, state, and federal regulations, including the Virginia Environmental Regulations 9 VAC 5-130 regarding open burning and 9 VAC 5-50-60 *et seq.* regarding fugitive dust emissions. To control dust, measures will be taken to minimize exposed earth by stabilizing with grass, mulch, pavement, or other cover as early as possible.

#### **3.4.3 Noise**

Construction activity as part of this project may cause intermittent fluctuations in noise levels. Based on review of the project area, no substantial long-term construction noise impacts are anticipated. Existing noise levels along I-95 and the Fairfax County Parkway are relatively high, with considerable influences from heavy trucks and high traffic volumes; therefore, temporary construction noise would be minimal in comparison. Regardless, during the construction phase of the project, all reasonable measures will be taken to minimize noise impacts from these construction-related activities. VDOT's *Road and Bridge Specifications* establish construction noise limits and the contractor will be required to conform to this specification to reduce any impacts of construction noise.

#### **3.4.4 Solid Waste and Hazardous Materials**

All solid waste material resulting from clearing and grubbing, demolition, or other construction operations will be removed from the project and disposed of in a legal manner. If contaminated soils are encountered during construction, VDOT will develop and implement appropriate procedures for their proper management and coordinate the removal, disposal, and/or treatment of the soil, as necessary. If contaminated groundwater is encountered during construction,

VDOT will implement appropriate specifications for proper management and treatment of the water, as necessary.

### **3.5 INDIRECT EFFECTS**

Indirect effects are those that are caused by the proposed action but occur later in time or farther in distance than the direct impacts discussed elsewhere in this document. The most common indirect effects associated with highway projects have to do with induced development, that is, development and the impacts of such development that would not otherwise occur if the project were not constructed. Lands surrounding the proposed project corridor currently can be accessed by the existing road network. As such, they are subject to development even in the absence of implementation of this project. The entire area is zoned for residential, industrial, and commercial development and, indeed, substantial development already has occurred in nearby areas. This project does not open any new areas for development and no direct access would be provided by any of the project elements to adjoining lands. In summary, the proposed project would serve, but would not directly cause, development on surrounding lands. Moreover, the project is consistent with local comprehensive planning regarding land use goals in the surrounding area and the project would be expected to improve overall mobility and connectivity among surrounding land uses and transportation facilities. Fire, police, and rescue emergency services are all expected to benefit from the improved transportation facilities.

### **3.6 CUMULATIVE EFFECTS**

Cumulative effects are the incremental effects of the action when added to other past, present, and reasonably foreseeable future actions, regardless of the sponsor of those actions. The assessment of cumulative effects requires an assessment of the impact that past and present actions have had on the environmental resources in the project study area that will also be impacted by the proposed project; the current affected environment is a reflection of the impacts of those past and present actions over time. Additionally, a review of cumulative effects requires an assessment of how reasonably foreseeable future actions may affect the same environmental resources that would be directly affected by the project. Other public and private developments have occurred, or are currently under construction in the geographic area surrounding the project. In addition, several new public and private developments are reasonably expected to occur in the future.

After centuries of human disturbances, water quality in the streams crossed by the project has been somewhat degraded from pristine conditions, to the extent that the Virginia Department of Environmental Quality (VDEQ) has designated certain surface waters within and downstream of the project area as “impaired waters.” For example, VDEQ has designated Accotink Creek as impaired due to its stressed benthic invertebrate community. The specific sources of the stress are unknown, but probably can be attributed in part to ongoing urbanization and suburbanization in the watershed. The water quality impairment is being offset to some extent by Fairfax County’s Environmental Quality Corridors program and other initiatives to buffer streams from the effects of future development. The establishment of stream valley parks (such as Accotink Stream Valley Park) is a good example of these initiatives. Much of the area at the mouth of Accotink Creek is protected within the Accotink Bay Wildlife Refuge on Fort Belvoir lands. The Fairfax County Land Use Plan calls for nearly all of the Accotink Creek stream valley within the Fort Belvoir North Area to be designated an environmental quality corridor, thus buffering the stream from the effects of nearby future development.

Although natural resources in the immediate project area have experienced considerable disturbance over time, county officials now recognize the importance of protecting and restoring them to the extent possible. Substantial parcels of land along or near Accotink Creek have been, or will be, protected from intensive development by public ownership (Accotink Stream Valley Park and a number of other parks along or near Accotink Creek) and some of these lands remain forested, serving as important large blocks of wildlife habitat. By the early 1980s, the county had implemented best management practices (BMPs) in some of the most threatened watersheds in order to improve stream water quality. These BMPs consisted primarily of low-density residential zoning and the creation and/or maintenance of vegetation buffers around streams. In 1993, these BMPs were established countywide, establishing Resource Protection Areas along stream corridors.

The project is consistent with the Constrained Long Range Plan and, as such, its effects on regional ozone concentrations, when cumulatively considered as part of the regional air quality conformity process, along with all other proposed regionally significant highway and mass transit improvements, would not exceed the emissions budget for ozone that has been established by the Virginia Department of Environmental Quality.

With regard to social, economic, and community effects, over the past 60 years, the character of land within the watershed has changed from rural and agricultural to urbanized metropolitan area. The county now is largely developed, and includes a mixture of low-density to high-density residential, commercial, industrial, and public land uses. With the exception of the Fort Belvoir North Area land, areas surrounding the project reflect this overall character of the county, with development including a diverse mixture of single-family homes, townhouses, strip shopping centers, motels, and stand-alone businesses of all types. Some of these areas will continue to evolve as businesses come and go and infill residential development continues. Development also is now occurring on the Fort Belvoir North Area with the construction of the new National Geospatial Intelligence Agency facilities and supporting infrastructure.

In light of the dramatic changes in the landscape that have occurred over time due to human settlement in the surrounding area, the intensity of the incremental impacts from the project are considered small, when viewed in the context of impacts from other past, present, and reasonably foreseeable future actions.

## Section 4

# COORDINATION AND COMMENTS

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### 4.1 AGENCY COORDINATION

In the process of preparing this document, the federal, state, regional, and local agencies listed below were consulted to obtain pertinent information and to identify issues regarding potential environmental impacts.

- U.S. Army Corps of Engineers
- U.S. Army Fort Belvoir
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- Virginia Department of Agriculture and Consumer Services
- Virginia Department of Conservation and Recreation
- Virginia Department of Environmental Quality - Air, Water, and Waste Divisions
- Virginia Department of Game and Inland Fisheries
- Virginia Department of Health
- Virginia Department of Historic Resources
- Virginia Outdoors Foundation
- Metropolitan Washington Council of Governments
- Northern Virginia Planning District Commission
- Northern Virginia Regional Commission
- Northern Virginia Regional Park Authority
- Northern Virginia Transportation Commission
- Fairfax County Department of Health
- Fairfax County Department of Planning and Zoning
- Fairfax County Department of Transportation
- Fairfax County Office of the County Executive
- Fairfax County Park Authority
- Fairfax County Public Schools, Department of Facilities and Transportation Services

### 4.2 PUBLIC INVOLVEMENT

A public hearing will be held for this project to present project information, including the Environmental Assessment, and to receive comments and suggestions from the community. Any comments received during the public hearing and public comment period will become part of the public hearing record.

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