

SOCIO-ECONOMIC

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

Source: U.S. Census Bureau Fact Finder data for project area zip codes 20151/20152/20166

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Present with impacts

Consistent with Local Land Use: Yes

Source: Loudoun County Planning Department 05/21/08; Fairfax County Department of Planning & Zoning 11/05/08

Existing or Planned Bicycle/Pedestrian Facilities Present with no impact

Source: Approved PMO-4 (formerly LD-430): Initial Field Review and Scoping Report; NOVA Transportation Planning Bike/Ped Coord comments 08/05/08

Socio-Economic Comments: The following bicycle/pedestrian accommodations are proposed for this project: pedestrian signals, shared-use path, curb ramps, and crosswalks per the approved Form LD-430. Fairfax County indicated that because Rt. 50 is a heavily traveled commuter roadway, it is anticipated that the construction of the improvements will create some community disruption and inconvenience; however, the County concluded that the long-term effect of the project should greatly improve traffic circulation, flow and safety in the corridor.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: Yes

4(f) Evaluations:

Selected Evaluation(1):

Acres of Use: 0.19

Type of Use: Permanent

Type of Resource: Individual Eligible Historic Property

Name of Resource: Dulles International Airport Historic District

Comments:

De Minimis: Yes

- The officials with jurisdiction have concurred that the transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
- Based on this FHWA intends to make a De minimis impact finding.

Source: Regional Cultural Resources staff

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

4(f) and 6(f) Comments: Section 4(f) de minimis Impact Finding Checklist is attached. This project will not impact any Section 6(f)-protected properties.

CULTURAL RESOURCES

Section 106 Effect Determination: NO ADVERSE EFFECT

Name of Historic Property: Dulles International Airport Historic District

DHR Concurrence date: 01/29/2009

MOA Execution Date: None

Cultural Resource Comments: The Virginia Department of Historic Resources concurred on 01/29/09 that the project would have No Adverse Effect on historic properties.

NATURAL RESOURCES

Waters of the U.S.: Present with impacts Compensatory Mitigation Required

Linear Feet of Impact: 1130

Federal Threatened or Endangered Species:

None

T&E Review:

100 Year Floodplain: Present with no impact

Regulatory Floodway Zone: Not Present

Public Water Supplies: Not Present

Tidal Waters/Wetlands: Not Present

Wetlands: Present with impacts

Wetlands: Acres of Impact: 1.45

Wetland Type: Emergent

Permits Required: Yes

Natural Resource Comments: A mixture of PEM and PFO wetlands are associated with the Cub Run floodplain.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: VDOT CEDAR GIS data; Loudoun County Department of Planning 5/08; Fairfax County Department of Planning & Zoning 11/08

Agricultural/Open Space Comments: No agricultural/forestal districts or Virginia Outdoors Foundation open space easements have been identified using GIS mapping or through coordination with county planning departments.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

NRCS did not respond within 45 days.

Alternatives Analysis Required? No

Source: Coordination letter to John Harper - USDA-NRCS; Coordination with Loudoun County Department of Planning 5/08; Coordination with Fairfax County Department of Planning & Zoning 11/08

Farmland Comments: No prime farmland impacts will result from this project. No agricultural or forestal districts were identified in the project corridor.

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. Soil disturbances will be minimized to inhibit the establishment of invasive species in the disturbed areas.

AIR QUALITY

Carbon Monoxide

This project is located in: A Carbon Monoxide Attainment Area

CO Microscale Analysis Required for NEPA? Yes

- ✓ The design year 24-hour forecasted traffic exceeds the thresholds outlined in the VDOT's Memorandum of Understanding with FHWA dated August 4, 2004, and therefore a CO air quality analysis is required.

See Air study

Ozone

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

- ✓ This project is modeled properly for conformity in the 2007 LRP.

The 08-13 TIP and 2007 CLRP was found to be in conformity by the FHWA and FTA in a letter dated June 11, 2008 to the National Capital Region Transportation Planning Board.

Particulate Matter

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

- ✓ This project is modeled properly for conformity in the 2007 LRP.

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).

In summary, based on these criteria, this project is not considered to be a project of air quality concern under 40 CFR 91.123(b)(1), and as such, no further analysis of PM2.5 is required to assess whether the project would cause or contribute to any new localized PM2.5 violations, or increase the frequency or severity of any existing violations, or delay attainment of the PM2.5 NAAQS (see Table 1). As such, the Clean Air Act and 43 CFR 93.116 requirements were met without completing a hot-spot analysis.

Mobile Source Air Toxics

This project requires: A qualitative MSAT analysis

- ✓ The project potentially expands intermodal centers or impacts truck traffic only to the extent that requires a qualitative assessment.

See air Study

The assessment indicates that the project would meet all applicable air quality analysis and conformity requirements. As such, it will not cause or contribute to a violation of national ambient air quality standards (NAAQS) as established by the US Environmental Protection Agency (US EPA). See copy of Air study dated September 2008.

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? No

Noise Comments: Sound barriers were considered on this project but were found to be not feasible. The impacted residential property and the impacted commercial site have access requirements along Route 50. It would not be possible to design a continuous noise barrier to protect the properties and allow driveway access. Sound barriers will not be considered further.

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:** 13

Septic Systems or Wells: Present with impacts **Hazardous Materials:** Present with impacts

Source: L&D Project Manager 03/13/08; Regional Hazardous Materials Manager 12/08/08; Right-of-Way Relocation Assistance Report 12/11/08

ROW and Relocations Comments: In addition to the 13 acres of fee right-of-way, approx. five acres will be required for stormwater management features and permanent drainage easements. A preliminary site assessment for hazardous materials was conducted to identify potential hazardous materials concerns within the project corridor; limited subsurface investigation will be conducted for two sites of concern prior to acquisition of right-of-way. NOVA Right-of-Way Section indicated that there is a potential for a future residential or commercial relocation because of a vacant residential improvement on property that is zoned commercial/industrial. This property was recently sold and the proposed use of this improvement is currently uncertain. Loudoun County Health Department has indicated the presence of wells, onsite sewage disposal systems, chemical storage tanks and sewage treatment plants within 100 feet of the existing roadway and will require more detailed plans to determine whether these sites are affected.

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: VDOT NOVA Transportation Planning Section 2/08; VDOT NOVA Land Development Section 3/08

Cumulative and Indirect Impacts Comments: Developer has proffered the construction of a third travel lane of Route 50 from Avion Parkway to Stonecroft Boulevard and from Pleasant Valley Road to Poland Road. The proffered segments will be constructed by VDOT with this project. Fairfax County's transportation plan calls for widening Pleasant Valley Road to four lanes. The Loudoun County transportation plan identifies a U.S. 50 "north collector" road that parallels Rt. 50 from Poland eastward.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Loudoun County Planning Department 05/21/08; Fairfax County Department of Planning & Zoning 11/05/08

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

Other Public Involvement Activities: Yes

Type of Public Involvement: Stakeholder meetings

Public Involvement Comments: A Design Public Hearing is scheduled for 02/26/09.

COORDINATION

State Agencies:

Department Of Environmental Quality
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
Dept. of Mines, Minerals and Energy
VA Marine Resources Commission
Virginia Outdoors Foundation

Federal Agencies:

NRCS

Local Entity:

Fairfax County/City Planner
Loudoun Fire and Rescue
Fairfax County Health Department
Fairfax County Health Department
Fairfax Superintendent of Schools
Fairfax County Board Of Supervisors
Loudoun County Board Of Supervisors
Fairfax Public Works
Fairfax Office of Transportation
Loudoun County/City Planner
Fairfax School
Fairfax School
Fairfax Community Development
Loudoun Community Development
Fairfax Economic Development Office
Loudoun Public Works
Loudoun Parks and Recreation
Fairfax Parks and Recreation
Loudoun County Administrator
Fairfax County Administrator
Loudoun Office of Transportation

Other Coordination Entities:

Northern Virginia Regional Commission
Pleasant Valley United Methodist Church

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.