

TO: FHWA
FROM: John Muse, VDOT District Environmental Manager
DATE: / /

**NEPA DOCUMENTATION
CONCURRENCE FORM**

Route: 28
Project Number: 0028-029-269, C501, P101, R201
From: Prince William County Line
To: Route 29
Federal Project: NHPP-5A01(810)
County/City: Fairfax County
UPC ID #: 108720

Description: The original project scope proposed widening Route 28 from four to six lanes between the Prince William County line (Bull Run Bridge) and the Old Centreville Road/Upperridge Drive intersection. The revised concurrence form reflects changes to the project scope based on preliminary traffic analyses.

The revised scope would widen Route 28 between the Prince William County line and the US Route 29 interchange from a four-lane to an eight-lane section, and includes improvements to intersections and pedestrian/ bike facilities. The southbound (SB) roadway would be widened to four lanes from the US Route 29 SB on ramp to Compton Road; where the outside fourth lane would convert as a right turn only lane at the Compton Road intersection. From Compton Road, the SB roadway would transition from three lanes to the existing two lanes Bull Run Bridge. The Northbound (NB) roadway would be widened from the existing two lanes to three lanes just north of the Prince William County line. Approximately 1000 feet south of the New Braddock Road intersection, the NB roadway would be widened to four lanes to the US Route 29 interchange, where the outside fourth lane would convert to an exit only ramp to US Route 29. The Compton Road/Ordway Road intersection may also need to be realigned due to its close proximity to the Route 28/Compton Road intersection.

In most locations, the additional lanes for Route 28 would be constructed within previously disturbed areas of existing right-of-way; partial property takes are expected to be limited to five to fifteen feet in width for additional right of way or construction easements. Full or partial takes may be required for construction of storm water management facilities and for the possible realignment of the Compton Road/Ordway Road intersection. The maximum area of right of way anticipated for the intersection realignment is approximately 6 acres. Overall, no relocations or displacements of residents or businesses are anticipated.

Attachments:

Map
 Other

Suggested Level of NEPA Document: CE (23 CFR 771.117)

CE Category 23 CFR 771.117: (d) **Description of Category:** Additional actions which meet the criteria for a CE.

EA Section 6002 of SAFETEA-LU may apply to EAs on a case by case basis. The default assumption is that it will not apply to this EA. FHWA concurrence infers agreement with the default assumption.

EIS

Comments: The purpose and need of the project are to address existing congestion along the Route 28 corridor between the Prince William County line and Route 29, which includes parallel roadways, such as Old Centreville Road. Route 28 would transition to the existing six lanes north of the US Route 29 interchange at the northern terminus and to the existing four-lane Bull Run Bridge at the Prince William County line. Providing capacity on Route 28 would lessen through traffic using Ordway Road/Old Centreville Road as an alternative to travel on Route 28. Therefore, the project has logical termini and independent utility.

Based on a preliminary environmental review of the proposed improvements, the following conclusions can be made regarding the potential impacts of the project during the NEPA process:

- Displacing or relocating residences or businesses will be avoided.
- No hazardous materials sites were identified that could affect construction of the project.
- Noise sensitive receptors are present and since adding roadway capacity is a Type I project, a noise impact analysis will be required.
- The proposed project is located in a non-attainment area for 8-hour ozone, a maintenance area for fine particulate area and an attainment area for carbon monoxide; therefore, an air quality analysis will be conducted.
- Listed, eligible and potentially eligible historic properties are present within the project area. Compliance with Section 106 of the National Historic Preservation Act will be required to determine the project's effects on historic properties. Archaeological sites are present within and adjacent to the project area and may contain unknown burials. An archeological investigation will be conducted within the right-of-way and at locations where additional right-of-way may be needed for SWM facilities and intersection improvements. Route 28 is located within Civil War battlefield historic districts that may be considered historic landscapes; however, the battlefields are not conspicuous due to previous urban development, including existing Route 28.
- Section 4(f) resources are located within the project area, including the historic properties noted above as well as Bull Run Regional Park and Old Centreville Road Park. Compliance with Section 4(f) of the U.S. Department of Transportation Act of 1966 applies to use of these resources for the project.
- Bull Run Regional Park also provides public access to Bull Run and the Occoquan Water Trail on the upstream side of Bull Run Bridge. Compliance with

Section 6(f) of the Land and Water Conservation Fund Act applies to Bull Run Regional Park for use of the property for the project.

- The U.S. Fish and Wildlife Service (FWS) identified two threatened and endangered species that may occur within the project areas: the endangered plant harperella and the threatened northern long-eared bat. The only suitable habitat for the harperella near the project site is in Bull Run. The FWS has not identified critical habitat for the northern long-eared bat, but this species is known to roost in live and dead trees. Clear-cutting relatively small wooded areas may be required to establish SWM facilities; however, it is not known if the bats are roosting within these wooded areas. Formal consultation with FWS will be required to comply with Section 7 of the Endangered Species Act.
- Waters of the US are present in the project limits and wetland surveys will be conducted within the right-of-way and at potential sites where additional right-of-way may be needed.
- The project is located adjacent to and upstream from Bull Run, a tributary of the Occoquan Reservoir which is a source of drinking water for much of Northern Virginia. The southern end of the project area also is within the floodplain of Bull Run, floodplain protection regulations and policies apply.
- The project team has not yet collected the demographic characteristics of residents living near the project area. Therefore, it is unknown at this time whether the residents include notable minority and low-income populations. This information will be collected as part of the NEPA compliance, including compliance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations.

Cumulative Impacts

present or reasonably foreseeable
future projects in the area:

Yes

No

Comments: The project is in proximity to other relatively minor VDOT projects that include construction of a shared-use path along US Route 29 (UPC 59094) and intersection improvements at Old Centreville Road/Old Mill Road (UPC 109620). These projects are intended to address existing conditions and are not expected to result in any cumulative or indirect impacts.

The Route 28 widening project is not expected to result in significant cumulative impacts as the surrounding area is already largely urban with residential, commercial and institutional land uses, including locations to the north and south of the project termini. Most developments would occur with or without the project. The project is intended to address transportation issues stemming from existing land uses.

Although not currently shown on their Comprehensive Plan, Prince William County is presently studying several alternatives to provide additional capacity on Route 28 south of the Bull Run Bridge to the City of Manassas. One alternative would realign the

roadway to the west and connect to existing Route 28 within Fairfax County, just south of Compton Road; all other alternatives would widen the roadway on the existing alignment from the Route 28/Compton Road intersection in Fairfax County and continue south into Prince William County. No decision has been made at the present time as to which alignment, if any, will be selected. This proposed Route 28 widening project in Fairfax County would not preclude any of the Route 28 alternatives under consideration in Prince William County.

VDOT's I-66 Outside-the-Beltway (OTB) project will construct express lanes on I-66 between Gainesville, Virginia and the Washington Beltway (I-495.) This widening project is being designed to relieve existing conditions on Route 28 and the I66 OTB project is not anticipated to have any effect on this project.

We concur with the suggested level of NEPA document.

John Sinkins

FHWA Approval

3/12/18

Date