

Categorical Exclusion (CE)

Project Information			
Project Name:	Rte. 9 - Town of Hillsboro - Pedestrian Study & Improvements	Federal Project#:	STP-5401(608)
Project Number:	0009-053-111, P101	Project Type:	Construction
UPC:	70587	Charge Number:	UPC 70587, Act. 605
Route Number:	9	Route Type:	Primary
Project Limit--From:	0.1 Mi. N Rte. 719, Stony Point Rd	To:	0.1 Mi. S. Rte. 690, Hillsboro Rd
Additional Project Description:	<p>Traffic calming and pedestrian enhancements on Route 9 (Charles Town Pike) in the Town of Hillsboro. The limits of the project will be from about 0.1 mile easterly from Route 690 to about 0.15 mile westerly from Route 719. A roundabout is planned at both ends of town, at Route 719 (Stony Point Road) and Route 690 (Hillsboro Road) intersections. Sidewalks with curb and gutter will be constructed through the Town along with a storm sewer system and stormwater management. Further traffic-calming roadway design, landscaping, on street parking, raised crosswalks and other appropriate measures are to be implemented. The materials and design will complement, protect and preserve the important historic and aesthetic qualities of Hillsboro. Concurrent with the traffic-calming project, the Town will seek funding and coordination for the design and the relocation underground of existing utilities within the limits of the project. This will include burying of overhead utility lines along Route 9 and the replacement of the Town's water distribution line along Route 9. Some work is anticipated to be done outside the current Right of Way.</p>		
District:	City/County:	Residency:	
Northern Virginia	Loudoun	Leesburg	

Date CE level document approved by VA Division FHWA: 03/07/2011

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: The project includes traffic calming and pedestrian enhancements on Route 9 (Charles Town Pike) in the Town of Hillsboro. The termini are logical since the termini roundabouts are located at substantial intersections at the edge of town. These intersections with Route 9 include Route 719, Stony Point Road, on the west side and Route 690, Hillsboro Road, on the east. The project offers traffic calming and pedestrian enhancements independent of any other project. The subsequent phase of the project is funded.

Typical Section: The proposed typical section of Route 9 (Charles Town Pike) through the Town of Hillsboro consists of two 11' travel lanes with one foot offset to curb. The typical section includes 4' minimum sidewalk width, on-street parallel parking, and retaining walls when necessary. Three crosswalks and one faux bridge are proposed, Route 9 will narrow to 10' travel lanes at these locations.

Structures: The proposed drainage system will be a predominately closed drainage system consisting of slot inlets, storm drain pipe, ditches, and cross culverts. The proposed drainage system preliminarily has identified four (4) outfall locations. The proposed roadway section will increase the amount of impervious area within the proposed right-of-way footprint. Preliminary analysis indicates some stormwater management will be needed to meet water quality needs.

SOCIO-ECONOMIC

Minority/Low Income Populations: Not Present **Disproportionate Impacts to Minority/Low Income Populations:** No

Source: US Census Bureau - American Fact Finder

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Present with impacts

Consistent with Local Land Use: Yes

Source: Loudoun County Department of Parks, Recreation, and Community Services; Loudoun County Fire, Rescue, and Emergency Management; Loudoun County Department of Planning; Loudoun County Public Schools

Existing or Planned Bicycle/Pedestrian Facilities Present with impacts

Source: RK&K Consultants Comments on Loudoun County Bicycle and Pedestrian Mobility Master Plan

Socio-Economic Comments: Coordination with Loudoun County Public Schools by the Project Manager is ongoing in order to identify methods to reduce impacts to the school bus routes and stops during construction. Loudoun County Fire, Rescue, and Emergency Management has expressed concerns about delays resulting from the proposed traffic calming features. The project manager will work to address this issue. The project will improve pedestrian facilities through the addition of sidewalks and raised crosswalks.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: Yes 4(f) Evaluation is attached.

4(f) Evaluations:

Selected Evaluation(1):

Acres of Use: 1.95

Type of Use:

Type of Resource: Contributing Element to Historic District

Name of Resource: Hillsboro Historic District

Comments: Acres of Use: 0.704 fee Right of Way, 0.452 permanent easement, 0.790 temporary easement

De Minimis: No

Source: VDOT, Section 4(f) Evaluation and Approval for Transportation Projects that Have a Net Benefit to a Section 4(f) Property

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

4(f) and 6(f) Comments: The Net Benefits Nationwide Programmatic Section 4(f) evaluation (programmatic evaluation) has been prepared for certain federally assisted transportation improvement projects on existing or new alignments that will use property of a Section 4(f) park, recreation area, wildlife or waterfowl refuge, or historic property, which in the view of the Administration and official(s) with jurisdiction over the Section 4(f) property, the use of the Section 4(f) property will result in a net benefit to the Section 4(f) property. The referenced Section 4(f) Evaluation addresses the effect of the proposed project on the Hillsboro Historic District (236-0040).

CULTURAL RESOURCES

Section 106 Effect Determination: ADVERSE EFFECT

Name of Historic Property: Hillsboro Historic District

DHR Concurrence date: None

MOA/PA Execution Date: 04/27/2012

Cultural Resource Comments: The project will increase highway pavement. Sidewalks will be replaced and or added, and new features such as crosswalks, a faux bridge, street lighting, trees, and street furniture will be added. Many contributing properties within the project area have stone retaining walls and/or stairs facing Charles Town Pike. In a few areas, the project may require that these existing features be relocated by a few feet to accommodate sidewalks and parking or replaced because of existing structural deficiencies. Although the project would remove aerial utility lines, transformers will need to be installed. If stormwater management requirements cannot be met through a conservation option, a retention basin will be needed. All of these changes have the potential to adversely affect the integrity of the district's design, materials, workmanship, setting, and feeling. The project also has the potential to impact archaeological deposits. The PA is attached with mitigation requirements.

NATURAL RESOURCES

Are Waters of the U.S. present? N/A

Linear Feet of Impact: 200

Federal Threatened or Endangered Species:
None

No T&E Species are within the required search distance. ✓ As of 02/16/2011 T Wasaff

100 Year Floodplain: Present with no impact

Regulatory Floodway Zone: Present with no impact **Zone Code:**

Public Water Supplies: Present with no impact

Are any tidal waters/wetlands present? N/A

Wetlands: Not Present

Wetlands: Acres of Impact: 0

Wetland Type: None

Are any non-tidal wetlands present? N/A

If yes, type of non-tidal wetland impacts:

Are water quality permits required? N/A

Natural Resource Comments: Impacts to N. Fork of Catoctin Creek are associated with modifications/improvements to the existing quad box structure under Stony Point Rd. In addition the outfall of a 42" stormwater pipe on the downstream side of the quad box structure is a potential impact. No mitigation for these stream impacts is required. There is a 100 year floodplain associated with the N. Fork of Catoctin Creek which is synonymous to the regulatory floodway. No impacts to the floodplain are expected. Purcellville Reservoir is upgradient within 5 miles of the project. A few wells and springs are within 1 mile of the project.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestral Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: Open space easements are not present in the project area based on a VDOT CEDAR GIS database search. Ag-Forestral Districts are not present in the project area based on NRCS Coordination. No easement currently held by VOF will be affected by this project.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

NRCS determined no prime or unique farmland in the project area.

Alternatives Analysis Required? No

Source: NRCS Coordination

Farmland Comments: Per NRCS, land in the existing ROW would not be considered Prime Farmland. Land outside the ROW for the eastern roundabout has already been converted. Soil erosion would not be significantly impacted by this project.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

VDCR indicated that the potential exists for some VDOT projects to further the establishment of invasive species. All seeds used will be tested in accordance with the Virginia Seed Law to ensure there are not prohibited Noxious Weed-Seeds in the seed mixes.

Invasive Species Comments: Based on site visits by VDOT, invasive species are likely present in the project area. DCR has only general information about the distribution of invasives. Many invasive plant species are adapted to take advantage of soil disturbances and poor soil conditions. Non-native invasive plants are found throughout Virginia. Therefore, the potential exists for some VDOT projects to further the establishment of invasive species. Minimizing soil disturbance will help to inhibit the establishment of invasive species.

AIR QUALITY

Carbon Monoxide

This project is located in: A Carbon Monoxide Attainment Area

CO Microscale Analysis Required for NEPA? No

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

Exempt per 40 CFR 93.126, Table 2, Safety - "Projects that correct, improve, or eliminate a hazardous location or feature". The Purpose and Need statement included with the final scoping package dated August 8, 2008 on IPM indicates "[t]he purpose of this project is to provide traffic calming measures and pedestrian safety and access improvements", with features "intended to ameliorate unsafe conditions resulting from a high volume of vehicular traffic, disregard of posted speed limits, inconsistent or non-existent pedestrian walkways, inadequate and unsafe crosswalks and unsafe on street parking." The STIP grouping for the project is "Safety/ITS/Operational Improvements".

Ozone

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

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

Exempt as noted above.

Particulate Matter

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

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

PM Hotspot Analysis Required for NEPA? No

A PM2.5 hot-spot analysis is not required for this project since it is not an air quality concern. The Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, since this project has been found not to be of air quality concern under 40 CFR 93.123(b)(1).

Exempt as noted above.

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

- ✓ The project qualifies for a categorical exclusion under 23 CFR 771.117 (c) or is exempt under 40 CFR 93.126.

Exempt as noted above.

DEQ SERP Comment (June 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 oxides of nitrogen (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC, NOx, and particulate matter. In addition, the following DEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-40-5600 et seq., 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 III- Noise study not required

Barriers Under Consideration? No

Noise Comments: Noise study is not required.

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:** 1

Septic Systems or Wells: Present with impacts **Hazardous Materials:** Not Present

Source: Right of Way - Relocation Assistance Report, VDOT Project Plans & ROW Data Sheets, Loudoun County Health Department

ROW and Relocations Comments: No commercial, residential, or non profit organizations are present within the ROW and none will be displaced by the project. Dug wells, springs, and wells drilled in the 1970's and before, have a greater potential for being affected by construction in the area. In addition, wells on the south side of Rt. 9 have greater potential for being affected from possible surface runoff. Septic systems close to Rt. 9 could be affected. If onsite sewage disposal systems or wells are impacted by project construction, they will be relocated onsite, or a possible connection to water or sewer in the area will be evaluated. The project has been cleared for advertisement and construction by the Regional Hazmat Manager.

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: Yes

Source: VDOT Six Year Improvement Plan and Constrained Long Range Plan, Loudoun County Department of Planning, Loudoun County Economic Development Department

Cumulative and Indirect Impacts Comments: There are plans to replace the existing signalized intersection of Route 9 and Route 287 with a roundabout. This project may be added to the Six Year Improvement Plan as a Highway Safety Improvement Program project. Indirect or secondary impacts include greater economic vitality for the Town of Hillsboro since traffic calming measures will encourage motorists to stop their cars and visit local businesses.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Loudoun County Department of Planning, Loudoun County Office of Transportation Services

Public Hearing: Yes **Type of Hearing:** Combined Hearing

Other Public Involvement Activities: Yes

Type of Public Involvement: Ongoing public involvement including: Meeting with Hillsboro Town Board, 03/16/10; Meeting with Town of Hillsboro Mayor and Citizens, 03/31/10; Public Information Meeting, 06/01/10; Pre-Utility Field Inspection Meeting, 08/11/11; Section 106 Coordination Meeting, 09/28/11; Project Scoping Meeting, 09/30/11; Meeting with Landscape Architect, 10/21/11; Meeting with Landscape Architect, 11/17/11; Various Coordination Meetings with VDOT, Mayor of Hillsboro, members of Town Council and the design consultant from January, 2011 to December, 2011.

Public Involvement Comments: Ongoing monthly coordination meetings are upcoming. Location and Design Public Hearing is tentatively scheduled for September, 2012.

COORDINATION

State Agencies:

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

Federal Agencies:

NRCS

Local Entity:

Hillsboro Mayor
Loudoun Planning District
Loudoun County Health Department
Loudoun Economic Development Office
Loudoun County Board Of Supervisors
Loudoun Superintendent of Schools
Loudoun Office of Transportation
Loudoun Housing Director
Loudoun Fire and Rescue
Loudoun Parks and Recreation

Other Coordination Entities:

Hillsboro Elementary School
Northern Virginia Regional Park Authority

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.