

**Grant Applicant:** Washington Metropolitan Council of Governments (MWCOG)  
**Proposed Project:** Crystal City/Potomac Yard Transit Improvements Project - Section B  
**Date:** March 02, 2011

**INFORMATION REQUIRED FOR PROBABLE  
CATEGORICAL EXCLUSION  
PURSUANT TO 23 CFR § 771.117(d)**

- A. DETAILED PROJECT DESCRIPTION: See attachment Part A.
- B. LOCATION: See attachment Part B and Appendix 1, Figure 1: Site Location & Planned Alignment Map.
- C. METROPOLITAN PLANNING & AIR QUALITY CONFORMITY: See attachment Part C and Appendix 2, FY 2010 – 2015 Transportation Improvement Program, Air Quality Conformity Inputs.
- D. PLANNING CONSISTENCY LAND USE & ZONING: See attachment Part D and Appendix 1, Figure 2: Zoning Map.
- E. TRANSPORTATION IMPACTS: See attachment Part E and Appendix 3: Transportation and Traffic Technical Memorandum Update, 2011.
- F. CO HOT SPOTS: See attachment Part F and Appendix 4: Air Quality Assessment Technical Memorandum Update, 2011.
- G. CULTURAL RESOURCES: See attachment Part G and Appendix 5: Cultural Resources Technical Memorandum Update, 2011.
- H. NOISE: See attachment Part H.
- I. VIBRATION: See attachment Part I.
- J. ACQUISITIONS & RELOCATIONS REQUIRED: See attachment Part J and Appendix 6: Acquisitions & Relocations Technical Memorandum Update, 2011.
- K. HAZARDOUS MATERIALS: See attachment Part K and Appendix 7: Hazardous Materials Technical Memorandum Update, 2011.
- L. COMMUNITY DISRUPTION & ENVIRONMENTAL JUSTICE: See attachment Part L.
- M. PUBLIC PARKLAND & RECREATION AREAS: See attachment Part M and Appendix 1, Figure 3: Recreational & Park Facilities Map.
- N. WETLAND IMPACTS: See attachment Part N and Appendix 8: Water Resources and Coastal Zone Consistency Determination.
- O. FLOODPLAIN IMPACTS: See attachment Part O.
- P. IMPACTS ON NAVIGABLE WATERWAYS, WATER QUALITY & COASTAL ZONES: See attachment Part P and Appendix 8: Water Resources and Coastal Zone Consistency Determination
- Q. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS & ENDANGERED SPECIES: See attachment Part Q and Appendix 9: Ecologically Sensitive Areas and Sensitive Species
- R. IMPACTS ON SAFETY & SECURITY: See attachment Part R.
- S. IMPACTS CAUSED BY CONSTRUCTION: See attachment Part S.

**APPENDICES**

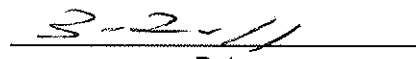
- Appendix 1: Figure 1: Site Location & Planned Alignment Map  
Figure 2: Zoning Map  
Figure 3: Recreational & Park Facilities Map  
Figure 4: Details 1- Recreational & Park Facilities  
Figure 5: Details 2 - Recreational & Park Facilities
  - Appendix 2: FY 2010 – 2015 Transportation Improvement Program, Air Quality Conformity Inputs
  - Appendix 3: Technical Memorandum Update: Traffic and Transportation
  - Appendix 4: Technical Memorandum Update: Air Quality Assessment
  - Appendix 5: Technical Memorandum Update: Cultural Resources
  - Appendix 6: Technical Memorandum Update: Acquisitions & Relocations
  - Appendix 7: Technical Memorandum Update: Hazardous Materials
  - Appendix 8: Technical Memorandum Update: Water Resources and Coastal Zone Consistency Determination
  - Appendix 9: Technical Memorandum: Ecologically Sensitive Areas and Sensitive Species
  - Appendix 10: Public Outreach
  - Appendix 11: General Plans
- Note: Updates to the Technical Memoranda are incorporated 'by reference' into the 2006-2007 Technical Memoranda (see attached CD).*

**Attached CD includes:**

- 2007 Documented Categorical Exclusion
- Appendix 1: Figure 1: Planned Alignment and CCPY Improvements  
Figure 2: Zoning in Alexandria  
Figure 3: Zoning in Arlington
- Appendix 2: National Capital Region Transportation Planning Board TIP Amendment
- Appendix 3: Technical Memorandum: Traffic and Transportation
- Appendix 4: Technical Memorandum: Air Quality Assessment
- Appendix 5: Technical Memorandum: Cultural Resources
- Appendix 6: Technical Memorandum: Noise and Vibration Assessment
- Appendix 7: Technical Memorandum: Phase I Environmental Site Assessment
- Appendix 8: Technical Memorandum: Socioeconomic and Community Resources
- Appendix 9: Technical Memorandum: Water Resources and Coastal Zone Consistency Determination
- Appendix 10: Agency Correspondence
- Appendix 11: Public Outreach

**The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.117(d) (9) \_\_\_\_\_.**

  
Applicant's Environmental Reviewer

  
Date

\_\_\_\_\_  
FTA Grant Representative

\_\_\_\_\_  
Date

## **A. Detailed Project Description**

In May 2010, the Metropolitan Washington Council of Government (MWCOC) on behalf of the City of Alexandria, Virginia was awarded a Transportation Investment Generating Economic Recovery (TIGER) grant to construct a transitway along US Route 1. The purpose of this Documented Categorical Exclusion (DCE), undertaken by the City of Alexandria, in coordination with the MWCOC and the Washington Metropolitan Area Transit Authority (WMATA), is to meet the federal requirements associated with receiving a TIGER grant and to obtain environmental clearance for the 0.95-mile exclusive transitway and four stations along US Route 1 from the Monroe Avenue Bridge to East Glebe Road in Alexandria, Virginia.

The entire CCPY project corridor extends from the Braddock Road Metrorail Station in the south to the Pentagon and Pentagon City in the north, a distance of approximately five miles. Although the transitway is contiguous, different sections have different issues and concerns. To adequately address these concerns and to facilitate documentation, the corridor was analyzed in six sections - A through F. The entire corridor was documented in 2007 with a DCE. However, the DCE at that time only cleared the initial operable segments of the transit route within Arlington County (Sections D and E). This DCE focuses on Section B, as shown in Figure 1, Appendix 1. While Section B is part of the larger vision of the CCPY Transitway project along US Route 1, it has independent utility due to dedicated transit lanes between the termini at Monroe Avenue Bridge and East Glebe Road, with the purpose to serve the proposed mixed-use development at Potomac Yard.

The proposed action provides an exclusive two-lane, median transitway, four stations and transit signal priority. Stations will provide level boarding and will include amenities such as benches, maps and fare machines. The Intelligent Transportation Systems (ITS) components will provide bus priority at traffic signals along the route and display real-time transit arrival information at stations along the transitway. The transitway will be constructed within a reconfigured existing US Route 1 transportation right-of-way in order to accommodate all travel lanes. The proposed transitway assumes continued use of the WMATA bus maintenance facility at Four Mile Run.

## **B. Location**

Section B of the proposed transitway lies within the City of Alexandria, Virginia along US Route 1 between the Monroe Avenue Bridge and East Glebe Road. The planned alignment in Section B runs entirely in exclusive transit lanes in the median of the existing US Route 1 transportation right-of-way. See Figure 1, Appendix 1.

## **C. Metropolitan Planning and Air Quality Conformity**

The project is listed in the Metropolitan Washington Council of Government's (MWCOC) Transportation Improvement Program (TIP) for fiscal years 2010-2015 and has been modeled for air quality conformity. The project supports improved regional air quality goals by providing for dedicated transit improvements, necessary for increased transit ridership in the future. See Appendix 2.

## D. Planning Consistency, Land Use and Zoning

Section B of the Potomac Yard Transitway is consistent with existing zoning; see Appendix 1, Figure 2.

In 2009, the Alexandria City Council approved a revised North Potomac Yard Small Area Plan (SAP). According to the SAP, “...dedicated high-capacity transitway and expanded local bus service, is required by the Plan to support the proposed density and accommodate new trips. These transit facilities ... allow for a higher transit and non-SOV [single occupied vehicle] mode share and a high level of development density. Without the new transit infrastructure traffic congestion will overwhelm the street network capacity and the transportation network will fail.” [Pg 61]

The SAP further states “Dedicated transit lanes are planned within the Route 1 corridor. The plans include: the widening of Route 1 to accommodate dedicated high-capacity transit within a landscaped central median; and provision of left turning movements while promoting a pedestrian-friendly environment designed as an urban boulevard with the transit vehicle within the central median. The interim route of the transit corridor will turn east at Glebe, and then north on Potomac Avenue.” [Pg 62]

## E. Transportation Impacts

With the incremental background traffic growth, traffic from approved (currently un-built) developments, and the completion of the Potomac Yard mixed use development, traffic will increase on roadways and at intersections. Under the No Build conditions, increasing vehicular traffic would affect the performance of transit service along the entire corridor. An attempt to accommodate total corridor trips without dedicated transit lanes would degrade the capacity of bus service, and in some locations along the corridor it would also lead to increased traffic congestion. With the dedicated transit lanes, transit service will perform better in this corridor. Increased transit vehicle throughput and reduced travel time for passengers will result in greater passenger capacity.

**Table 1: 2015 and 2030 Projected Intersection Levels of Service (LOS)**

Intersections	2015 AM Peak		2015 PM Peak		2030 AM Peak		2030 PM Peak	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
US 1/E. Glebe Road	C	C	C	C	D	E	E	E
US 1/Swann Avenue	A	B	A	B	A	A	A	B
US 1/E. Custis Avenue	A	B	A	B	B	B	B	B
US 1/Howell Avenue	B	B	B	B	C	C	D	D
US 1/Potomac Avenue	B	B	B	B	C	C	C	D

The traffic analysis includes pedestrian countdown signals that allow for full crossing (i.e. from curb to curb) of US Route 1 with the median transitway. Table 1 shows the projected intersection level of service (LOS) at the study intersections based on results of the traffic simulations. In 2015, the LOS shows a minor decline at two intersections - US Route 1/Swann Avenue and US Route 1/Custis Avenue. In 2030, the proposed transitway would result in only minor LOS changes at three study intersections. However, these minor changes in LOS would not result in unacceptable conditions. In the AM peak the intersection located at US Route 1 and East Glebe Road shows a decline in LOS from D to E for the Build condition. In the PM peak, the intersection at US Route 1 and Potomac Avenue experiences a decline in LOS from C to D, and the US Route 1/Swan Avenue declines in LOS from A to B.

The design for the improvements to the existing US Route 1 is nearly complete. The improvements include construction of new northbound travel lanes to the east of the existing travel lanes, and reconstruction of the intersections at East Glebe Road and at Swann, Custis at Potomac Avenues. These improvements will be constructed in 2011; Swann Avenue will be constructed after 2015.

There is no existing or planned on-street parking along US Route 1 in Section B of the Potomac Yard transit corridor. The transitway will be constructed within an established median; therefore there will be no impacts on access to businesses. However, under the proposed action, all non-signalized intersections along Section B of the proposed transitway will only permit right in and right out movements. Northbound left turns will only be permitted at signalized intersections. In the Build condition, the signalized intersection of US Route 1 and Hume Avenue will be converted to an unsignalized one eliminating all left turns. The proposed configuration also eliminates southbound left turns at US Route 1 on to Potomac Avenue, to accommodate the proposed transit stop at Potomac Avenue. See Appendix 3, Transportation Effects Technical Memorandum Update for detailed results.

#### **F. Carbon Monoxide (CO) Hot Spots:**

The proposed dedicated transitway is not expected to violate the applicable National Ambient Air Quality Standards (NAAQS) for the criteria pollutant carbon monoxide (CO). With respect to regional emissions and conformity, the project has been shown to conform to the State Implementation Plan (SIP) by not exceeding the NAAQS.

The projected intersection LOS (see Table 1) indicates that only one intersection – US Route 1 with East Glebe Road would operate at LOS E in Build condition. For the 2007 DCE, a hot spot analysis was conducted to determine maximum pollutant concentrations of CO at the most congested intersections in the CCPY Corridor, (see Appendix 4 of the 2007 DCE on attached CD). Based on this previous analysis, maximum 1- and 8-hour concentrations of CO at the intersection of US Route 1 and Potomac Avenue (LOS E in 2015 Build conditions) were predicted to be 4.1 parts per million (ppm) and 2.7 ppm respectively.

The projected intersection LOS (see Table 1) shows that the LOS at these intersections is comparable to the predicted LOS from previous traffic analysis conducted in 2007 (see Appendix 3 of the 2007 DCE on attached CD). Therefore no new hot spot analysis was conducted. Since the LOS is comparable between 2007 and 2011 analyses, it can be assumed that the CO concentrations at these intersections would be comparable to those estimated in 2007. At 4.1 ppm and 2.7 ppm for 1- and 8-hour concentrations, these are below the NAAQS of 35 and 9 ppm respectively.

#### **G. Cultural Resources**

No impacts to cultural resources are anticipated due to the proposed transitway.

Based on the findings from the previous analysis conducted in 2007, one documented historic district is present in Section B – the Town of Potomac Historic District. The Town of Potomac Historic District is located west of the transitway corridor, and largely screened from all activities by modern development along US Route 1. The January 2007 DCE and Technical Memoranda concluded that the alignment within Section B would have no effect on any other historic resource in Section B of the alignment.

An archaeological assessment of this area was included in the *Resource Management Plan for the Potomac Yard Property, Landbays E, G, H, I, J, K, L, and M, City of Alexandria, Virginia* prepared in 2008 by Thunderbird Archaeology to comply with the City of Alexandria's Archaeological Protection Code. The report demonstrates that areas along Section B of the alignment have been significantly disturbed and warrant no further investigation. On December 21, 2010, VDHR confirmed the project would have no adverse effect on cultural resources. See Appendix 5 for relevant agency correspondence in the Technical Memorandum Update for Cultural Resources.

## **H. Noise**

No noise impacts are predicted along Section B due to the proposed transitway.

A Noise Assessment was completed in November 2006 (see Appendix 6 of the 2007 Documented CE on attached CD). It states that "*None of the project noise or vibration levels are predicted to exceed the FTA impact criteria anywhere along the project corridor.*"

During that assessment, ambient conditions were taken and modeled at one representative location in Section B (516 E. Bellefonte Avenue (R3)). This location is classified as a Category 2 under the FTA guidelines. It was found that the day-night noise levels did not exceed 66 dBA whereas peak-hour equivalent noise level ranged from 59 dBA to 68 dBA at Receptor R3. These levels are typical of the types of dense urban land uses found along the project corridor, particularly the variety and frequency of transportation sources that range from traffic along arterials to passenger trains to jet aircraft over flights. Typical maximum noise levels from the proposed BRT vehicle passby is not expected to exceed 75 dBA at Receptor R3. This maximum noise level is slightly lower than the Metro city buses that currently operate along the project corridor and hence does not constitute an impact.

One new noise-sensitive receptor, a new mixed use building, has been identified at 650 Maskell Street. The Noise & Vibration Technical Memorandum completed in November 2006 identified no impacts to the noise-sensitive receptors in the corridor. The 2006 analysis included noise-monitoring at a site adjacent to US Route 1 within Section B of the proposed transitway. The 2006 findings still apply; transit vehicles operating along the future transitway will be operating within the same lanes that are currently used by buses and general traffic.

## **I. Vibration**

No vibration impacts are anticipated due to the proposed transitway.

The FTA vibration impact criteria will not be exceeded for Section B of the Potomac Yard Transitway. Text from Part I of the 2007 DCE is below:

*None of the estimated vibration levels are predicted to exceed FTA's impact criterion of 72 VdB (for "frequent events") at Category 2 receptors, such as residences. Therefore, no vibration impacts as a result of the project are expected to occur. Details of the vibration assessment, including results of the monitoring program, are included in the Technical Memorandum (Appendix 6) [of the 2007 DCE on CD].*

## **J. Acquisitions and Relocations Required**

There are no acquisitions or relocations associated with the proposed transitway.

All proposed transitway improvements will be within existing rights-of-way and no relocations of residents or businesses are associated with Section B of the transitway corridor. To ensure a safe transition of the northbound traffic lanes across the intersection of US Route 1 with East Glebe Road, some land will be required on the east side of US Route 1. The required right-of-way on the eastern side of US Route 1 has been dedicated by the developer to the City of Alexandria. See Appendix 6, for Technical Memorandum Update for Acquisitions and Relocations. Existing parking spaces will not be impacted.

## **K. Hazardous Materials**

There is no property within the proposed limits of transitway construction where known contaminated or hazardous materials exist. There are properties in the project vicinity with hazardous materials.

A Phase I Environmental Site Assessment (ESA) was conducted as part of the 2007 DCE (see Appendix 7 of the 2007 DCE, attached CD). The ESA identified no properties within or adjacent to Section B of the proposed transitway where further, Phase II analysis is warranted. As part of a subsequent, independent study, a Phase II ESA was conducted in the area east of US Route 1 between Swann and Howell Avenues (*Site Characterization Report and Risk Assessment for Potomac Yard Landbay I & J*). This assessment identified the presence of contaminants and recommended that the land developer follow Best Management Practices for protection of workers and the community during development of those parcels.

The shallow level of excavation required for the transitway project, the location of proposed transitway construction in the existing northbound lanes of US Route 1, and the historic location of the rail yard to the east of the US Route 1 right-of-way combine to limit the potential for exposure to contaminated or hazardous materials. See Appendix 7 for Technical Memorandum Update for Hazardous Materials.

Environmental contamination has been documented within the footprint of Potomac Yard, a former rail yard in the vicinity of Section B of the Crystal City/Potomac Yard. FTA has requested the City of Alexandria provide a plan to address health and safety matters that might be associated with the project, and its proximity to Potomac Yard. The City of Alexandria has agreed to provide this plan.

## **L. Community Disruption and Environmental Justice**

The proposed transitway will not disrupt any existing communities, all project improvements will occur entirely within existing transportation right-of-way and there will be no disproportionate adverse effects on environmental justice populations.

To the west of US Route 1, neighborhoods in Section B include Mt. Jefferson, Del Ray, and Oakville. To the east of US Route 1 this Section includes Potomac Yard and the neighborhood of Potomac Greens (between the rail line and George Washington Memorial Parkway). The Mt. Jefferson and Del Ray neighborhoods consist of a mix of single-family detached homes, rowhouses, and garden apartments. Oakville is a small light-industrial section to the west of US Route 1, bounded by the abandoned Washington and Old Dominion (WO&D) right-of-way and East Raymond Avenue. Potomac Yard, a former rail yard, is currently undergoing redevelopment as a mixed-use area with housing, offices, and retail. Potomac Greens is a residential neighborhood consisting entirely of rowhouses.

All residents are expected to benefit from the provision of the planned transit improvements, which will improve overall access to activities within the corridor. However, in the build scenarios, all non-signalized intersections along Section B of the proposed transitway permit right in and right out movements only. Northbound left turns are permitted only at signalized intersections. This will eliminate certain left turning movements at two intersections in the Build scenario. These are described as follows:

US Route 1 and Hume Avenue – Motorists will be unable to make a left turn from the eastbound Hume Avenue to the northbound US Route 1. Residents along Hume Avenue must now go west to Dewitt Avenue to turn east on East Randolph Avenue before getting to Custis Avenue to make the left turn on to northbound US Route 1. Alternatively, they can go north along Montrose Avenue or Turner Avenue to Clifford Avenue to get to East Glebe Road to make the left turn on to northbound US Route 1.

US Route 1 and Potomac Avenue – The proposed configuration eliminates southbound left turns to provide a larger cross section for transit stops. Southbound motorists along US Route 1 will be unable to make a left turn on to Potomac Avenue. Residents along Windsor, Howell and Bellefonte Avenues desirous of making a left turn from southbound US Route 1 to go to the Potomac Yard Center would have to first get to Custis Avenue or Howell Avenue, via one of the north-south streets (Leslie Avenue or La Grande Avenue), where they can go straight through the intersection to get to the Potomac Yard Center.

## **M. Public Parkland and Recreation Areas**

The proposed Section B of the transitway will be constructed within the existing right-of-way and will not result in any permanent use, proximity effects or temporary adverse effects to public parkland and recreation areas. Therefore, no Section 4(f) analysis is required.

The following parks were identified in the vicinity of the proposed transitway:

- Mount Jefferson Park & Greenway
- Simpson Stadium Park
- Landbay K Park (proposed)
- Potomac Yard Fields – privately owned by Potomac Yard Development LLC

In addition to the above, a new park has been proposed at Monroe Avenue and US Route 1 and several new parks and open spaces are proposed within the Potomac Yard Center. The proposed station at Potomac Avenue would provide improved access to these parks but would not result in any permanent use, proximity effects or temporary adverse effects to public parkland and recreation areas. No impacts to public parklands and/or recreation areas have been identified. See Appendix 1: Figures 3 through 5. These detailed maps delineate property lines and US Route 1 right-of-way showing that park boundaries are not contiguous with the proposed transitway.”

## **N. Wetland Impacts**

No wetlands exist within Section B of the proposed transitway corridor; therefore there will be no impacts.

See Appendix 8 for Technical Memorandum Update for Water Resources and Coastal Zone Consistency Determination.



## **O. Floodplain Impacts**

No floodplains exist within Section B of the proposed transitway corridor; therefore no impacts are expected.

## **P. Navigable Waterways, Water Quality and Coastal Zone Program Consistency**

There are no navigable waterways crossed by the proposed action in Section B; therefore no impacts to navigable waterways will occur.

The proposed transitway would be accommodated within the existing impervious surface of the existing northbound travel lanes of US Route 1. As part of an ongoing separate project, US Route 1 will be reconfigured to accommodate all modes of travel and will minimally increase the amount of impervious surface within Section B. The City will adhere to all applicable local and state regulations pertaining to stormwater management.

Coordination with the Virginia Department of Environmental Quality (DEQ) through its Coastal Zone Management federal consistency review has not indicated that implementation of the transitway in Section B would be a contributing factor to degrading water quality.

Recent correspondence, dated November 30, 2010, confirms that DEQ's response to the 2006 federal consistency certification remains valid, provided there are no significant changes to the scope or alignment of Section B that would result in impacts to any of the enforceable policies of the Virginia Coastal Zone Management Program not described in 2006. Text from Part P of the 2007 DCE is below:

*A Coastal Zone Consistency Management Certification application submitted to the Virginia Department of Environmental Quality has been approved (see Appendix 9), [of the 2007 DCE on CD].*

See Appendix 8 for Technical Memorandum Update for Water Resources and Coastal Zone Consistency Determination.

## **Q. Impacts on Ecologically-Sensitive Areas and Endangered Species**

There are no ecologically sensitive areas or endangered species identified within Section B of the proposed transitway; therefore no impacts are expected.

Text from Part Q of the 2007 DCE is below:

*As stated in correspondence from the Virginia Department of Conservation and Recreation (VDNR) (see Appendix 10), [of the 2007 DCE on CD] no adverse impact to natural heritage resources within the project area is anticipated.*

See Appendix 9 for Ecologically Sensitive Areas and Sensitive Species.

## **R. Impacts on Safety and Security**

The proposed transitway will not have any impacts on safety and security.

Text from Part R of the 2007 DCE is below:

*Conditions for pedestrians vary widely along the project corridor. In general, streets where existing bus service operates have sidewalks on both sides, and there are crosswalks at existing intersections. Other pedestrian amenities include countdown timers at signalized intersections and high visibility striping at crosswalks.*

*Many parts of the corridor are experiencing rapid change, with development being constructed or in design along the planned transit alignment. Typically, the development projects include generous sidewalks and landscaped areas that improve the pedestrian environment. Along the busway, bus lanes, and the transit corridor, particularly near station stops, pedestrian improvements will include restriped crosswalks, adequate sidewalks and ramps, and pedestrian countdown timers at signals. All of these improvements will lead to an enhanced pedestrian environment where transit passengers and local pedestrian traffic will have improved access to buildings and amenities along the planned transit route.*

## **S. Impacts Caused by Construction**

Potential construction impacts are discussed in the following paragraphs.

Noise and Vibration: No noise or vibration impact is expected as a result of project construction, although some minor nuisance noise might result. Project will comply with local noise ordinances.

Utilities: Construction operations are not anticipated to result in disruption of any energy utility to commercial, industrial, or residential customers in the vicinity.

Disposal of Debris: Project contract specifications will require the contractor to dispose construction generated solid waste. The disposal method will be either transportation of materials to an approved disposal facility or collection by an approved agent. No waste will be disposed or incinerated on site.

Water Quality: No direct alteration to wetlands, surface waters, floodplains, or resource protection areas (RPAs) is anticipated. The project requires a Virginia Pollutant Discharge Elimination System (VPDES) General Permit for Discharges of Stormwater from Construction Activities due to its disturbance of greater than one acre.

Due to work within the resource management area (RMA), an erosion and sediment control plan must be submitted to the City of Alexandria for review and approval prior to the start of work. During construction, maintaining site stability and controlling runoff from the work area are crucial to avoid the migration of pollutants from the various construction sites to nearby sensitive resource areas.

Access and Distribution of Traffic: Implementation would not require the closing of any street or create a major interference in the traffic flow of the surrounding roadways. Moreover, the construction of the Section B transitway will be within an established wide median

Air Quality: Direct emissions from construction equipment are not expected to produce adverse effects on local air quality provided that all equipment is properly operated and maintained. These potential impacts include direct emissions from construction equipment and trucks, increased emissions from motor vehicles on the streets due to disruption of traffic flow, and fugitive dust emissions. Emissions from project-related construction equipment and trucks would be much less than the total emissions from other industrial and transportation sources in the region, and therefore, are expected to be insignificant with respect to compliance with the NAAQS.

Exposure to Hazardous Materials: Prior to construction activities, the general contractor will prepare a Health and Safety Plan (HASP) including engineering controls to limit exposure for construction and utility workers.