

SOCIO-ECONOMIC

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

Source: U.S. Census Bureau, American Factfinder Data Sheets QT-P6 (2010 Census Summary File 1) and B19013 (2013-2017 American Community Survey 5-Year Estimates); U.S. Census Bureau, Geography Division, U.S. Federal Register, Annual Update of the Health and Human Services Poverty Guidelines, 2017; PWC Department of Information Technology, GIS Division, "Trails" GIS Data, January 2020; Prince William County 2008 Comprehensive Plan, PWC Demographic Mapper, US. EPA EJScreen Community Report, August 23, 2023.

Existing or Planned Public Recreational Facilities: Existing 8'-10' asphalt trail along east side of Prince William Pkwy. ,

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: Prince William County Department of Information Technology, GIS Division, "Zoning" GIS Data, January 2020; Prince William County, County Mapper Database, accessed January 2020; Google Earth Aerial Imagery dated April 2018; Grade Separated Interchange at Prince William Parkway and Minnieville Road, dated August 25, 2023.

Existing or Planned Bicycle/Pedestrian Facilities: Existing 8'-10' asphalt trail along east side of Prince William Pkwy., 5' concrete sidewalk along west side. Existing 5' concrete sidewalks along Minnieville Rd. No sidewalk or trail along Elm Farm Rd.

Source: Prince William County Department of Information Technology, GIS Division, "Trails" GIS Data, December 2020; Prince William County 2008 Comprehensive Plan Trails Map, dated April 15, 2013; Grade Separated Interchange at Prince William Parkway and Minnieville Road, dated November 04, 2022.

Socio-Economic Comments: Minority and lower-income populations are present adjacent to the study area but are not anticipated to be disproportionately impacted as the project does not involve residential relocations and only temporary changes in access. There are no existing or planned public recreational facilities or community services. Existing bicycle/pedestrian facilities that would be temporarily impacted by the proposed project will be restored. Accommodations for bicycles and pedestrians will be included in the proposed design. Current land uses surrounding the proposed project area are zoned to accommodate a mixture of suburban residential (R-4), (R-2), (PBD) Planned Business District and General Business (B-1) land uses; the immediate project area contains a mix of un-developed land, commercial, residential and the First Baptist Church of Woodbridge.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: Yes. 451 square feet of land is needed from the parcel that contains the "Glascock Cemetery". No disturbance of graves is proposed. Only a narrow strip adjacent to the existing sidewalk is required for construction of the proposed project, which is approximately 30 feet from the fenced graveyard.

Source: Prince William County Department of Information Technology, GIS Division, "Parks". Data, December 2022; Prince William County, County Mapper Database, accessed December 2022; Grade Separated Interchange at Prince William Parkway and Minnieville Road Exhibit, dated December 2022

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

4(f) Comments: The Glascock Cemetery (13650 Minnieville Rd.) is located within the proposed project area.

6(f) Comments: There are no Section 6(f) resources within the vicinity of the project.

CULTURAL RESOURCES

Section 106 Effect Determination: No Affect

Name of Historic Property: N/A

DHR Concurrence date: TBD

A Section 106 effect determination of No Historic Properties Present or Affected has been concluded pursuant to Stipulation II.A of the 2016 Federal Programmatic Agreement among FHWA, USACE, TVA, VA SHPO, and VDOT.

Stip. II.A Determination Date: Unknown

MOA/PA Execution Date: None

Cultural Resource Comments: The Virginia Department of Historic Resources (VDHR) responded to a review request on December 13, 2022 "Additional Information is needed before we will be able to determine the effect of the project on historic resources." Comments: The DHR recommends a Phase 1 archaeological survey of the portions of the APE that are not part of existing right of way/ previously disturbed by existing infrastructure. The results of the Phase 1 archaeological survey prepared by Chronicle Heritage Group indicate that there are no effects to cultural resources.



NATURAL RESOURCES

Are Waters of the U.S. present? Yes

Linear Feet of Impact: 20

Federal Threatened or Endangered Species:

Northern Long-Eared Bat (*Myotis septentrionalis*) - Federal Endangered - May affect, Not likely to adversely affect

Atlantic Sturgeon (*Acipenser oxyrinchus*) - Federal Endangered - No affect

Small Whorled Pogonia (*Isotria medeoloides*) - Federal Threatened - No affect

Yellow Lance (*Elliptio lanceolata*)- Federal Threatened - No affect

100 Year Floodplain: Present (FEMA #51153C0212D eff. 1/5/95)

Regulatory Floodway Zone: Not present

Public Water Supplies: no

Are any tidal waters/wetlands present? No

Wetlands: Present with impacts

Tidal Acres of Impact: 0

Tidal Wetland Type: None

Are any Non-Tidal Wetlands Present? Yes

Non-Tidal Acres of Impact: 0

Non-Tidal Wetland Type: R3 channel

Total Wetland Acres of Impacts: N/A

Are water quality permits required? Yes

Natural Resource Comments: A December 2022 search of (DCR, DWR and USFWS) agency database indicated that no Department of Natural Heritage (DNH) sites are located within 100-feet of the project's action area. A search of the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Coordination (IPaC) database identified the potential for the Northern Long-Eared Bat (NLEB), Small Whorled Pogonia as the only federally protected species within the action area of the proposed project. Prince William County Department of Transportation is relying on the findings of the Programmatic Biological Opinion for the Final 4(d) Rule for the Northern Long-Eared Bat to fulfill the project-specific section 7 responsibilities as required by the Endangered Species Act. The potential for the Small Whorled Pogonia to be present within the limits of the temporary maintenance of traffic road exists. Suitable habitat may be present. A species-specific survey was conducted during the species blooming series by Garrie Rouse of Rouse Environmental. No Small Whorled Pogonia were present within the study area. No habitat for Atlantic Sturgeon or Yellow Lance is found within the project area. A search of the site area identified a single potential un-used residential well and septic system located on 3451 Elm Farm Rd. and one surface water intake watershed, the Occoquan Reservoir Intake, within a 3- mile search radius of the proposed project. Based on the existing former residential well not being in service and the location of the intake watershed to the project, no impacts are anticipated.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present within study limits. A parcel indicated as "Protected Open Space" within the Hooes Run floodplain is located on adjacent property, to the north at 3511 Lacebark Elm Ct.

Agricultural/Forestral Districts: Not Present

Source: Prince William County GIS County Mapper

Agricultural/Open Space Comments: A search of the Prince William County GIS County Mapper and the Virginia Outdoors Foundation's (VOF) Conservation Land GIS map database indicated that there are no agricultural/forestral districts nor VOF open space easements present within the vicinity of the project.

FARMLAND

NRCS Form CPA-106 Attached? No

Rating: N/A

Alternatives Analysis Required? No

Source: N/A

Farmland Comments: The entire site area is committed to urban development. No farmland is present or planned.

INVASIVE SPECIES

Invasive Species in the project area? Yes. Existing invasive plant species are present throughout the project area.

There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications (2016) includes provisions intended to control noxious weeds (which includes non-native and invasive species).

While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of best management practices for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.

Invasive Species Comments: The Virginia Department of Conservation and Recreation (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

Air Quality Status and Regional Conformity

Jurisdiction Description: This project is located within a marginal 8-hour ozone nonattainment area. In accordance with 40 CFR Part 93, transportation conformity requirements apply to the project since the project is located in a nonattainment or maintenance area for a transportation-related criteria pollutant (i.e., ozone). In addition, the project is located in a volatile organic compounds (VOC) and nitrogen oxides (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC and NOx. The following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; 9 VAC 5-45, Article 7, Cutback Asphalt restrictions; and 9 VAC 5-50, Article 1, Fugitive Dust precautions.

- ✓ Federal conformity requirements apply since the project is located, at least in part, in an air quality nonattainment or maintenance area. Accordingly, there must be a currently conforming transportation plan and program at the time of project approval, and the project must come from a conforming plan and program (or otherwise meet criteria specified in 40 CFR 93.109(b)).

Exempt Status

The project is of the type that would be exempt from conformity, as outlined in section 93.126 of the transportation conformity regulation. Therefore, CO, PM, and MSAT analyses are not required for either conformity purposes (per EPA regulation) or NEPA (per FHWA guidance, and VDOT programmatic agreements with FHWA and corresponding protocols specified in the VDOT Resource Document.)

Exempt under 40 CFR 93.126, Safety - Projects that correct, improve, or eliminate a hazardous location or feature. The stated project purpose cites safety, as follows: "The purpose of this operational project is to provide a grade separated interchange and associated improvements at Prince William Parkway and Minnieville Rd. to alleviate/mitigate congestion and to provide safer interaction of vehicles, pedestrians and cyclists".

NOISE

Noise Scoping Decision: No Noise study required

Barriers Under Consideration? No

Noise Comments: The proposed project scope does not include the addition of an action which requires a noise analysis pursuant to 23 CFR §772.5. Noise modeling is not required for the Existing Condition (2022). The proposed project expects a reduced level of noise at the interchange location due to lowering Minnieville Road below the existing grade. The site area is a Common Noise Environment, a crossroads. No Impacted Receptors are expected. Reasonableness and the lack of increased noise levels expected, indicates no abatement is warranted.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No. 3451 and 3453 Elm Farm Rd. will be removed by others and are no longer residences.

Commercial Relocations Yes. Two commercial properties will be acquired (13850 and 13900 Noblewood Plaza). Residual land will be offered to the previous property owner.

Non-Profit Relocations: No

Right of Way required? Yes

Septic Systems or Wells: A well and septic system are present at 3451 Elm Farm Rd.

Hazardous Materials: Three petroleum release complaints (#20073158, #20043293 and #20003336 located at 13900 Noblewood Plaza have been cleared. The property is a Registered Petroleum Release Site. #VA704

Source: Grade Separated Interchange at Prince William Parkway and Minnieville Road Exhibit, dated ; VA DEQ Environmental Data Mapper Web Map dated 08/25/2023.

ROW and Relocations Comments: No families, persons, farms, or non-profit organizations will be displaced as result of the proposed project. Permanent and temporary right of way is required to construct the proposed design. An un-used well and potential septic system are present on 3451 Elm Farm Rd. During construction, there is a risk of encountering chemical spills from trucks and other vehicles within the existing right-of-way. If any solid or hazardous waste is generated/encountered during construction, all applicable federal, state, and local regulations for their disposal will be followed.



CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Quartz Development intends to develop.

Impact same resources as the proposed highway project (i.e. cumulative impacts): No

several parcels in the vicinity of mixed-use development. A connector road which intersects the proposed project is planned. The project is under planning and zoning consideration.

Indirect (Secondary) impacts: No

Source: Prince William County Department of Transportation

Cumulative and Indirect Impacts Comments: The project proposes to convert an existing at-grade intersection to an overpass/underpass intersection. Vehicle drive isles and pedestrian and cycling accommodations will be modernized as a result. The proposed project would improve safety by removing potential vehicle conflicts and removing pedestrian movements at the intersection. Air quality is expected to benefit through fewer vehicle idling hours at the intersection. Noise levels due to the proposed project are expected to decrease through the removal idling vehicles at traffic signals and by lowering traffic below grade at the location of the proposed underpass/overpass structure. The direct impacts of this project would be confined to areas immediately surrounding the existing transportation facility (intersection) and is not anticipated to cumulatively impact resources. Induced growth is not anticipated to result from this project because the proposed action occurs on an existing transportation facility.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: Agency Scoping Comments, Public Hearing Comments

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

Other Public Involvement Activities: No

Public Involvement Comments: A Design Public Hearing (DPH) will be held prior to the detailed design of the interchange to present the project to the public. Prince William County and or VDOT will post a 15-day notice of document availability for the CE following completion of the NEPA document and FHWA approval for public availability.

COORDINATION

State Agencies:

Department of Conservation and Recreation
Department of Wildlife Resources
Department of Historic Resources
Department of Environmental Quality

Local Entity:

Prince William County Area Agency on Aging
Prince William County Community Services
Prince William County Housing & Community Development
Prince William County Human Rights
Prince William County Neighborhood Services
Prince William County Racial and Social Justice Commission
Prince William County Department of Fire and Rescue
Prince William County Office of Emergency Management
Prince William County Police Department
Prince William County Public Safety Agencies
Prince William County Public Schools
Prince William County Parks, Recreation & Tourism
Prince William County Social Services

Federal Agencies:

U.S. Fish and Wildlife Service
U.S. Environmental Protection Agency



NEPA CATEGORICAL EXCLUSION

Grade Separated Interchange at Prince William Parkway and Minnieville Road

In unincorporated
Prince William County, Virginia

State Project # T26691



August 2023



Prepared by:
A. Morton Thomas and Associates, Inc.



Prepared for:
Prince William County, VA
Department of Transportation

Table of Contents

1.	Introduction.....	3
1.1	Location.....	3
1.2	Project Description.....	3
1.3	Purpose and Need.....	3
1.4	Description of Category.....	3
1.5	Typical Section.....	3
1.6	Structures.....	4
2.	Socio-Economic.....	4
2.1	Summary.....	4
2.2	Environmental Justice.....	4
2.3	Maintenance of Traffic.....	4
3.	Section 4(f) and Section 6(f).....	4
3.1	Use of 4(f) Property.....	4
3.2	Use of 6(f) Property.....	5
4.	Natural Resources.....	5
4.1	Waters of the U.S.....	5
4.2	Federal Threatened or Endangered Species.....	5
4.3	100 Year Floodplain.....	6
4.4	Water and Wastewater.....	6
5.	Agricultural Open Space and Farmland.....	7
5.1	Open Space Easements.....	7
5.2	Agricultural/Forestral Districts.....	7
5.3	Farmland.....	7
6.	Invasive Species.....	7
6.1	Invasive Species Summary.....	7
7.	Air Quality.....	7
7.1	Air Quality and Regional Conformity.....	7
7.2	Exempt Status.....	8
8.	Noise.....	8
8.1	Noise Summary.....	8
9.	Right of Way Relocations.....	8
9.1	Residential Relocations.....	8
9.2.	Commercial Relocations.....	9
9.3	Non-profit Relocations.....	9
9.4	Right of Way Required.....	9
9.5	Septic Systems or Wells.....	9
9.6	Hazardous Materials.....	9
9.7	Right of Way and Relocation Summary.....	9
10.	Cumulative and Indirect Impacts.....	10
10.1	Present or Reasonably Foreseeable Future Projects in the Area.....	10
10.2	Indirect or Secondary Impacts.....	10
10.3	Cumulative and Indirect Impact Summary.....	10
11.	Public Involvement.....	10
11.1	Substantial Controversy on Environmental Grounds.....	10
11.2	Public Hearing.....	10
12.	Coordination.....	11

1. Introduction

The information presented below is in support of the VDOT NEPA Categorical Exclusion form that is used for projects that will not result in significant environmental impacts and/or substantive public controversy.

1.1 Location

The project study area is comprised of a variable width right-of-way at and along the intersection of Prince William Parkway(Route 294), Minnieville Road (Route 640) and Elm Farm Road. The Project Site Area (PSA) lies within unincorporated Prince William County. The land uses along the above-mentioned roads include multi-family residential uses, a church, landscaped, forested and turf areas and commercial uses. The project is generally located 0.525 miles west of Minnieville Road and 0.316 miles east of Minnieville Road on Prince William Parkway and a smaller area of widening improvements along Elm Farm Road.

1.2 Project Description

The proposed project is to construct an innovative interchange at the intersection of Prince William Parkway and Minnieville Road (Route 640). The proposed concept is a Single Point Urban Diamond – Below Grade Interchange, which will take Route 294 underneath as the underpass and maintain Route 640 generally at its current grade as the overpass.

1.3 Purpose and Need

The purpose of this proposed project is to provide a grade separated interchange and associated improvements at Prince William Parkway and Minnieville Rd. to alleviate/mitigate congestion and to provide safer interaction of vehicles, pedestrians and cyclists. This project will significantly improve operations and safety of the intersection. The need for the proposed project is due to the existing intersection design being inadequate to safely and effectively manage high volumes of traffic.

1.4 Description of Category

CE Category 23 CFR 771.117: (c)(26) - Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).

1.5 Typical Section

Prince William Parkway (Route 294) is a six-lane divided Principal Arterial roadway with a posted speed of 45 mph that carries approximately 50,000 vehicles per day. Minnieville Road (Route 640) is a six-lane divided Minor Arterial with a posted speed of 45 mph that carries approximately 45,000 vehicles per day. Due to the large volume of turning vehicles at the project intersection, in the current condition the six-lane configuration of both roadways is widened at the signalized intersection to accommodate turn lanes, with Prince William Parkway widening to 10 lanes and Minnieville Road widening to 8 lanes at the intersection approaches. The proposed project is able to maintain the same number of lanes, handling the anticipated traffic increases by grade separating the intersection thus creating a more efficient signalization.

1.6 Structures

The primary structure proposed for the project is the bridge carrying Minnieville Road set with a vertical clearance of 17 feet, to accommodate the grade separated interchange. The structure is recessed so that the grade-to-grade height differential is approximately 22'. A retaining wall approximately four feet in height and 870 feet in length will be provided at the Noblewood Plaza parking lot, along eastbound Prince William Parkway, prior to the Minnieville Road & Prince William Parkway intersection. Curb and gutter will be relocated along segments of the wall that encroach upon the existing parking lot. Final design will maintain access to the bank's drive-thru, near the Noblewood Plaza entrance.

2. **Socio-Economic**

2.1 Summary

Minority and lower-income populations are present adjacent to the study area but are not anticipated to be disproportionately impacted as the project does not involve residential relocations and only temporary changes in access. There are no existing or planned public recreational facilities or community services. Existing bicycle/pedestrian facilities that would be temporarily impacted by the proposed project will be restored. Accommodations for bicycles and pedestrians will be included in the proposed design.

Current land uses surrounding the proposed project area are zoned to accommodate a mixture of suburban residential (R-4), (R-2), (PBD) Planned Business District and General Business (B-1) land uses; the immediate project area contains a mix of un-developed land, commercial, residential and the First Baptist Church of Woodbridge.

2.2 Environmental Justice

This project is within an Environmental Justice (EJ) community. The following comparison of EJ indicators is justification for including the PSA in an EJ community: Demographic Index (47% compared to 31% state avg.), People of Color (69% compared to 38% state avg.), Low Income (26% compared to 25% state avg.), Less than High School Education (16% compared to 10% state avg.) and Limited English-Speaking Households (9% compared to 2% state avg.)

- a. There are no residential resulting from this project.
- b. Access to properties will not be changed by this project.
- c. No environmental justice issues were raised by contacted agencies.
- d. The project will create a safer roadway to the traveling public.

2.2 Maintenance of Traffic

The project improvements will necessitate temporary lanes closures but will maintain access to all properties beyond short term closures. A detour for intersection turning movements will be implemented while the bridge is constructed, which will follow Elm Farm Road to a temporary MOT roadway connecting to Elm Farm Road approximately a 1600 feet from Minnieville Road, then connecting to developer roadways to be constructed as part of planned development by Quartz Development, Inc. and finally connecting back to Minnieville Road southwest of the Prince William Parkway intersection. . This will cause minor but not unreasonable traffic impacts as the result of temporary delays in traffic flow. Detailed traffic control plans will be developed during design.

3. Section 4(f) and Section 6(f)

3.1 Use of 4(f) Property

The Glascock Cemetery (13650 Minnieville Rd.) is located within the proposed project area. 451 square feet of land is needed from the parcel that contains the "Glascock Cemetery". No disturbance of graves is proposed. Only a narrow strip adjacent to the existing sidewalk is required for construction of the proposed project, which is approximately 30 feet from the fenced graveyard.

3.2 Use of 6(f) Property

There are no Section 6(f) resources within the vicinity of the project.

4. Cultural Resources

4.1 Summary

The Virginia Department of Historic Resources (VDHR) responded to a review request of this project on December 13, 2022.

"Additional Information is needed before we will be able to determine the effect of the project on historic resources."

The DHR recommends a Phase 1 archaeological survey of the portions of the APE that are not part of existing right of way/previously disturbed by existing infrastructure.

The results of the Chronicle Heritage Group Phase 1 archaeological survey indicate that there are no effects to cultural resources as a result of the development of the proposed project.

4. Natural Resources

4.1 Waters of the U.S.

Hooes Run, a R4 perennial stream is a Water of the U.S. (WoUS) and crosses under Elm Farm Road north of the project limits. Additional WoUS are located within PIN 8292-04-3728. The project proposes to impact approximately 20' of intermittent channel north of Prince William Parkway. Tidal wetlands are not present within the project area. A Nationwide Permit from the USACE will be required to impact jurisdictional wetlands or stream channels.

4.2 Federal Threatened or Endangered Species

Four Federally listed Threatened or Endangered Species are potentially located within a 2-mile radius of the proposed project area:

Northern Long-Eared Bat (*Myotis septentrionalis*)
Federal Endangered - May affect, not likely to adversely affect.
Potential roost trees present within the project area.

Atlantic Sturgeon (*Acipenser oxyrinchus*)
Federal Endangered - No affect
No habitat is present within project area.

Small Whorled Pogonia (*Isotria medeoloides*)
Federal Threatened - No affect
Survey conducted 07/2023 – No specimens located within project area.

Yellow Lance (*Elliptio lanceolata*)
Federal Threatened - No affect
No habitat is present within project area.

A December 2022 search of DCR agency database indicated that no Department of Natural Heritage (DNH) sites are located within 100-feet of the project's action area. A search of the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Coordination (IPaC) database identified the potential for the Northern Long-Eared Bat (NLEB) and Small Whorled Pogonia as the only federally threatened or endangered species within the action area of the proposed project.

Prince William County Department of Transportation is relying on the findings of the Programmatic Biological Opinion for the Final 4(d) Rule for the Northern Long-Eared Bat to fulfill the project-specific section 7 responsibilities as required by the Endangered Species Act.

The potential for the Small Whorled Pogonia to be present within the limits of the approximate temporary maintenance of traffic road near Elm Farm Road was identified through IPaC. A species-specific survey was conducted during the orchid blooming series by Garrie Rouse of Rouse Environmental. No Small Whorled Pogonia were found to be present within the study area.

No habitat for Atlantic Sturgeon or Yellow Lance exists within the project area. Both species require conditions that are not present within the project area.

4.3 100 Year Floodplain

Per FEMA panel #51153C0212D (eff. 01/05/1995) a designated 100-year floodplain (Zone A) is present at the extreme northern portion of the project. Impacts to the floodplain that would cause a rise in the flood elevation are not proposed.

4.4 Water and Wastewater

A search of the site area identified a single potential un-used residential well and septic system, located on 3451 Elm Farm Rd. A single surface water withdrawal point, the Occoquan Reservoir Intake, is located within a 3- mile search radius of the proposed project.

Based on the existing residential well and septic system not being in active service and the location of the intake watershed to the project, no impacts are anticipated.

5. Agricultural Open Space and Farmland

5.1 Open Space Easements

Open space easements are not Present within the project limits. A parcel indicated as “Protected Open Space”, within the Hooes Run floodplain is located on adjacent property to the north at 3511 Lacebark Elm Ct.

5.2 Agricultural/Forestal Districts

Agricultural or Forestal Districts are not found within the project area. A review of the Prince William County GIS County Mapper and the Virginia Outdoors Foundation’s (VOF) Conservation Land GIS map database indicated that there are no agricultural/forestal districts nor VOF open space easements present within the vicinity of the project.

5.3 Farmland

The entire proposed project area is committed to urban and suburban development. No farmland is present or planned.

6. Invasive Species

6.1 Invasive Species Summary

Invasive plant species are present throughout the project area. There is potential for invasive species to become further established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications (2016) includes provisions intended to control noxious weeds (which includes non-native and invasive species).

While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of best management practices for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.

The Virginia Department of Conservation and Recreation (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.

7. Air Quality

7.1 Air Quality Status and Regional Conformity

This project is located within a marginal 8-hour ozone nonattainment area. In accordance with 40 CFR Part 93, transportation conformity requirements apply to the project since the project is located in a

nonattainment or maintenance area for a transportation-related criteria pollutant (i.e., ozone). In addition, the project is located in a volatile organic compound (VOC) and nitrogen oxides (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC and NOx.

The following VDEQ air pollution regulations must be adhered to during the construction of this project:

9 VAC 5-130, Open Burning restrictions,
9 VAC 5-45, Article 7, Cutback Asphalt restrictions and
VAC 5-50, Article 1, Fugitive Dust precautions.

Federal conformity requirements apply since the project is located, at least in part, in an air quality nonattainment or maintenance area. Accordingly, there must be a currently conforming transportation plan and program at the time of project approval, and the project must come from a conforming plan and program (or otherwise meet criteria specified in 40 CFR 93.109(b)).

7.2 Exempt Status

The project is of the type that would be exempt from conformity, as outlined in section 93.126 of the transportation conformity regulation. Therefore, CO, PM, and MSAT analyses are not required for either conformity purposes (per EPA regulation) or NEPA (per FHWA guidance, and VDOT programmatic agreements with FHWA and corresponding protocols specified in the VDOT Resource Document.)

Exempt under 40 CFR 93.126, Safety - Projects that correct, improve, or eliminate a hazardous location or feature. The stated project purpose cites safety, as follows: "The purpose of this operational project is to provide a grade separated interchange and associated improvements at Prince William Parkway and Minnieville Rd. to alleviate/mitigate congestion and to provide safer interaction of vehicles, pedestrians and cyclists".

8. **Noise**

8.1 Noise Summary

Based upon a noise scoping review, it has been determined that no noise study is required. There are no barriers under construction.

The proposed project scope does not include the addition of an action which requires a noise analysis pursuant to 23 CFR § 772.5. Noise modeling is not required for the existing condition (2022). The proposed project expects a reduced level of noise at the interchange location due to lowering Minnieville Road below the existing grade. The site area is a common noise environment, a crossroads. No impacted receptors are expected. Reasonableness and the lack of increased noise levels expected, indicates no abatement is warranted.

9. **Right of Way Relocations**

9.1 Residential Relocations

The temporary detour road will be located on parcels at 3451 and 3453 Elm Farm Rd. These parcels currently are zoned for residential use and contain vacant residential structures; however Quartz

Development, Inc. controls the properties through their affiliate real estate company Elm Farm Properties LLC. The developer will demolish and remove these structures prior to the project.

9.2 Commercial Relocations

Two commercial properties are proposed to be acquired for the project, 13850 and 13900 Noblewood Plaza. The proposed right of way to be acquired for the project as total takes includes:

Dody Ventures Inc. - 13850 Noblewood Plaza (8292-12-1549) – 73,787 square feet

GSR Investments, LLC. - 13900 Noblewood Plaza (8292-12-0983) – 45,499 square feet

Total commercial property to be acquired – 119, 286 square feet or 2.738 acres.

Residual land will be offered to the previous property owner.

9.3 Non-profit Relocations

There are no non-profit relocations planned for the area of the proposed project.

9.4 Right of Way Required

Additional strip right of way and easements, both temporary and permanent, are anticipated to be needed for the proposed project. The proposed project has not been fully designed as of 08/28/2023. The exact strip right of way needed for the development of the proposed project has not been fully determined.

9.5 Septic Systems or Wells

A well and septic system are present at 3451 Elm Farm Rd. These systems are to be closed and cleared by the VA DEQ.

9.6 Hazardous Materials

Three petroleum release complaints (#20073158, #20043293 and #20003336 located at 13900 Noblewood Plaza have been cleared by VA DEQ. The property is a Registered Petroleum Release Site. #VA704.

9.7 Right of way and Relocations Summary

No families, persons, farms, or non-profit organizations will be displaced as result of the proposed project. Permanent and temporary right of way is required to construct the proposed design. During construction, there is a risk of encountering chemical spills from trucks and other vehicles within the existing right-of-way. If any solid or hazardous waste is generated or encountered during construction, all applicable federal, state, and local regulations for their disposal will be followed.

10. Cumulative and Indirect Impacts

10.1 Present or Reasonably Foreseeable Future Projects in the Area

Quartz Development Co. intends to develop several parcels in the northwest and southwest areas of the proposed project area. The "East Quartz Connector Road" to the northwest is proposed to connect Prince William Parkway and Elm Farm Road. The proposed intersection and related safety improvements will more effectively manage traffic volumes that will increase as a result of the future development. The development project is under zoning and planning consideration.

The parcels proposed to be included in the Quartz Development Project include the following:

- Southern Knolls LLC. - (8292-04-3728)
- Southern Knolls LLC. - (8292-93-1868)
- Elm Farm Properties LLC. - (8292-14-1067)
- Elm Farm Properties LLC. - (8292-14-0086)
- Elm Farm Properties LLC. - (8292-14-1644)

10.2 Indirect or Secondary Impacts

Indirect or secondary impacts are not expected with the development of the proposed project.

10.3 Cumulative and Indirect Impact Summary

The project proposes to convert an existing at-grade intersection to an overpass/underpass intersection. Vehicle drive isles and pedestrian and cycling accommodations will be modernized as a result. The proposed project would improve safety by removing potential vehicle conflicts and removing pedestrian movements at the intersection. Air quality is expected to benefit through fewer vehicle idling hours at the intersection. Noise levels due to the proposed project are expected to decrease through the removal idling vehicles at traffic signals and by lowering traffic below grade at the location of the proposed underpass/overpass structure.

The direct impacts of this project would be confined to areas immediately surrounding the existing transportation facility (intersection) and is not anticipated to cumulatively impact resources. Induced growth is not anticipated to result from this project because the proposed action occurs on an existing transportation facility.

11. Public Involvement

11.1 Substantial Controversy on Environmental Grounds

There has not been controversy related to the proposed project.

11.2 Public Hearing

A Design Public Hearing (DPH) will be held prior to the detailed design of the interchange to present the project to the public. Prince William County and or VDOT will post a 15-day notice of document availability for the CE following completion of the NEPA document and FHWA approval for public availability.

12. Coordination

U.S. Fish and Wildlife Service
U.S. Environmental Protection Agency

Virginia Department of Conservation and Recreation
Virginia Department of Wildlife Resources
Virginia Department of Historic Resources
Virginia Department of Environmental Quality

Prince William County Area Agency on Aging
Prince William County Community Services
Prince William County Housing & Community Development
Prince William County Human Rights
Prince William County Neighborhood Services
Prince William County Racial and Social Justice Commission
Prince William County Social Services
Prince William County Department of Fire and Rescue
Prince William County Office of Emergency Management
Prince William County Police Department
Prince William County Public Safety Agencies
Prince William County Public Schools
Prince William County Parks, Recreation & Tourism

