

Documentation of FHWA Review

Project Name: Columbia Pike Multimodal Street Improvements

State Project Number: 0244-000-120

UPC: 80359

Based on the preliminary environmental impact information compiled by VDOT, FHWA approved this project as a Categorical Exclusion on 07/26/2010. Based on my review of the Categorical Exclusion documentation submitted by VDOT, I find this information acceptable and sufficient as supporting documentation to support the original Categorical Exclusion determination.

John Jenkins 10/3/11

Approving FHWA Official, Date

TO: Mr. John Simkins, Federal Highway Administration (FHWA)
FROM: John Muse, VDOT District Environmental Manager
DATE: 09/27/2011

CATEGORICAL EXCLUSION (CE)

Date CE level document approved by VA FHWA Division: 07/26/10
FHWA Contact: Mr. John Simkins
Route: Columbia Pike (Route 244)
Route Type: Primary
Project Type: Construction
State Project Number: 0244-000-120, P101, N501
Federal Project Number: STP-5401(771)
UPC: 80359

From: Fairfax County Line
To: Washington Boulevard
County/City: Arlington County
District / Residency: Northern Virginia

Project in STIP: Yes
Project in Long Range Plan: Yes No N/A Project Outside of MPO Area

Project Description: The proposed Columbia Pike Multimodal Street Improvements project encompasses approximately 3 miles of Columbia Pike from the Fairfax County Line near South Jefferson Street to Washington Boulevard near the Pentagon. Project improvements will include providing a standardized street cross-section (two travel lanes in each direction with a center median or left-turn lane), on-street parking, bicycle accommodations, wider sidewalks, enhanced pedestrian crossings, landscaped median areas, and street trees where practicable. The standardization of the cross-section is anticipated to require acquisition of additional public right-of-way with impacts to curb lines and drainage structures; however, no impacts to significant building structures or relocation of residences or businesses are anticipated as a result of construction.

CE Category 23 CFR 771.117: (d)(1)
Description of CE Category: Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).

USGS Map Attached Yes

Logical Termini and Independent Utility:
Yes N/A (For Non-highway construction only, explain in comments below)

Comments: The Columbia Pike corridor is one of Arlington's urban villages that serves many vibrant mixed-use communities; however, multimodal transportation and economic development enhancements are required for the corridor to reach its greatest potential. Arlington County initiated a number of studies including the Columbia Pike Initiative – A Revitalization Plan and its update in 2005. These plans defined the Columbia Pike redevelopment corridor – from the Arlington County line on the west to the end of Columbia Pike (near Washington Boulevard) on the east. For this proposed Columbia Pike Multimodal Street Improvements project, the County is moving forward with a plan that does not include significant increases to vehicular capacity but instead focuses on improving safety and operations for all users, primarily within the existing rights-of-way, and enhancing the streetscape to catalyze redevelopment. Because this project is focused on corridor rehabilitation without capacity improvements, the endpoints reflect the corridor identified within applicable land use plans and are consistent with the logical termini requirements of the FHWA.

The project has independent utility because of its enhancements to existing users of the corridor through safety and operational improvements for vehicles, mobility improvements for transit, bicycle and pedestrian users, and rehabilitation to community assets. A complementary transit project is proposed for the Columbia Pike corridor as well; however, the improvements proposed as part of the Columbia Pike Multimodal Street Improvements project do not require the completion of the transit project in order to be considered valuable to the community.

Multimodal Transportation Study: In support of the Columbia Pike Multimodal Street Improvements project, Arlington County is completing a transportation study that documents the goals and objectives of the project, analyzes existing and future transportation conditions for all modes, and summarizes the development of improvement alternatives (incorporated herein by reference, as listed in Appendix A). The study includes 10% design plans (Appendix B) that have been vetted through a series of public meetings with the Columbia Pike Implementation Team (CPIT).

Typical Section: The proposed typical section (as developed during concept design) includes two lanes in each direction; the inside lanes are proposed to be 10 feet wide and the outside lanes are proposed to be 11 feet wide. Between the two sets of travel lanes is an 11-foot center lane that will provide either a median or a left-turn lane. A 1.5-foot gutter with six-inch curb is proposed on either side of the outside lane. Thus, the curb-to-curb typical section spans 56 feet. Behind the curb, the typical section will include a 6-foot sidewalk and landscaping where appropriate. A 10-foot sidewalk is planned for three segments along the north side of Columbia Pike at both the eastern and western ends.

Structures: None.

SOCIO-ECONOMIC	PRESENT		IMPACTS	
	YES	NO	YES	NO
Minority/Low Income Populations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disproportionate Impacts to Minority/Low Income Populations: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>				
Existing or Planned Public Recreational Facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: GIS data (Arlington County, 2010), Columbia Pike Environmental Baseline Conditions Study (Consultant, 2011).				
Community Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: GIS data (Arlington County, 2010), Comprehensive Plan – General Land Use Plan (Arlington County, 1961, revised 2008), Arlington County Transit (Arlington County, 2010), Washington Metropolitan Area Transit Authority (2010).				
Consistent with Local Land Use: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
Source: Comprehensive Plan – General Land Use Plan (Arlington County, 1961, revised 2008), Columbia Pike Initiative: A Revitalization Plan – Update 2009 (Arlington County, 2002, revised 2009).				
Existing or Planned Bicycle/Pedestrian Facilities:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Source: Comprehensive Plan – General Land Use Plan (Arlington County, 1961, revised 2008), Arlington County Bike Map (http://www.bikearlington.com/pages/maps-rides/) (2010).				
Comments:				
<p>Minority/Low Income Populations: The Columbia Pike corridor is characterized by rich cultural and ethnic diversity with a population that reflects nearly 128 countries of national origin. The nine census tracts traversed by the study area have a higher minority and higher low-income population percentage than the County as a whole. Because this project will improve an existing transportation corridor by enhancing multiple modes of travel and the overall streetscape, the effects to those in the corridor are anticipated to be beneficial. No relocations of or disproportionately adverse impacts to minority or low-income residences or businesses are anticipated as a result of the proposed project. Some short-term construction impacts to the local residents may occur, including some noise and traffic disruptions; however, these will be short-lived and will result in long-term improvements to the local Columbia Pike corridor.</p>				
<p>Existing or Planned Public Recreational Facilities: The following parks and recreation facilities are located within 500 feet of the project site: Arlington Mill Community Center, Glen Carlyn Park, Washington and Old Dominion (W&OD) Railroad Regional Park, Alcova Heights Park and Playground, Bailey's Branch Park and Playgrounds, Doctors Run Park and Playground, Oakland Street Park, Cleveland Park, and Towers Park. Only the Arlington Mill Community Center (currently closed and to be reconstructed with an opening date of 2013), Glen Carlyn Park, and the W&OD Railroad Regional Park share a boundary with the Columbia Park right-of-way; however, they will not be impacted because the proposed project will not affect areas between Four Mile Run Bridge and Wakefield Street and between Quinn Street and Orme Street. Other Arlington County and VDOT transportation projects are planned for these portions of Columbia Pike.</p>				
<p>Community Services: Five public elementary schools are located within less than 0.5 mile of Columbia Pike. Two middle schools and one high school are located within 1 mile of Columbia Pike. The communities surrounding Columbia Pike are served by the Columbia Pike Public Library located at 816 South Walter Reed Drive. As many as 11 churches are present within 0.5 mile of Columbia Pike, three of which have Columbia Pike addresses. Three community gardens managed by the County are within 0.5 mile of Columbia Pike. The study corridor is served by Districts 2 and 3 of the Arlington County Police Station located at 1425 North Courthouse Road. The following fire stations serve the study corridor: Arlington Fire Station #1 – 500 South Glebe Road; Arlington Fire Station #5 – 1750 South Hayes Street; Arlington Fire Station #9 – 1900 South Walter Reed. The nearest hospital is Northern Virginia Community Hospital at 601 South Carlin Springs Road. Arlington Career Center is located adjacent to the</p>				

Columbia Pike Public Library at 816 South Walter Reed Drive. Proposed project right-of-way will not impact any structures or remove access to any of the above facilities.

Three types of transit services are provided within the Columbia Pike corridor: Metrorail, Metrobus, and Arlington Transit (ART). The Pentagon and Pentagon City Metrorail stations are located near the east end of the Columbia Pike study area. The following Metrobus routes travel along or intersect the Columbia Pike corridor: 10 B (Hunting Towers – Ballston Line); 16 A, B, D, E, F, J, and P (Columbia Pike Line); 16 G, H, K, and W (Columbia Heights West – Pentagon City Line); 16 Y (Columbia Pike – Farragut Square Line); 22 A (Barcroft – South Fairlington Line); and 23 A, C (McLean – Crystal City Line). Additionally, the following ART routes are in the vicinity of the study area: ART 41, 42, 74, 75, and 77. The proposed project is designed to improve vehicle, pedestrian, and bicyclist operations, access, and safety. Therefore, implementation of the proposed project is expected to have a beneficial effect on existing transit services.

The proposed project could potentially result in short-term travel delays for transit and for emergency vehicles during construction. A Traffic Management Plan will be prepared during final design in coordination with emergency service providers to minimize response delays.

Existing or Planned Bicycle/Pedestrian Facilities: Sidewalks currently exist along all streets except along the south side of Columbia Pike between the U.S. Air Force Memorial driveway and S. Joyce Street. The sidewalk widths and separation from the vehicular travel way vary throughout the study area. No on-street bike lanes exist within the study area; however, the W&OD and Four Mile Run shared use trails provide off-street facilities for pedestrians and bicyclists at the west portion of the study area near the Four Mile Run stream. Additionally, the following on-street bicycle routes within the study area are signed: S. George Mason Drive; S. Quincy Street; S. Highland Street; S. Cleveland Street; S. Orme Street; S. Joyce Street; S. Southgate Road. Two recommended on-street routes (as indicated on the Arlington County Bike Map) include S. Carlin Springs Road and S. Monroe Street.

The Arlington County Master Transportation Plan (MTP) established strategy directives that call for (1) expanding and completing the bikeway network with a focus on high-quality facilities, overcoming barriers, and facilitating overall connectivity and (2) minimizing rate of injuries and accidents for each mode and ensure that transit riders, pedestrians bicyclists, and motorists feel safe and comfortable at all times when travelling in Arlington. These goals and directives support the Arlington County vision of safe and navigable bicycle network that connects residents and activity centers and supports cycling as a viable transportation alternative.

The County's Parallel Bike Network Study has inventoried the existing and potential bike routes along streets near the Columbia Pike corridor to assess the quality of safe and reasonably accessible and efficient parallel bike routes. The study recommends additional bicycle lanes, on-street bicycle routes, and shared-use paths on side streets and streets parallel to Columbia Pike but not along the Pike itself (unless recommended by other projects).

The Columbia Pike Multimodal Street Improvements Project will coordinate with these planned improvements by enhancing the connectivity to parallel bike routes. In addition, the project is proposing to build a 10-foot sidewalk that would accommodate both pedestrians and cyclists on the north side of Columbia Pike at both the eastern and western ends. At the termini of these segments, connections and signage will be installed to direct cyclists off the heavily trafficked Columbia Pike arterial towards parallel bike routes.

SECTION 4(f) and SECTION 6(f)	YES	NO
Use of 4(f) Property: Acres of use: See Table 1: Section 4(f) and Cultural Resources (Appendix C1).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Name of Resource: See Table 1 (Appendix C1).		
Type of Resource:		
Individually Eligible Historic Property:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Contributing Element to Historic District:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Recreation Area:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Park:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Wildlife/Waterfowl Refuge:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Planned Public Park, Recreation Area, Wildlife or Waterfowl Refuge:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Architectural Cultural Resource Reconnaissance Survey (Consultant, 2011), GIS data (Arlington County, 2010).		
DeMinimis:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Type of Use:		
Permanent:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Temporary:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Constructive*:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Temporary Non 4(f) Use*:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f) Evaluation Attached:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conversion of 6(f) Property: Acres of Conversion:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: GIS data (Arlington County, 2010), Letter from Marc Holma at Virginia Department of Historic Resources (DHR) to Elizabeth A. Comer at EAC/A (VDHR, 2011; Appendix C2), Architectural Cultural Resource Reconnaissance Survey (Consultant, 2011), Project Review Application Form for DHR File # 2010-2030, signed by Marc Holma (VDHR, 2011; Appendix C3), Email from Mr. John Simkins (FHWA, 2011; Appendix C4).		
Comments: The lands protected under Section 4(f) that would be used by the proposed project and the corresponding acres of use are listed in Table 1 (Appendix C1). Uses would occur on three historic properties that are listed on or individually eligible for the National Register of Historic Places and four historic properties that are contributing elements to a historic district. In addition, minor impacts would occur on one property that is potentially individually eligible and 18 properties that are potentially contributing elements to a historic district. All uses are anticipated to be permanent easements and would only affect pavement (i.e., sidewalks, driveways, and parking lots) and landscaped areas immediately adjacent to Columbia Pike without any impacts to structures. A "no adverse effect" determination from DHR has been received for the proposed project. On September 1, 2011, FHWA made a Section 4(f) finding of <i>de minimis</i> impact for all affected properties. No conversions of 6(f) properties or uses of public recreation areas, parks, wildlife or waterfowl refuges, or future 4(f) resources are anticipated as a result of the proposed project.		

* Note that a Constructive Use and a Temporary Non 4(f) Use do not apply with a De Minimis finding.

CULTURAL RESOURCES	COMPLETE	N/A
Source: Assessment of Archaeological Potential Within the Proposed Columbia Pike Multimodal Street Improvements Project Corridor (Consultant, 2011), Architectural Cultural Resource Reconnaissance Survey (Consultant, 2011), Letter from Marc Holma at DHR to Elizabeth A. Comer at EAC/A (VDHR 2011; Appendix C2), Project Review Application Form for DHR File # 2010-2030, signed by Marc Holma (VDHR, 2011; Appendix C3).		
"No Effect" Pursuant to 1999 DHR Agreement	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Phase I Architecture Conducted	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Phase II Architecture Conducted	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Phase I Archaeology Conducted	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Phase II Archaeology Conducted	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 106 Effect Determination: No Adverse Effect		
DHR Concurrence on Effect:		
Yes <input checked="" type="checkbox"/> Date: 08/26/2011		
Source: Project Review Application Form for DHR File # 2010-2030, signed by Marc Holma (VDHR, 2011; Appendix C3).		
MOA Attached:		
Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Execution Date: / /		
Name of Historic Property: See Table 1 (Appendix C1).		
Comments:		
<p>Architecture: A Phase I Architectural Survey was conducted in consultation with DHR to identify historic built resources 50 years of age or older. The study involved reviewing existing data maintained by DHR and Arlington County, conducting a site visit for photo-documentation, reviewing historic maps, and submitting reconnaissance level survey forms of updated or previously unresearched structures to the DHR Data Sharing System (DSS).</p>		
<p>A visual reconnaissance and inspection was used to determine the Indirect Impacts Area of Potential Effect (APE) along the project corridor. The APE includes only historic properties within clear view of the right-of-way. All previously recorded and newly recorded properties built before 1961 were photographed and described. This information was used to update or add to the DHR DSS database.</p>		
<p>The architectural survey identified 113 properties within the study area, 33 of which were determined to be eligible or potentially eligible for National Register of Historic Places (NRHP) listing. No architectural properties would be impacted physically by the Columbia Pike Multimodal Street Improvements project, which involves only the disturbance of sidewalks, driveways, parking lots, and landscaped areas in front of the buildings. A "no adverse effect" determination from DHR has been received for the proposed project.</p>		
<p>Archaeological Sites: A Phase I Archaeological Survey was performed, including a literature review and archival study, to assess the potential for previously unidentified archaeological resources within the APE. Areas of high prehistoric site potential were defined by a predictive GIS model. The study revealed nine potential prehistoric areas and 23 potential historic features, and that 32% (11.7 acres) of the 37-acre project corridor had at least moderate potential for these resources. Twelve zones of archaeological and historical potential were identified within the APE, and each zone was evaluated for anticipated project impact individually.</p> <p>Generally, the recommendation for each zone stated that no further investigation was necessary because the project proposes minimal disturbance (up to 5 feet) beyond existing sidewalks in these areas. The proposed project may require disturbance beyond 5 feet of the existing sidewalk within two of the zones of archaeological potential. These two potentially impacted areas were then subject to a pedestrian survey after utilities marking, and it was determined that these areas have been disturbed by the installation of utilities. No further archaeological consideration is therefore recommended within the project APE.</p>		

NATURAL RESOURCES	PRESENT		IMPACTS	
	YES	NO	YES	NO
Surface Water (Name: Four Mile Run, Doctors Run, and Long Branch Creek)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Linear ft.: 0	
Source: Preliminary Wetland/Waters Assessment (Consultant, 2011; Appendix D1), Alexandria 7.5 minute topographic map (USGS 2011; Appendix D2), NEPA Re-Evaluation for Route 27/244 Interchange Modifications EA/FONSI (FHWA, 2008).				
Federal Threatened or Endangered Species: Terrestrial: None Aquatic: None Plants: None	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Source: Virginia Department of Game and Inland Fisheries (DGIF) Fish and Wildlife Information Service database (DGIF, 2010; Appendix D3), Letter from Alli Baird at Virginia Department of Conservation and Recreation (DCR) to David Samba at Kimley-Horn and Associates, Inc. (DCR, 2011; Appendix D4).				
100 Year Floodplain: If "Yes" then identify the regulatory floodway zone: A4, A7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Federal Emergency Management Agency Flood Insurance Rate maps (FEMA, 1982; Appendix D5).				
Tidal Waters/Wetlands:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Acres Type	
Wetlands: If yes, there are no practicable alternatives to the construction in wetlands and the action will include all practicable measures to minimize harm to the impacted wetlands.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	Acres Type
Source: Preliminary Wetland/Waters Assessment (Consultant, 2011; Appendix D1), US Fish and Wildlife Service (USFWS) National Wetlands Inventory Map (USFWS, 2011; Appendix D6).				
Permits Required:	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Source: Preliminary Wetland/Waters Assessment (Consultant, 2011; Appendix D1).				
<p>Comments:</p> <p>Surface Water: U.S. Geological Survey (USGS) 7.5-minute topographic maps for the study area show two "blue-line" streams traversing the corridor - Four Mile Run and Doctors Run. Columbia Pike crosses Four Mile Run via a bridge located between South Dinwiddie Street and South Four Mile Run Drive; however, the proposed project footprint does not include the segment of Columbia Pike between the west end of the bridge and Wakefield Street.</p> <p>Doctors Run is located east of George Mason Drive; however, the portion of the stream that traverses the study area is encased in a box culvert. The existing box culvert is anticipated to be protected in place during project construction and there would be no disturbance to the channel of Doctor's Run.</p> <p>Long Branch Creek crosses Columbia Pike via box culvert at the interchange with Washington Boulevard. Improvements to the interchange are planned under the State Route 27/244 Interchange Modifications Project. The Columbia Pike Multimodal Street Improvements project does not include any proposed improvements between S. Quinn Street and S. Orme Street, and therefore will avoid the stream.</p> <p>Potential indirect impacts to the above waters will be avoided or minimized through project design in accordance with the Virginia Erosion and Sediment Control Law and Regulations, Virginia Stormwater Management Law and Regulations, Virginia Pollutant Discharge Elimination System Permits, and the Chesapeake Bay Preservation Act.</p>				
Federal Threatened or Endangered Species: The Virginia Department of Game and Inland Fisheries (DGIF)				

Fish and Wildlife Information database and correspondence with the Virginia Department of Conservation and Recreation (DCR) identified no federal threatened or endangered species or habitat for federal threatened or endangered species within a 2-mile radius of the study area. Additionally, the project footprint is characterized by urban development and does not include suitable habitat for threatened and endangered species. Thus, no impact to threatened or endangered species is anticipated as a result of this project.

100 Year Floodplain: FEMA maps for the study area depict two areas within the 100-year floodplain — one located along Four Mile Run and the other southwest of the Washington Boulevard and Columbia Pike interchange. No impact to either of these floodplains is anticipated as a result of the proposed project.

Wetlands: Field reconnaissance identified areas where there is potential for wetlands (Four Mile Run and the floodplain adjacent to the Washington Boulevard Interchange); however, because no grading will occur near these areas, no impacts to potential wetlands are anticipated. Because of the lack of proposed grading near these areas, a detailed wetlands and stream delineation was determined to be unnecessary.

AGRICULTURAL/OPEN SPACE	PRESENT		IMPACTS	
	YES	NO	YES	NO
Open Space Easements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source: VOF Owned Lands (Virginia Outdoors Foundation, http://www.virginiaoutdoorsfoundation.org/VOF_about-ownedland.php , 2011).				
Agricultural/Forestal Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source: Comprehensive Plan – General Land Use Plan (Arlington County, 2008).				
Comments: The project site is characterized by dense commercial and residential development with very limited undeveloped land. No open space easements or agricultural/forestal districts have been designated within the project corridor.				

FARMLAND	YES	NO
NRCS Form CPA-106 Attached: Rating:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Alternatives Analysis Required:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Form CPA-106 is not attached check all that are applicable:		
Land already in Urban use:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Entire project in area <i>not</i> zoned agriculture:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NRCS responded within 45 days: N/A	<input type="checkbox"/>	<input type="checkbox"/>
NRCS Determined no prime or unique farmland in the project area. N/A	<input type="checkbox"/>	<input type="checkbox"/>
Source: Comprehensive Plan – General Land Use Plan (Arlington County, 2008), Columbia Pike Environmental Baseline Conditions Study (Consultant, 2011).		
Comments: Consultation with NRCS was determined to be unnecessary due to the urban uses and absence of agricultural designations or uses within the project corridor.		

INVASIVE SPECIES	PRESENT		
	YES	NO	UNKNOWN
Invasive Species in the project area:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.			
Comments: No construction activities are proposed within environmentally sensitive areas within the project corridor; therefore no potential for adverse effects related to invasive species are anticipated.			

AIR QUALITY		
Carbon Monoxide (CO)	Yes	No
This project is located in a CO <input type="checkbox"/> Attainment Area <input checked="" type="checkbox"/> Maintenance Area		
CO Hotspot Analysis Required? (if "Yes", please attach analysis)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "No", indicate which exemption it falls under:		
<input type="checkbox"/> Exempt project under 40 CFR 93.126.		
<input checked="" type="checkbox"/> Exempt project based on traffic volumes below thresholds in the current VDOT Project Level Air Quality Studies Agreement with FHWA/EPA.		
Ozone		
This project is located in an Ozone <input type="checkbox"/> Attainment Area <input type="checkbox"/> Maintenance Area <input checked="" type="checkbox"/> Nonattainment Area <input type="checkbox"/> Early Action Compact Area		
Only projects located in ozone nonattainment or maintenance areas must complete this box		
<input type="checkbox"/> Exempt from regional emissions requirements under 40 CFR 93.126 or 40 CFR 93.127.		
<input checked="" type="checkbox"/> Properly programmed in the NC RTPB CLRP (2315) and FY 2010 - 2015 TIP.		
<input type="checkbox"/> The project is not regionally significant and/or is not of a type that would normally be included in the regional transportation model.		
<input type="checkbox"/> This project is regionally significant; however, the project was not modeled, or the scope of the project is not consistent with what was modeled in the currently conforming CLRP and TIP.		
Fine Particulate Matter (PM _{2.5})	Yes	No
This project is located in a PM _{2.5} <input checked="" type="checkbox"/> Nonattainment Area <input type="checkbox"/> Maintenance Area <input type="checkbox"/> Attainment Area (if checked, do not fill out box below)		
PM _{2.5} Hotspot Analysis Required? (If "Yes", Please Attach Analysis)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Check all that apply;		
<input type="checkbox"/> A. Exempt project under 40 CFR 93.126, Table 2.		
<input checked="" type="checkbox"/> B. Not a project of air quality concern under 40 CFR 93.123(b)(1)(i) thru (v).		
<input checked="" type="checkbox"/> C. Properly programmed in the NC RTPB CLRP (2315) and FY 2010 - 2015 TIP.		
<input type="checkbox"/> D. This project is regionally significant; however, the project was not modeled, or its scope is not consistent with what was modeled, in the currently conforming CLRP and TIP.		
If "B" is checked above, please indicate the following for highway projects; Design Year 2038, Peak AADT 32,500, Peak Diesel Truck % 2%		
Mobile Source Air Toxics (MSAT)		
This project <input type="checkbox"/> is exempt with no meaningful potential MSAT effects		
<input checked="" type="checkbox"/> is one with low potential MSAT effects (attach qualitative MSAT analysis)		
<input type="checkbox"/> is one with high potential MSAT effects (attach quantitative MSAT analysis)		
Check all that apply;		
<input type="checkbox"/> Exempt project under 40 CFR 93.126, or qualifies as a CE under 23 CFR 771.117(c).		

<input checked="" type="checkbox"/> Project with no meaningful impact on traffic volumes or vehicle mix.
If a qualitative MSAT analysis is required, please indicate the following for highway projects; Design Year 2038, Peak AADT 36,500
Source: Air Quality Report (VDOT, 2010; Appendix E)
Comments: The project is located within a Carbon Monoxide Maintenance Area. VDOT air quality staff have determined that the design year 24-hour forecasted traffic does not exceed the thresholds contained in VDOT's Project-Level Carbon Monoxide Air Quality Studies Agreement with FHWA dated February 27, 2009 and therefore the proposed project does not require a project-level CO air quality analysis. The project is located within an 8-hour Ozone Nonattainment Area and a PM2.5 Nonattainment Area. Federal conformity requirements apply since the project is located in an air quality nonattainment 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 or program (see applicable exemptions above). VDOT air quality staff has determined that a PM2.5 hot spot analysis is not required because this is not a project of air quality concern. A qualitative analysis for Mobile Source Air Toxics (MSAT) was provided in the VDOT Air Quality Report.

NOISE	YES	NO
Type I Project:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Noise Form (VDOT, 2010; Appendix F).		
Noise Analysis Attached:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Barriers Under Consideration:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source:		
Comments: VDOT noise staff has determined that the proposed project is not a Type I Project (23 CFR 772) and therefore will not require preparation of a noise study.		

RIGHT OF WAY AND RELOCATIONS	YES	NO
Residential Relocations: If "Yes", number:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Columbia Pike Multimodal Street Improvements 10% Design Plans (Consultant, 2011; Appendix B), Email from Mr. William Roberts (Arlington County, 2011; Appendix G1).		
Commercial Relocations: If "Yes", number:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Columbia Pike Multimodal Street Improvements 10% Design Plans (Consultant, 2011; Appendix B), Email from Mr. William Roberts (Arlington County, 2011; Appendix G1).		
Non-profit Relocations: If "Yes", number:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Columbia Pike Multimodal Street Improvements 10% Design Plans (Consultant, 2011; Appendix B), Email from Mr. William Roberts (Arlington County, 2011; Appendix G1).		
Right of Way required: If "Yes", acreage amount: 4.47 acres of permanent easements	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Columbia Pike Multimodal Street Improvements 10% Design Plans (Consultant, 2011; Appendix B), Table 2: Right-of-Way Impacts (Consultant, 2011; Appendix G2), GIS data (Arlington County, 2010).

	PRESENT		IMPACTS	
	YES	NO	YES	NO
Septic Systems, Wells, or Public Water Supplies:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source: Email from Ms. Susan Finotti (Arlington County, 2011; Appendix H).				
Hazardous Materials:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Source: Phase I Environmental Site Assessment for Columbia Pike ROW Transfer (Consultant, 2009).				

Comments:

Hazardous Materials: During the site reconnaissance conducted for the Phase I ESA prepared for Arlington County in 2009 in support of the transfer of right-of-way from VDOT to Arlington, evidence of a suspect abandoned underground storage tank (UST) was identified within the right-of-way boundaries along the north side of Columbia Pike in the 1400 block, near the Navy Annex. In this location, a suspected vent pipe was observed protruding from the ground approximately 6 inches. No further data was available during review of historical and regulatory information to substantiate the observation.

Based on review of federal and state regulatory databases, the Phase I ESA identified 16 sites within 0.5 mile of the Columbia Pike right-of-way that have the potential to impact soil and/or groundwater conditions within the right-of-way. In addition to these sites, the Phase I ESA identified many other recognized environmental conditions (REC) on properties adjacent to or abutting the Columbia Pike right-of-way based on site reconnaissance and review of historical information and agency files. In general, the identification of a current or past use of special concern (such as a gasoline station, a dry cleaning facility, an auto repair shop and/or other uses of special concern) was considered to be a REC for that property.

The Phase I ESA concluded that the suspect abandoned UST identified within the right-of-way boundaries near the Navy Annex represents a potential source for release of petroleum or other hazardous material within the right-of-way, and should be further investigated. This site will be investigated prior to project construction to identify whether any tanks are present and if any soil/groundwater removal or treatment may be necessary.

While the majority of the RECs identified within 0.5 mile of the right-of-way were closed by VDEQ based on risk assessment, the Phase I ESA cautioned that substantial known releases associated with properties immediately adjacent to the right-of-way may have resulted in subsurface migration of contaminants into the right-of-way. As recommended in the Phase I ESA, project construction plans will address the potential for contaminated soils and groundwater in the right-of-way to ensure adequate worker protection and regulatory compliance.

CUMULATIVE AND INDIRECT IMPACTS	PRESENT		
	YES	NO	N/A
Present or reasonably foreseeable future projects (highway and non-highway) in the area: See Comments section below.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact same resources as the proposed highway project (i.e. cumulative impacts):	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indirect (Secondary) impacts:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Columbia Pike Transit Initiative unpublished data (Federal Transit Administration, 2011), NEPA Documentation for Columbia Pike/Four Mile Run Drive Streetscape Project (Consultant, 2005), NEPA Re-Evaluation of Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) for Interchange Modifications at Route 27 and Route 244 (FHWA, 2008).

Comments: Several projects are ongoing or planned within the Columbia Pike Multimodal Street Improvements project corridor, including the following:

- **Columbia Pike Transit Initiative project (Pike Transit Initiative):** The Columbia Pike Transit Initiative project is assessing several transit improvement alternatives along Columbia Pike including a new streetcar service. The project area includes the Baileys Crossroads/Skyline area of Fairfax County, Columbia Pike from Jefferson Street to Joyce Street, Pentagon City, and the northernmost portion of Crystal City, and encompasses the entire Columbia Pike Multimodal Street Improvements Project area. This project is currently in the planning and NEPA phase with an Environmental Assessment (EA) scheduled for completion in early 2012.
- **Washington Boulevard/Columbia Pike (Route 27/244) Interchange Modifications (Route 27/244 project):** The Route 27/244 Interchange Modifications project includes replacement of the existing Washington Boulevard Bridge over Columbia Pike with a wider and longer bridge, as well as the widening of Columbia Pike and reconfigurations of on and off ramps. The project area includes improvements to 0.2 miles of Columbia Pike between S. Quinn Street and S. Orme Street. No improvements are proposed by the Multimodal Street Improvements project within this area. The Route 27/244 project is currently in the procurement phase for a design-build contractor to complete design and construction.
- **Wakefield to Four Mile Run Streetscape Improvements (Wakefield to Four Mile Run project):** The Wakefield to Four Mile Run Streetscape Improvements Project proposes roadway streetscape improvements, including utility relocations, lane realignments, widening of sidewalks, and landscaping. The project area encompasses approximately 1,250 feet of Columbia Pike between S. Wakefield Street and S. Four Mile Run Drive Major. No improvements are proposed by the Multimodal Street Improvements Project within this area. The Wakefield to Four Mile Run project is currently being planned for construction completion in late 2011.

The following discussions focus on historic resources, surface water and floodplains, and noise, which are the key issues associated with the above projects and/or the proposed project within the proposed project corridor.

Historic Resources: The Pike Transit Initiative has the potential to affect the same historic resources as the Multimodal Street Improvements Project because they share a similar alignment. The effects of the Transit Initiative Project on historic resources have not yet been evaluated. The Multimodal Street Improvements Project is not expected to contribute to any potential adverse cumulative effects because no historic structures or features would be compromised by the proposed improvements.

Surface Waters and Floodplains: The Route 27/244 Project proposes a realignment of Long Branch Creek to the west. The realignment is not expected to have adverse effects on the associated 100-year floodplain. Long Branch Creek and the associated floodplain are not within the Multimodal Street Improvements Project area of disturbance. Therefore, the proposed project would not contribute to any adverse cumulative effects to wetlands, streams, and floodplains.

Noise: The Pike Transit Initiative and Route 27/244 project anticipate higher traffic and transit volumes, which

may affect one noise sensitive area within the Multimodal Street Improvements project area. The Multimodal Street Improvements Project is not being designed to increase capacity for overall traffic and transit volumes, and therefore does not contribute to an adverse cumulative effect regarding noise pollution.

Indirect Impacts: The Columbia Pike Multimodal Street Improvements Project will enhance existing pedestrian, bicycle, vehicular, and transit access within a currently dense urban corridor. As such, the proposed improvements are not anticipated to contribute to indirect impacts, such as growth and other effects related to induced changes in the pattern of land use, population density or growth rate, or related effects on air and water and other natural systems.

PUBLIC INVOLVEMENT	YES	NO
Substantial Controversy on Environmental Grounds:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Minutes of Environmental Baseline Data Collection Meeting, October 29, 2009 (Consultant, 2009; Appendix I1), Minutes of CPIT public meeting, December 14, 2009 (Consultant, 2010; Appendix I2).		
Public Hearing: If "Yes", type of hearing: Willingness	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Involvement Activities: If "Yes", type of Involvement: Columbia Pike Implementation Team Meetings, other stakeholder meetings, and public hearing.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Comments: In addition to the Environmental Baseline meeting with Arlington staff in October 2009, several meetings with the Columbia Pike Implementation Team (CPIT) have been held since December 2009 to review the project purpose, objectives, and concept plans. The CPIT includes representatives of the Arlington County Planning and Transportation Commissions, as well as civic associations, the Columbia Pike Revitalization Organization (CPRO), and other citizens. Regularly scheduled meetings have been held with other stakeholder groups including the Washington Metropolitan Area Transit Authority (WMATA). Since the first CPIT meeting on December 14, 2009 during which the environmental aspects of the project were presented to the most recent meeting, no controversy has been raised over environmental concerns.</p>		

COORDINATION

The following agencies were contacted during development of this study:

Arlington County

- County Manager's Office
- Department of Community Planning, Housing, and Development
- Department of Environmental Services
- Department of Human Services
- Arlington Economic Development
- Fire Department
- Police Department
- Office of Emergency Management
- Parks, Recreation and Cultural Resources
- School Superintendent
- County Board
- Chesapeake Bay Local Assistance

Commonwealth of Virginia

Department of Historic Resources
Department of Conservation and Recreation
Department of Environmental Quality
Department of Game and Inland Fisheries
Department of Health (Arlington District)
Virginia Department of Transportation (VDOT)
Virginia Marine Resources Commission

Region

Northern Virginia Regional Park Authority

U.S. Government

Arlington National Cemetery
Federal Highway Administration
U.S. Department of Navy

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.