

NEPA Categorical Exclusion Documentation



Belmont Bridge Replacement Project
VDOT Project: 0020-104-101

UPC #75878

Final - May 1, 2018

PREPARED FOR



PREPARED BY

Kimley»»Horn

Documentation of FHWA Review

Project Name: 9th Street/Route 20 Belmont Bridge Replacement

State Project Number: 0020-104-101, B601, C501, P101, R201

UPC: 75878

Based on the preliminary environmental impact information compiled by VDOT, FHWA approved this project as a Categorical Exclusion on 02/07/2018. 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.

Mack Frost 04/26/2018
Approving FHWA Official, Date

TO: FHWA
FROM: Rick Crofford
DATE:

CATEGORICAL EXCLUSION (CE)

Date CE level document approved by VA FHWA Division: February 7, 2018

FHWA Contact: Mack Frost

Route: 20

Route Type: Primary

Project Type: Construction

State Project Number: 0020-104-101, B601, C501, P101, R201

Federal Project Number: BR-5104(159)

UPC: 75878

From: 0.160 MI. S. of Water Street

To: 0.086 MI. N of Water Street

County/City: Charlottesville

District/ Residency: Culpeper

Project in STIP: Yes No

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

Next Phase of Funding Available: Yes No

Project Description: The proposed project consists of the replacement of the existing Belmont Bridge (9th Street/Route 20; Bridge No. 1801) in Downtown Charlottesville.

CE Category 23 CFR 771.117: (c)(28)

Description of CE Category: 28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section.

USGS Map Attached Yes

Logical Termini and Independent Utility:

Yes N/A (For Non-highway construction only, explain in comments below)

Purpose and Need Statement:

Project Purpose: The purpose of this project is to provide a functional crossing for the structurally deficient Belmont Bridge (9th Street/Route 20; Bridge No. 1801) in Downtown Charlottesville. The existing bridge was built in 1961, consists of seven (7) simple spans for a total length of ±452 ft, and varies in width from ±62 ft at the south end to ±127 ft at the north end of the bridge. The existing bridge cross section consists of three 12 ft wide lanes (one lane southbound plus 12 ft shoulder, two lanes northbound, a 6 ft wide sidewalk located on both side of the bridge, and a 4 ft wide raised median. The bridge is founded on conventional cast-in-place concrete shelf abutments.

The bridge serves as the primary access into downtown Charlottesville from the southeast/Interstate 64 while carrying 9th Street over Water Street, several main and spur lines of the railroad, Avon Street and a parking lot. The bridge serves as an important regional link between four neighborhoods (North Downtown, Martha Jefferson, Belmont, and Ridge Street neighborhoods), the Downtown Mall and Pavilion, and the neighboring County of Albemarle. The project is located on a state primary route as well as within the National Register Charlottesville-Albemarle County Courthouse Historic District on the north end, and the National Register nominated North Belmont Neighborhood Historic District on the south end. The proposed project must be context sensitive to the surrounding environment and will serve to enrich the aesthetic qualities of this vital piece of community infrastructure.

Project Need: The Federal Bridge Sufficiency Rating of the existing Belmont Bridge is 40.8 which is below the criteria for replacement under federal guidelines of 50. The National Bridge Inspection Standard (NBIS) Bridge Safety Inspection Report, dated September 6, 2016, documents the deterioration of the bridge deck, superstructure and substructure elements. According to the structure inspection report, completed by Mid-Atlantic Engineering Group for the City of Charlottesville and dated September 6, 2016, the overall bridge condition is poor with a Condition Rating for the Deck of 4 and Condition Rating for the Superstructure of 4. It is noted that any bridge element with a general condition rating of 4 or less is considered Structurally Deficient. In addition, the bridge load rating, dated December 13, 2016, takes into account the existing deterioration of the bridge and reports a Rating Factor of less than 1 for the Inventory and Operating levels of the HL-93 design vehicle, the standard design vehicle for roadway bridges. In addition, the bridge load rating, dated December 13, 2016, takes into account the existing deterioration of the bridge and reports a Rating Factor of less than 1 for the Inventory and Operating levels of the HL-93 design vehicle, the standard design vehicle for roadway bridges.

There are four specific needs to be addressed by this project:

- 1) to improve safety for the traveling public;
- 2) to provide pedestrian and bicyclist accommodations;
- 3) to maintain connectivity with the surrounding community, neighborhoods and business activity centers; and
- 4) to accommodate vehicular traffic volumes.

Comments: NA

Typical Section: The typical section of the bridge replacement includes 10 ft of pedestrian sidewalk in each direction, 10 ft of median separated bicycle facility (3 ft median and 7 ft bike lane) in each direction and 11 ft of travel lane in each direction. The bridge would be ± 62 ft wide with a motor vehicular travel width of ± 22 ft (one lane in each direction).

Structures: The existing bridge would be demolished and replaced. The new bridge is proposed to be a total length of 236 ft +/- consisting with three spans. The proposed bridge is to be constructed on a similar alignment with an approximate 8 ft shift in centerline to the east to allow for staged replacement and construction of the bridge to maintain traffic in both directions throughout construction. The bridge is proposed to include an exterior special design parapet that will include decorative lighting and a special design handrail. The bridge abutments and retaining walls on the bridge approaches are anticipated to be architecturally treated to dress up the appearance of the bridge and help mask the size of the structure.

SOCIO-ECONOMIC	PRESENT		IMPACTS	
	YES	NO	YES	NO
Minority/Low Income Populations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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: Census data (U.S. Census Bureau, 2010) https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml				
Community Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: preliminary plans; City of Charlottesville GIS data (2-21-18); 2013 Comprehensive Plan				
Consistent with Local Land Use: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
Source: preliminary plans; City of Charlottesville GIS data (2-21-18); 2013 Comprehensive Plan; 2040 LRTP				
Existing or Planned Bicycle/Pedestrian Facilities:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: preliminary plans; City of Charlottesville GIS data; City of Charlottesville correspondence dated 3-24-17; 2015 Bicycle and Pedestrian Master Plan				

Comments:

Minority/Low Income Populations: Population demographics were obtained from the U.S. Census Bureau for Charlottesville, VA from 2010 Census data. The environmental justice (EJ) study area traverses Census Tract 3.02 Block Group 1, Census Tract 4.01 Block Group 1, Census Tract 4.02 Block Group 1, Census Tract 4.02 Block Group 2, and Census Tract 10 Block Group 1. The minority population within Census Tract 4.01 Block Group 1 exceeds 50 percent. In addition, the percentage of minority population is above the EJ evaluator factor in Census Tract 4.02 Block Group 1 and Census Tract 10 Block Group 1. The 2017 Health and Human Services Guidelines state that a family of four is considered at poverty level if the median household income is \$24,600 or below. All Census Tracts exceed that number therefore no-low income population is considered to be present. Although an Environmental Justice (EJ) population is present there are no impacts to the EJ population (i.e., no relocations, no displacements, no disruption of community, and no disruption of emergency services). No minority or low-income populations have been identified that would be adversely impacted by the proposed project as determined above. Therefore, in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further EJ analysis is required.

Existing or Planned Recreational Facilities: Charlottesville's Downtown Mall is an urban park located on the west side of the proposed bridge replacement. The sidewalk, roadway and landscaping has been shifted ± 8 ft east within the vicinity of the pavilion and 830 E. Market Street. There is an existing retaining wall between the existing bridge/roadway and pavilion. All improvements will remain west of this retaining wall. The existing trees, access way and the structure associated with 800 E. Market Street will not be effected by construction. In addition, there will be no construction staging adjacent to the structure/within the parking and access at 800 E. Market Street.

Rothwell Park was located at the intersection of E. Market Street and 9th Street; however, this facility was demolished to make way for the Charlottesville Pavilion in the late 1990's. The corner lot is currently a small, landscaped green space that is publicly owned and open to the public. The existing delapidated sidewalk will be reconstructed as part of the project and included as part the roadway right-of-way. Otherwise, there will be no impacts to the property. There are no planned improvements as part of other projects to this property.

Community Services: Key Recreation Center is located to the west of the proposed project at 800 E. Market Street. The Charlottesville Police Department is located 606 E. Market Street. The closest fire department is located at 203 Ridge Street. The Charlottesville City Hall is located to the west of the proposed project at 605 E. Main Street. The Jefferson-Madison Regional Library is located west of the proposed project at 201 E. Market Street. A Maintenance of Traffic plan will be prepared to ensure there are no disruptions to emergency services, transit or school bus operations during construction. It is anticipated that two way traffic along 9th Street will be maintained with minimal interruptions; however, no detour is planned.

Existing or Planned Bicycle/Pedestrian Facilities: Currently 6 ft wide sidewalks are provided on each side of the bridge; however, the sidewalk along the east side has been closed to pedestrian traffic due to safety concerns since 2010. The proposed bridge replacement will provide 7 ft wide bike lanes with 3 ft wide medians and 10 ft wide sidewalks on each side and include stair case connections to Avon Street, Water Street and the Downtown Mall. A new pedestrian passage is proposed below 9th Street from the east to the west of 9th Street in the vicinity of the Graves Street and Monticello Avenue intersection, as well as an extension of the existing pedestrian passageway below 9th Street into the Pavilion, and improved stair towers from 9th Street to the adjacent street networks in the Southwest quadrant (to Old Avon Street), in the Northwest quadrant (to Water Street west), and the northeast quadrant (to Water Street east).

SECTION 4(f) and SECTION 6(f)	YES	NO
Use of 4(f) Property: Acres of use: N/A	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Name of Resource: N/A		
Type of Resource: VDHR# 007-5513/062-5105 (Chesapeake and Ohio Railroad); VDHR # 104-5277 (National Guard Armory); VDHR# 104-0072 (Charlottesville/Albemarle County Courthouse Historic District – CACCHD); VDHR# 104-5082 (North Belmont Neighborhood Historic District – NBNHD)		
Individually Eligible Historic Property:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Contributing Element to Historic District	<input type="checkbox"/>	<input checked="" 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: VDHR Concurrence (2-23-18); Architectural Survey Belmont Bridge (9 th Street/ Route 20, Bridge #1801) Replacement Project, Charlottesville, Virginia (01-18); preliminary plans; City of Charlottesville GIS data; City of Charlottesville correspondence dated 3-24-17; 2013 Comprehensive Plan		
De Minimis:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Type of Use:		
Permanent:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Temporary:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
*Constructive:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
*TemporaryNon 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: N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Architectural Survey Belmont Bridge (9 th Street/ Route 20, Bridge #1801) Replacement Project, Charlottesville, Virginia (01-18); DCR Land and Water Conservation Fund GIS data; VDCR correspondence (Alli Baird) dated 10-24-17		

Comments:

Section 4(f): Historic Resources: The proposed project would require easements from the following NRHP-eligible resources:

Chesapeake and Ohio Railroad (VDHR# 007-5513/062-5105) - The portion of the line through the project area is recommended potentially eligible for listing in the NRHP. The existing bridge piers are currently located within railroad right-of-way. These piers will be removed. The proposed bridge piers will be located outside of railroad right-of-way. The proposed bridge will be shifted ± 8 ft east of the existing bridge. The aerial easement will be revised to match the shifted location but the overall easement area over the railroad will generally remain the same. In addition, there will be temporary easements for construction and construction staging (i.e. cranes) adjacent to the railroad tracks within the railroad right-of-way. There will be no impacts to the railroad tracks.

National Guard Armory (VDHR # 104-5277, 800 E. Street) - This resource is located to the southwest of the intersection of E. Market Street and 9th Street, adjacent to the proposed project. The proposed project would entail construction of a sidewalk and path on the adjacent parcel (830 E. Market Street) at this intersection and within the current greenspace area. Currently there is a path/gravel walk within the footprint of the proposed sidewalk located within the greenspace. In addition, the sidewalk, roadway and landscaping has been shifted ± 8 ft east within the vicinity of the pavilion and 830 E. Market Street. There is an existing retaining wall between the existing bridge/roadway and pavilion. All improvements will remain west of this retaining wall. There will be no impacts to mature trees, access or the structure associated with 800 E. Street. In addition, there will be no construction staging adjacent to the structure/within the parking and access.

The proposed project will also encroach within the boundaries of the Charlottesville/Albemarle County Courthouse Historic District (CACCHD, VDHR# 104-0072) and North Belmont Neighborhood Historic District (NBNHD, VDHR# 104-5082). However, the project will not require right-of-way or easements from any contributing resources to these districts.

VDHR concurred that the project would have no adverse effect on historic resources in correspondence dated 2-23-18.

Parks/Recreational:

Charlottesville's Downtown Mall is an urban park located on the west side of the proposed bridge replacement. The sidewalk, roadway and landscaping has been shifted ± 8 ft east within the vicinity of the pavilion and 830 E. Market Street. There is an existing retaining wall between the existing bridge/roadway and pavilion. All improvements will remain west of this retaining wall. The existing trees, access way and the structure associated with 800 E. Market Street will not be effected by construction. In addition, there will be no construction staging adjacent to the structure/within the parking and access at 800 E. Market Street. Therefore, it is anticipated that the proposed project will not have a use of this Section 4(f) property.

Rothwell Park was located at the intersection of E Market Street and 9th Street; however, this facility was formerly demolished to make way for the Charlottesville Pavilion in the late 1990s. The corner lot is currently a small, landscaped green space that is publicly owned and open to the public. The existing delapidated sidewalk will be reconstructed as part of the project. Otherwise, there will be no impacts to the property. There are no planned improvements as part of other projects to this property. Therefore, the site is not considered a Section 4(f) property. Please refer to Attachment C for correspondence with the City on the designation of the former park.

Section 6(f): Based on a review of GIS data, no impacts to Section 6(f) properties are anticipated.

*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: Architectural Survey Belmont Bridge (9 th Street/ Route 20, Bridge #1801) Replacement Project, Charlottesville, Virginia (01-18); VDHR correspondence dated 2-23-18		
"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: 2-23-18
MOA Attached: Yes	<input type="checkbox"/>	N/A <input checked="" type="checkbox"/> Execution Date: / /
Name of Historic Property: N/A		
Comments: See Section 4(f) comments.		

NATURAL RESOURCES	PRESENT		IMPACTS	
	YES	NO	YES	NO
Surface Water (Name: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: site visit (2-6-17); City of Charlottesville GIS data; NWI; NHD				
Federal Threatened or Endangered Species:				
Terrestrial: none	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Aquatic: none	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Plants: none	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: DCR correspondence (10-24-17); DCR database search (9-26-17); DGIF correspondence (9-26-17); USFWS correspondence (10-5-17); T&E databases updated 2-28-18				
100 Year Floodplain: If "Yes" then identify the regulatory floodway zone:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: FEMA Firm Map No. 51003C0288D (2-22-18)				
Tidal Waters/Wetlands: N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands: N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: site visit (2-6-17); City of Charlottesville GIS data				
	Yes		No	
Permits Required	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Source: site visit (2-6-17); City of Charlottesville GIS data				

Comments:

Threatened & Endangered Species: A review of the project's potential impact on federally listed threatened and endangered species was conducted through the U.S. Fish and Wildlife Service (USFWS). The Official Species List, dated 2-20-17, did not identify threatened, endangered, or candidate species or critical habitat within the proposed project area. The project was submitted to the USFWS for review on 9-26-17 and no comments were received within 30 days. The Official Species List and CCB Mapping Portal were updated on 2-28-18. Additional species or bald eagle nests were not identified.

VDGIF provided comments dated 9-26-17. At this time, DGIF was not able to respond to the request for review and suggested that all correspondence and reports from the DGIF VaFWIS be included with the project paper work to document coordination with DGIF. No additional comments were received within 30 days of the project submittal on 9-26-17. No additional species were identified in the VaFWIS Search Report, NLEB Mapper, and MYLU & PESU Mapper reviewed 2-28-18.

VDCR indicated no adversely impacted natural heritage resources in correspondence dated 9-24-17. No additional natural heritage resources were identified in a review of the database on 2-28-18.

Floodplain: The project area is not shown as being located within the floodplain or floodway based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 51003C0288D, dated 2-4-04.

Wetlands: According to available GIS and database information, there are no wetlands within the project corridor, and therefore a wetland delineation and permitting was not included as part of this project. It is assumed that permits from the U.S. Army Corps of Engineers, Virginia Department of Environmental Quality, nor the Virginia Marine Resources Commission will not be required.

AGRICULTURAL/OPEN SPACE	PRESENT		IMPACTS	
	YES	NO	YES	NO
Open Space Easements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: DCR's GIS coverage of Conservation Lands in Virginia (http://www.dcr.virginia.gov/natural_heritage/cldownload.shtml & https://vanhde.org/content/map); DCR's Virginia Conservation Lands Database (https://vanhde.org/content/map)</i>				
Agricultural/Forestral Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Source: City of Charlottesville GIS & zoning data/map; DCR GIS data (1-16-18)</i>				
Comments: According to the information reviewed, there are no agricultural/forestral districts located/occurring within the project area. VDCR GIS data identified Rothwell Park as a Local Park within the Conserved Lands data. See comments under Existing or Planned Recreational Facilities and Section 4(f) Sections.				

FARMLAND	YES	NO
NRCS Form CPA-106 Attached: Rating: N/A	<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:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRCS Determined no prime or unique farmland in the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: <i>City of Charlottesville GIS & zoning data/map</i>		
Comments: Proposed project right-of-way and adjoining parcels are developed and no parcels are zoned for agricultural use.		

INVASIVE SPECIES	PRESENT		
	YES	NO	UNKNOWN
Invasive Species in the project area:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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).</p> <p>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 BMPs 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.</p>			
Comments: 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.			

AIR QUALITY		
Carbon Monoxide (CO)	Yes	No
This project is located in a CO <input checked="" type="checkbox"/> Attainment Area <input 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.		
Comment: The proposed project meets the criteria specified in the current FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analysis for Carbon Monoxide" and therefore, a project-specific analysis for CO is not required.		
Ozone		
This project is located in an Ozone <input checked="" type="checkbox"/> Attainment Area <input type="checkbox"/> Maintenance Area <input 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 type="checkbox"/> Properly programmed in the CLRP and FY - 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 type="checkbox"/> Nonattainment Area <input type="checkbox"/> Maintenance Area <input checked="" 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 type="checkbox"/> B. Not a project of air quality concern under 40 CFR 93.123(b)(1)(i) thru (v).		
<input type="checkbox"/> C. Properly programmed in the CLRP and FY - 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 _____, Peak AADT _____, Peak Diesel Truck % _____		
Mobile Source Air Toxics (MSAT)		
This project <input checked="" type="checkbox"/> is exempt with no meaningful potential MSAT effects		
<input 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 checked="" 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: _____ Peak AADT: _____		
Source: Belmont Bridge Replacement and Intersection Modification Air Quality Analysis (2-19-18); VDOT correspondence 2-20-18		
Comments: NA		

NOISE	YES	NO
Type I Project:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source:		
Noise Analysis Attached:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Barriers Under Consideration:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: NEPA Concurrence Form signed 2-7-18		
Comments: Type 3 improvement and a traffic noise analysis not required – confirmed by VDOT Noise Section		

RIGHT OF WAY AND RELOCATIONS	YES	NO
Residential Relocations: If "Yes", number: 0	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Preliminary project plans, Charlottesville GIS data, site visit (2-6-17)				
Commercial Relocations: If "Yes", number: 0	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Source: Preliminary project plans, Charlottesville GIS data, site visit (2-6-17)				
Non-profit Relocations: If "Yes", number: 0	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Source: Preliminary project plans, Charlottesville GIS data, site visit (2-6-17)				
Right of Way required: If "Yes", acreage amount: See comments below for areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Source: Preliminary project plans, Charlottesville GIS data, site visit (2-6-17)				
	PRESENT		IMPACTS	
	YES	NO	YES	NO
Septic Systems, Wells, or Public Water Supplies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: Preliminary project plans, Charlottesville GIS data, site visit (2-6-17)				
Hazardous Materials:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Source: Virginia Department of Environmental Quality Online GIS (VEGIS; accessed 2-22-18); preliminary plans; Draft Summary Report Hazardous Materials Survey of the Belmont Bridge Charlottesville, VA (1-11)				

Comments:

Right of Way & Relocations: There will be no residential or commercial relocations. The following right-of-way and permanent easements would be acquired:

- Parcel No. 001, Hubbard Properties – 1,250 sq ft of right-of-way & 674 sq ft of easement
- Parcel No. 002, 701 Waters St LLC – 6,613 sq ft of right-of-way & 4,035 sq ft of easement
- Parcel No. 003, CSX Transportation – 7,410 sq ft of easement (no impacts to the railroad tracks, but other impacts to property are outlined on Page 5)

Hazardous Materials: A Hazardous Materials Survey was performed in 2011 for portions of the proposed project. The survey involved the advancement of sixteen soil borings in the footprint of the existing Belmont Bridge, running under the bridge from approximately where South Street East intersects Avon Street north to Water Street, thus falling roughly within an approximately 350-foot span along the center of the project corridor. Samples from all sixteen borings were sampled for metals, semi-volatile organic compounds (SVOCs), pesticides, and polychlorinated biphenyls (PCBs), while samples from three borings were analyzed for volatile organic compounds (VOCs). Laboratory results were compared to USEPA Region IX Regional Screening Levels. Metals were detected throughout the sample area, with threshold exceedances detected for arsenic and vanadium across the majority of the borings. SVOCs were detected in all but two borings, with threshold exceedances detected for benzo(a)pyrene, benzo(b)fluoranthene, and dibenz(a,h)anthracene. Low-level pesticide analyte concentrations were detected in most borings, while low-level PCB concentrations were detected in two borings. Additionally, twenty paint samples were collected from the bridge and analyzed for lead content. The U.S. Department of Housing and Urban Development threshold of 5,000 parts per million (ppm) was used to define lead-based paint. 11 of 20 samples exceeded the 5,000-ppm threshold. These samples were taken from painted metal portions of the bridge, to include the primary I-beam, cross beams, and light poles. The 8 samples taken from painted concrete portions of the bridge did not exceed the 5,000-ppm threshold. Exceedances of EPA Regional Screening Levels were detected in the sample area under the existing Belmont Bridge. The report noted that these exceedances typically occurred with black sand, coal dust, and fill including wood and glass, and extended as deep as 8 ft below ground surface. Additionally, 11 of 12 samples collected from the painted metal portions of the bridge had elevated lead concentrations. As such, the Draft Summary Report identified subsurface soil contamination in the footprint of the existing Belmont Bridge and lead paint on the metal portions of the structure itself. Contaminated soil and lead painted metal will be disposed of using the current regulations for proper disposal.

The VDEQ's Environmental Geographic Information System (VEGIS) and available GIS data were reviewed to identify recent records of petroleum releases or USTs located within the project corridor and adjacent properties. Approximately eleven (11) petroleum releases were identified within or immediately adjacent to the project corridor, and approximately six (6) tank facilities were identified within or immediately adjacent to the project corridor. Therefore, the VEGIS data suggests the potential for subsurface contamination to exist near to or within portions of the project corridor based on the mapped locations of past petroleum releases.

Based on the previous study and VEGIS review, there is potential for encountering impacted soil and/or groundwater during ground disturbing activities. Additional due diligence reviews will be conducted on the site identified in the VEGIS review. If impacted soils and/or groundwater are encountered during construction, the impacted soils and/or groundwater would be handled in accordance with all applicable federal and state regulations.

CUMULATIVE AND INDIRECT IMPACTS	PRESENT		
	YES	NO	N/A
Present or reasonably foreseeable future projects (highway and non-highway) in the area:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact same resources as the proposed highway project (i.e. cumulative impacts):	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Indirect (Secondary) impacts:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Source: 2013 Strategic Investment Area Plan			
<p>Comments:</p> <p>Cumulative Impacts: The East High Street Streetscape Improvement Project (UPC 109480) is currently under design and is located immediately adjacent to the proposed project. It is anticipated that the East High Street Streetscape Project will continue streetscape improvements onto Market Street west of 9th Street and along High Street, north of the intersection with Market Street. The East High Street Streetscape Improvements Project has received federal funding. The project will widen sidewalks, enhance pedestrian access with Americans with Disabilities Act (ADA) compliant improvements, add bike lanes, and provide greater access to mass transit facilities. It is not anticipated that the project would result in adverse impacts to cultural and environmental resources.</p> <p>The intensity of the incremental impacts of the project are considered small, when viewed in the context of impacts from other past, present, and reasonably foreseeable future actions and would not rise to a level that would cause significant cumulative impacts.</p> <p>Indirect Impacts: The proposed bridge replacement will provide a functional crossing for the structurally deficient Belmont Bridge in Downtown Charlottesville. The bridge serves as the primary access into downtown Charlottesville from the southeast/Interstate 64 while carrying 9th Street over Water Street, several main and spur lines of the railroad, Avon Street, and a parking lot. The Belmont Bridge replacement will provide a community connection for bikes, pedestrians, buses, and cars between the surrounding neighborhoods and the City's downtown/urban core. The proposed project may assist in stimulating the redevelopment within the project corridor; however, the proposed project would not, by itself, induce changes in the planned pattern of land use.</p>			

PUBLIC INVOLVEMENT	YES	NO
Substantial Controversy on Environmental Grounds:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: No significant environmental impacts identified during coordination with the resources agencies identified below.		
Public Hearing: If "Yes", type of hearing: Location/Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Involvement Activities: If "Yes", type of Involvement: See Comments	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Source: Project Website (https://www.belmontbridge.org/schedule/)		

Comments: Public involvement activities have occurred as follows: Mobility Summit/Project Kick-Off 3-11-17; Design Charrette 4-17-17 to 4-19-17; Open House 6-1-17; Bike and Pedestrian Committee 9-7-17; Planning Commission #2 9-12-17; PLACE Committee 9-14-17; City Council Presentation 10-16-17; Small Stakeholder Groups 2-22-17, 2-23-17, 5-16-17; Steering Committee Meetings 2-21-17, 3-29-17, 5-15-17, 6-14-17, 8-16-17.

A public hearing will be scheduled for Spring 2018.

COORDINATION

The following agencies were contacted during development of this study:

U.S. Fish and Wildlife Service (USFWS)
Virginia Department of Conservation and Recreation (DCR)
Virginia Department of Game and Inland Fisheries (DGIF)
Virginia Department of Historic Resources (VDHR)
Virginia Department of Environmental Quality (VDEQ)
Virginia Department of Transportation (VDOT)
City of Charlottesville Parks and Recreation

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.