WASHINGTON DULLES INTERNATIONAL AIRPORT (IAD)

NORTH-SOUTH CONSTRUCTION SERVICE ROAD

ENVIRONMENTAL ASSESSMENT

Prepared for:
Metropolitan Washington Airports Authority
One Aviation Circle
Washington, D.C., 20001

Prepared by:
EA Engineering, Science, and Technology, Inc.
15 Loveton Circle
Sparks, Maryland 21152

June 2003

EA Project 13840.03

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

EA Engineering, Science, and Technology, Inc.

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EA Project 13840.02

Department of Transportation
Federal Aviation Administration
Finding of No Significant Impact

Location: Washington Dulles International Airport, Chantilly, Virginia

Proposed Federal Action: The projects and environmental impacts are described in detail in the North-South Construction Service Road Environmental Assessment (EA) dated June 2003. The FAA must approve the location of the North-South Construction Service Road on the Airport Layout Plan.

Purpose and Need: The purpose of the proposed North-South Construction Road is to serve as a connector between the North and South sides of the airport. It will be used for airport operations, security, hauling of excavated materials, construction material delivery and potentially as access to staging areas. The road will be used to support several near term projects at the airport. The need of the road is to allow construction activities to efficiently occur on the airport without interference with day-to-day airport operations as well as providing security and safety of the users and the airport as well as minimizing construction traffic on local roads.

Alternative 1 was selected as it minimizes environmental impacts to wetlands as well as to traffic on local roads.

Impact Analysis:

Air Quality – Impacts of the vehicles using the road were evaluated in the Tier 2 Environmental Assessment and were part of the associated General Conformity Determination. Actual construction of the road will generate temporary emissions that are accounted for in the construction budget in the SIP and are below *de minimus* levels.

Water Quality – There will be increased runoff from the increase in impervious surface on the airport. This will mitigated by use of Best Management Practices

Historic, Archeological Resources – The Virginia Department of Historic Resources (DHR) stated there might be "archeological concerns' associated with the project. Additional work and analysis done by the Metropolitan Washington Airports Authority has shown that there would be no effect on archeological resources. The DHR has concurred with this determination.

Wetlands – The road will permanently impact approximately 0.23 acres of wetlands and 0.18 ac. of wetland will be temporarily impacted in 27 areas. The largest of these areas is 0.061 ac. Mitigation is proposed to be credits purchased by the Authority at the Cedar Run Wetlands Bank. A Virginia Wetlands permit has been issued for the project and it satisfies the terms and conditions of the Army Corps of Engineer's State Program General Permit. The permit has been added to Attachment 3 of the EA.

Floodplains – There would be minor encroachment into the 100-year floodplain where Frying Pan Run enters the airport at Horsepen Run where roads already exist. There is no practicable alternative to this location. Widening and use of the existing roads minimizes floodplain encroachment.

Coastal Zone Management –The project is designed to be consistent with the Chesapeake Bay Preservation Ordinance in the County of Fairfax. The project is consistent with the Virginia Coastal Resources Management Program as evidenced by existing or newly issued permits for the programs that are applicable to this project.

Either no impacts or only very minor impacts are anticipated in any of the other environmental impact categories.

Conclusion and Approval

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA), and, in conjunction with the required mitigation measures listed in the Finding, that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102 (2) (c) of NEPA. As a result, the FAA will not prepare an Environmental Impact Statement for this action.

Approved: _____ 6/30/03

Terry J. Page, Manager
Washington Airports District Office

Date

PUBLIC NOTICE

WASHINGTON DULLES INTERNATIONAL AIRPORT

FINDING OF NO SIGNIFICANT IMPACT AND FINAL ENVIRONMENTAL ASSESSMENT FOR A CONSTRUCTION SERVICE ROAD

The Metropolitan Washington Airports Authority announces that the Federal Aviation Administration has approved the Final Environmental Assessment (EA) and has issued a Finding of No Significant Impact (FONSI) for the above referenced project known as North-South Construction Service Road at Washington Dulles International Airport.

Copies of the Final EA, including the FONSI are available for review at the following libraries: Rust Library (380 Old Waterford Rd., Leesburg, VA), Eastern Loudoun Regional Library (21030 Whitfield Place, Sterling, VA), Centreville Regional Library (14200 St. Germaine Dr., Centreville, VA), Chantilly Regional Library (4000 Stringfellow Rd., Chantilly, VA), Fairfax City Regional Library (3915 Chain Bridge Rd., Fairfax, VA), Reston Regional Library (11925 Bowman Towne Dr., Reston, VA), and Tysons-Pimmit Regional Library (7584 Leesburg Pike, Falls Church, VA). The documents can also be reviewed at www.mwaa.com.

Copies of the FONSI are available from the Federal Aviation Administration, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia 20166.

ENVIRONMENTAL EVALUATION FORM "C" (Short Environmental Assessment) for AIRPORT DEVELOPMENT PROJECTS

~ Aviation in Harmony with the Environment ~

FEDERAL AVIATION ADMINISTRATION
EASTERN REGION
AIRPORTS DIVISION

Airport Name: Washington Dulles International Airport Proposed Project: North-South Construction Service Road

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: Frank Lighthizer Date: 6/27/03

FAA EASTERN REGIONAIRPORTS DIVISION
ENVIRONMENTAL EVALUATION FORM "C"
FOR SHORT ENVIRONMENTAL ASSESSMENTS

Environmental Evaluation Form "C," Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Order 5050.4A, "Airport Environmental Handbook" or subsequent revisions, which incorporates the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as the US Department of Transportation environmental regulations (including FAA Order 1050.1D or subsequent revisions), and many other federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. It was prepared by FAA Eastern Region Airports Division, and is intended to be used for proposed Airports projects in this region only. If you wish to use it for projects in other regions or divisions, you must first coordinate with that region or division to determine whether they approve of its use.

Form C is intended to be used when a project cannot be categorically excluded (CATEX) from formal environmental assessment, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, Form C is intended to meet the intent of a short EA while satisfying the regulatory requirements of an EA. Proper completion of Form C would allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA must be prepared. FAA normally intends to use a properly completed Form C to support a Finding of No Significant Impact (FONSI).

Applicability

Form C should be used if the sponsor's proposed project meets the following two (2) criteria:

1) The proposed project involves conditions ("extraordinary circumstances") identified in paragraph 21 (projects normally requiring an EIS); paragraph 22 (projects normally requiring an EA); paragraph 24 (extraordinary circumstances); or paragraph 26 (cumulative impacts), and the sponsor shall demonstrate that involvement with, or impacts to, the extraordinary circumstances are not notable in number or degree of impact, and that any significant impacts can be mitigated below threshold levels.

2) The proposed project must fall under one of the following categories of Federal Airports Program actions noted with an asterisk (*):

(a) Approval of an airport location (new airport).
*(b) Approval of a project on an airport layout plan (ALP).
*(c) Approval of federal funding for airport development.
*(d) Requests for conveyance of government land.
*(e) Approval of release of airport land.
*(f) Approval of the use of passenger facility charges (PFC).
*(g) Approval of development or construction on a federally obligated airport.

Do any of these listed Federal Airports program action(s), 2(b) - (g), apply to your project?
Yes _X___ No** _____ If "yes," list them here (there can be more than one). _____
2(b) Approval of Airport Layout Plan Revision _____

Complete the following information:

1. Project Location:

Airport Name: Washington Dulles International Airport

Airport Address: P.O. Box 17045

City: Washington, DC 20041-0045 County: Loudoun State: Virginia

2 . Airport Sponsor Information:

Point of Contact: William C. Lebegern, P.E.

Address: Room 155 West Building, Ronald Reagan Washington National Airport, Washington, DC 20001-4901

Telephone: (703) 417-8160 Fax: (703) 417- 8199

E-mail: william.lebegern@mwaa.com

3. Evaluation Form Preparer Information:

Point of Contact: J. Charles Baummer, Jr., Ph.D.

Address: Room 155 West Building, Ronald Reagan Washington National Airport, Washington, DC 20001-4901

Telephone: (703) 417-8168 Fax: (703) 417-8199

E-mail: charley.baummer@mwaa.com

4. Proposed Development Action (describe **ALL** associated projects that are involved):

The proposed North-South Construction Service Road (haul road) will be a support road for near-term construction projects at Washington Dulles International Airport to provide for the efficient movement of excavated materials and supplies for construction projects. The haul road will begin 1,500 ft east of the Main Terminal on the eastern portion of the airport and will terminate at the soil bank located in the southwest area of the airport (Figure 1). It will be a seven-mile road combining new road segments and improvements to existing road segments within Washington Dulles International Airport property. Approximately 1.68 miles of new road will be constructed, the remaining sections will be widened and/or resurfaced. It would begin east of the Main Terminal, run straight north to the edge of the existing contractor staging area and then follow the perimeter of this area where a planned road will exist. The road will continue across the extended centerline of Runway 01R-19L before turning south. The road then follows the eastern Perimeter Road to the south and into Tank Farm Road, and continues to the south to intersect with Flight Line Road and East of Gate 4. At this point the road heads west towards existing haul roads to the Soil Bank site. The road will include 2 lanes with a minimum of 14' per lane with erosion control measures. Areas where the road intersects with aircraft operations will be paved. There will be some upgrade, maintenance, repair required to Tank Farm Road due to the heavier use patterns and loads and a new fence will be installed along the eastern edge of Tank Farm Road, in order to maintain the haul road within the airside.

5. Describe the Purpose of and Need for the Project:

Proposed projects planned for Washington Dulles International Airport include the development of new airport buildings, an underground Automated People Mover System, and other tunnels to support utility distribution lines which will require a large amount of excavation and subsequent soil removal. Excavation, removal, and disposal of the soil are major components associated with the development of these projects. Construction activities for these types of projects must be

coordinated so as not to interfere with day to day operations on the airport and to also provide means to ensure the safety and security of the users.

Although it is generally preferred to maintain any construction hauling operations outside of the airport airside, with the current airport improvement projects inside the restricted area of Washington Dulles International Airport, there are conditions which would prevent a landside road from being secure and efficient. Security inspection requirements for vehicles entering the Airport Operations Area (AOA) are lengthy for each vehicle to pass though a gate. Due to the large amount of soil that will be hauled from the project sites, and the amount of construction material and activity that the projects will demand, any landside to airside interactions will delay the production rates required for efficient operations, impacting both construction cost and schedule. The project also will minimize the amount of construction traffic on public roads.

The proposed North-South Construction Service Road will serve as a connector for the south and north airport for airport operations, security, hauling of excavated materials, construction materials delivery, and potentially as access to staging areas. The haul road will basically be a support road for near-term construction projects at Washington Dulles International Airport.

6. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the "No Action" alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why:

Alternative #1

The preferred route would provide a support road for near-term construction projects within the Airport airside. It would originate in the north airport area, continue along Tank Farm Road, then north along Flight Line Road, through the maintenance complex, and then head west to either the east or west-side of the Soil Bank. This route would provide the needed airside connector (north-south) to the Soil Bank. It would be 100 percent airside, combining hauling, airport traffic, and construction. This route also would have minimum interaction with aircraft operations, and maintains consistency with the Washington Dulles International Airport Master Plan. The preferred route will require an upgrade to Flight Line Road (asphalt overlay) and will add traffic to the ARFF and Shops area. Additionally, this route will support other projects (i.e., Automated People Mover, Vehicle Maintenance Facility, Airport Traffic Control Tower). This alternative was described in North Access/Haul Road Project Definition dated Spring 2002 and North Construction Access Road Project Definition Document dated April 23, 2002. This alternative was selected over the other alternatives (Alternatives #2 and 3) being considered because it had fewer impacts (i.e., wetlands, traffic).

The North-South Construction Service Road project was analyzed for practicable alternatives to avoid wetlands. Based on the Master Plan, the current airport layout plan, and the existing roadways, there are no viable alternatives to completely avoid wetlands altogether in the proposed plan development. The recommendations in the Project Definition Document were influenced by Washington Dulles International Airport's land envelope, runway configuration and visibility requirements, the presence of the Main Terminal, future aviation growth and use projections, FAA Airport Land Use Regulations, and the Authority's Land Use Directives. However, when possible, portions of the haul road were specifically designed to avoid encroachment into wetlands and Resource Protection Areas (RPAs) as described below.

The portion of the haul road that heads south from Perimeter Road to Tank Farm Road will be a new road and was designed to loop to the west to avoid crossing through a large wetland area and RPA located on Horsepen Run. Where the haul road crosses Cub Run near the maintenance complex, the existing road will not be widened. It will be re-paved and the bridge that crosses Cub Run will be reinforced, but the original footprint of the road will remain unchanged to avoid encroachment into the RPA.

Alternative #2

This alternative is similar to the preferred route (Alternative 1). Instead of following Flight Line Road from Tank Farm Road, it would follow Hoxie Road across the north side of the South Contractor Staging Area, then south to the Gate 1 area, and then along Perimeter Road to the Soil Bank. This route would also provide the needed airside connector (north-south) to the Soil Bank. This route would be 100 percent airside, combining hauling, airport traffic, and construction. It would have minimum interaction with aircraft operations and maintains consistency with the Washington Dulles International Airport Master Plan. This alternative was described in North Access/Haul Road Project Definition dated Spring 2002 and North Construction Access Road Project Definition Document dated April 23, 2002. This alternative was not selected because it would impact wetlands located along Hoxie Road. Additionally, the high volume of traffic on the road that leads to Gate 1 was a concern.

Alternative #3

This alternative is similar to Alternatives 1 and 2. After turning onto Flight Line Road from Tank Farm Road, it would continue to the Gate 1 area via Hoxie Road, then north to the Maintenance Complex and out the ARFF road to either the east or west side of the Soil Bank. This route would also provide the needed airside connector (north-south) to the Soil Bank. This route would be 100 percent airside, combining hauling, airport traffic, and construction. It would have minimum interaction with aircraft operations and maintains the Washington Dulles International Airport Master Plan. This alternative was described in North Construction Access Road Project Definition Document dated April 23, 2002. As with Alternative #2, this alternative was not selected because it would impact wetlands located along Hoxie Road, and the high volume of traffic on the road that leads to Gate 1 was a concern.

No Action Alternative

Consideration of the No Action Alternative is required through NEPA per the Council on Environmental Quality (CEQ) regulations. The No Action Alternative serves as a basis of comparison with other alternatives considered for detailed analysis. Under the No Action Alternative construction hauling operations would be maintained outside of the airport airside. However, at Washington Dulles International Airport there is a unique set of conditions that would prevent a landside road from being secure and efficient. The first of these conditions is the transition of from Landside to Airside and the inspection requirements for vehicles entering the Airport Operations Area (AOA). The inspection requirements for access to the AOA are expected to increase, as well as the processing time for each vehicle to pass through a gate. Under normal airport traffic conditions (i.e., no construction activity), this probably would not affect regular traffic. However, due to the large amount of soil that will be hauled from the project sites and the

amount of construction material and activity that the projects will demand, any landside to airside interactions will delay the production rates required for efficient operations, impacting both construction cost and schedule.

There are two new gates that allow access from the Landside to the Washington Dulles International Airport Airside, Gates 34 and 29, on the Northeast corner of the Main apron area. Access at Gate 34 is restricted to people who hold badges for Washington Dulles International Airport and whose vehicles are properly identified as AOA vehicles. Holders of Washington Dulles International Airport badges who wish to escort people who do not have Washington Dulles International Airport badges can only access through Gate 29 and Cargo Gate 6. There are a significant number of people escorted onto the airfield every day for construction related activities and this is likely to continue. This alternative was described in North Construction Access Road d[2] Project Definition Document (no date) and North Access/Haul Road Project Definition dated Spring 2002.

Therefore, this alternative was not an option since using a landside road would not be secure or efficient. Any landside to airside interactions would delay production, impacting both construction cost and schedule.

The No Action Alternative does not result in any environmental impact; however, it also does not meet the "Purpose and Need" of the project. The proposed action will result in the construction of the North-South Construction Service Road as shown in Figure 1, which meets the "Purpose and Need". The two alternatives under consideration are the No Action and the Proposed Action (Alternative 1). A comparison of the environmental consequences for each action is shown in Table 1.

TABLE 1 COMPARISON OF ENVIRONMENTAL CONSEQUENCES FOR THE NO ACTION AND PROPOSED ACTION ALTERNATIVES

	Environmental Consequences	
Impact Category	**No Action**	**Proposed Action**
Noise	No Impact	No Impact
Compatible Land Use	No Impact	No Impact
Social Impacts	No Impact	No Impact
Induced Socioeconomic Impacts	No Impact	No Impact
Air Quality	No Impact	No Impact
Water Quality	No Impact	Increased runoff managed by stormwater Best Management Practices (BMPs)
DOT Section 303/4(f) Lands	No Impact	No Impact
Historic, Architectural, Archaeological, and Cultural Resources	No Impact	Potential impacts mitigated through consultation with SHPO
Biotic Communities	No Impact	No Impact
Federal and State-Listed Endangered and Threatened Species	No Impact	No Impact
Wetlands	No Impact	Impact to be mitigated by banking
Floodplains	No Impact	No Impact
Coastal Zone Management Program	No Impact	No Impact
Coastal Barriers	No Impact	Not Applicable
Wild and Scenic Rivers	No Impact	Not Applicable

Impact Category	Environmental Consequences	
	No Action	**Proposed Action**
Farmland	No Impact	Not Applicable
Energy Supply and Natural Resources	No Impact	No Impact
Light Emissions	No Impact	No Impact
Solid Waste	No Impact	No Impact
Construction Impacts	No Impact	No Impact
Hazardous Sites/Materials	No Impact	No Impact
Environmental Justice	No Impact	No Impact
Cumulative Impacts	No Impact	No Impact

7. Describe the affected environment of the project area (terrain features, level of urbanization, sensitive populations, etc). Attach a map or drawing of the area with the location(s) of the proposed action(s) identified. Attachment? Yes__X__ No_____

The proposed North-South Construction Service Road will be located in the eastern and southern areas of Washington Dulles International Airport (Figure 1). The proposed seven-mile road has been designed to maximize use of existing roads, avoid impacts to natural resources, especially Resource Protection Areas, and to avoid impacts to airport operations. Approximately 1.68 miles of new road will be constructed, the remaining sections will be widened and/or resurfaced. The topography is mostly flat, the majority of the affected environment has been previously graded (EA 2002a).

The project is located completely within the restricted airside operations area. Therefore, the project area is not accessible to the public and there are no public facilities, such as recreation, within the affected environment. There also are no sensitive populations within the project area. The nearest schools, daycare centers or places of public assembly are located outside Washington Dulles International Airport, approximately 1 mile or more from the project area. The proposed road will pass several historic structures and the northern portion of the road is located within the proposed National Historic District Boundary. Cover types in the affected environment include impervious developed, deciduous and coniferous forests, mowed and maintained turf and planted tree buffers (EA 2002a). The proposed road crosses or approaches several small streams including Horsepen Run, Dead Run, and Cub Run.

8. Are there attachments to this Form? Yes__X__ No_____ If "yes," identify them below.

References

Figures:

Figure 1 *Location of Project Area (Proposed North-South Construction Service Road)*
Figure 2 *Surface Water*
Figure 3 *Archeological Investigations and Historic Structures*
Figure 4 *Rare, Threatened, and Endangered Species Identified in the Vicinity of the Project Area*
Figure 5 *Jurisdictional Wetlands within the Project Area*
Figure 6 *100- and 500-Year Floodplains*
Figure 7 *Resource Protection Areas*

Attachment 1 *VASHPO Statement of Concurrence*
Attachment 2 *Agency Consultation Letters*
Attachment 3 *Coastal Zone Consistency Certification*

9. Environmental Consequences – Special Impact Categories (refer to corresponding sections in 5050.4A , or subsequent revisions, for more information and direction to complete each category, including discussions of Thresholds of Significance).

(1) NOISE

1) Does the proposal require a noise analysis per Order 5050.4A? Explain. (Note: Noise sensitive land uses are defined in Table 1 of FAR Part 150). Yes ____ No _X___

Per Order 5050.4A, the proposed project will not individually or cumulatively involve airport location, runway location, major runway extension, or runway strengthening and will not introduce noise to a previously unaffected area or significantly increase noise over a noise sensitive area.

2) If "yes," determine whether the proposed project is likely to have a significant impact on noise levels over noise sensitive areas within the DNL 65 dBA noise contour.

_____

_____

(2) COMPATIBLE LAND USE

(a) Would the proposed project result in other (besides noise) impacts exceeding thresholds of significance that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

The area surrounding the airport is zoned for a variety of uses including agriculture/low density residential, light and heavy industrial, industrial and office parks, and retail/commercial uses. Airport sponsors are encouraged to work with local authorities to ensure that proper zoning and other necessary land use controls are put into place near the airport. This includes the adoption of zoning laws, to the reasonable extent possible, to restrict the use of land adjacent to or in the immediate area of the airport to activities compatible with normal airport operations, including the landing and taking off of aircraft.

The North-South Construction Service Road project is not expected to disrupt communities, relocate residences or businesses, or impact natural resource areas in the vicinity of Washington Dulles International Airport.

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Explain.

The proposed project would not be located near or create a wildlife hazard as defined in FAA's Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports". Examples of incompatible land uses include putrescible-waste disposal operations, wastewater treatment facilities, artificial marshes, wastewater discharge and sludge disposal, wetland mitigation that provides habitat for hazardous wildlife (particularly waterfowl). None of these

incompatible land uses will be located or created on the project site.

(3) SOCIAL IMPACTS

(a) Would the proposed project cause relocation of any homes or businesses? Yes____ No _X_ Explain.

The proposed project will not cause the dislocation of any homes or businesses located outside the boundaries of Washington Dulles International Airport. The proposed project is intended to service construction vehicles within the boundaries of Washington Dulles International Airport. Additionally, there are no homes or businesses located on the site of the North-South Construction Service Road project.

(b) If "yes," describe the availability of adequate relocation facilities

_____

_____

(c) Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion? Explain.

The proposed project was designed to provide an alternate route for construction vehicles to prevent surface traffic congestion within Washington Dulles International Airport. No alteration in normal surface traffic patterns on public roads is expected.

(4) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.? Yes____ No _X__ Explain

No induced adverse socioeconomic impacts are expected since the project has limited construction and will occur within the Washington Dulles International Airport property boundary. The project will not result in the relocation of residences or disrupt established communities or planned development. The project will not adversely affect business or economic activity in the surrounding community, nor will it induce shifts in population movement or growth.

(5) AIR QUALITY

(a) Does the proposed project have the potential to increase airside or landside capacity, including an increase in capacity to handle surface vehicles? Explain

The proposed project is intended to increase the efficiency of construction vehicle operations and is not intended to increase airside or landside airport capacity. The potential for air quality impacts associated with these construction vehicles was addressed in the Environmental Assessment for Tier 2 and Related Projects (EA 2002b) and the Environmental Assessment for the Airport Traffic Control Tower (HNTB 2002).

(b) Identify whether the project area is in a non-attainment or maintenance area for any of the six (6) criteria air pollutants having National Ambient Air Quality Standards (NAAQS)

established under the Clean Air Act Amendments (CAAA), and identify which pollutant(s) apply. If the proposed project is in an attainment area, no further air quality analysis is needed; skip to item (6). See EPA Green Book at www.epa.gov/oar/oaqps/greenbk for current attainment areas.

Fairfax and Loudoun Counties, VA was re-designated from serious to severe nonattainment for ozone, effective March 2003. The areas are in attainment for all other NAAQS pollutants.

(c) Is an air quality analysis needed with regard to indirect source review requirements or levels of aircraft activity (See Order 5050.4A and the 1997 FAA Handbook "Air Quality Procedures for Civilian Airports and Air Force Bases"). Explain. If "yes," comply with state requirements.

No. Indirect source review requirements are state specific, and Virginia is not one of the states that require such reviews.

(d)(1) Would the proposed action be an "exempted action," as defined in 40 C.F.R Part 51.853(c)(2) of the General Conformity Rule? If exempt, skip to item (6). List exemption claimed.

The proposed action is not specifically exempted as defined in 40 CFR Part 51.853(c)(2).

(d)(2) Would the increase in the emission level of the regulated air pollutants for which the project area is in non-attainment or maintenance exceed the de minimis standards? Yes _____ No__X__

(d)(3) If "no," would the proposed project cause a violation of any NAAQS, delay the attainment of any NAAQS, or worsen any existing NAAQS violation? Explain.

The North-South Construction Service Road will accommodate the operation of vehicles hauling excavated soil to an on-site Soil Bank. As noted in 5(a) above, these vehicles were addressed in previous environmental documents.

Construction of the Service Road will generate some temporary air emissions from heavy-duty motorized equipment and fugitive dust from earth movement. The area's current State Implementation Plan accounts for emissions generated by construction equipment in Northern Virginia. Also, during construction, fugitive dust will be kept to a minimum by using applicable control methods outlined in 9 Virginia Administrative Code (VAC) 5-50-60 et seq. of the Regulations for the Control and Abatement of Air Pollution.

(d)(4) Would the proposed project conform to the State Implementation Plan (SIP) approved by the state air quality resource agency? Explain, and provide supporting documentation.

The North-South Construction Service Road will accommodate the operation of vehicles hauling excavated soil to an on-site Soil Bank. FAA determined that the Tier 2 and related projects would be in conformance with the SIP (FAA 8/27/02). The emissions associated with the Airport Traffic Control Tower were determined to be below the de minimus level.

Construction of the Service Road, itself, will generate some temporary air emissions from heavy-duty motorized equipment and paving during construction. The estimated air emissions from the proposed Service Road construction are approximately 15 tons/yr of NO_X and 2 tons/yr of VOC, which are below the de minimus level. Therefore, a conformity determination is not required and the proposed action is presumed to conform to the SIP, which does account for emissions generated by construction equipment in Northern Virginia.

(6) WATER QUALITY

Describe the potential of the proposed project to impact water quality, including ground water, surface water bodies, any public water supply systems, etc. Provide documentation of consultation with agencies having jurisdiction over such water bodies, as applicable.

The North-South Construction Service Road will cross several small streams, including Horsepen Run, Dead Run, and Cub Run (Figure 2). Impacts to water quality have been minimized by using existing roads for 5.32 miles of the seven-mile road and locating new roads as far from streams and wetlands as possible without impacting airfield operations. Specifically, the alignment of the north-south section of the North-South Construction Service Road was shifted west, away from the Resource Protection Area (RPA) buffer area for Horsepen Creek as far as possible. The project cannot be shifted further west without impacting the 500 ft wide Runway Protection Area for Runway 01R 19L.

The resulting project will include 12 acres of new, impervious surface area. Potential impacts to water quality associated with construction will be avoided by employing Best Management Practices (BMPs). Specifically, erosion control measures such as silt fences as required in the Authority Design Manual will be implemented. Erosion and sedimentation controls will be designed in accordance with the latest version of the Virginia Erosion and Sediment Control Handbook. These controls will be in place prior to clearing and grading, and maintained in good working order to minimize impacts to state waters. The controls will remain in place until the area is stabilized. Additionally, a Stormwater Pollution Prevention Plan (SPPP) for the project will be prepared. Potential impacts to water quality resulting from converting pervious surface to impervious surface will be minimized by complying with applicable regulations. Specifically, Virginia Department of Transportation stormwater management practices, which are governed by the Virginia Erosion and Sediment Control Regulations Minimum Standard 19 and Virginia Stormwater Management Regulations for water quantity and water quality control have been incorporated (JMT 2002, Design Report for Concept Design of Airside Haul and Access Road). Actions to control stormwater include the development of five stormwater management basins. Stormwater from the road will be collected and drained via outfalls to the stormwater management basins.

Additionally, the southern-draining streams on the airport are within the Occoquan Watershed. The five stormwater management basins for this project were designed to provide BMPs for 50 percent phosphorus reduction, and to provide sufficient capacity for 2-year and 10-year storm event volumes as required by Virginia regulations (Alpha Corporation 2000). The 50 percent phosphorus removal is a requirement of the Northern Virginia BMP Handbook [Northern Virginia Planning District Commission and Engineers and Surveyors Institute (NVPDC & ESI) 1992] for stormwater management systems draining to the Occoquan Reservoir in Fairfax County.

(7) DEPARTMENT OF TRANSPORTATION SECTION 303/4(f)

Does the proposed project require the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance? Provide justification for your response. Include concurrence of appropriate officials having jurisdiction over such land regarding the use determination.

There are no public parks, recreation areas, or wildlife/waterfowl refuges subject to Section 4(f) of the Department of Transportation Act or Section 6(f) of the Land and Water Conservation Act directly or indirectly affected by any of the alternatives. The project will occur within the airport boundaries and will conform to the provisions of the Airport Master Plan and Airport Layout Plan (revised). In addition, distance and the perimeter buffer zone at Washington Dulles International Airport will minimize noise or construction-related impacts to off-airport parks and recreation areas.

The project is not expected to impact the historic district (eligible for but is not listed on the National Register) at Washington Dulles International Airport in which it is located (see Section 8). The Authority has agreed with the Virginia State Historic Preservation Officer (VASHPO) and the Advisory Council on Historic Preservation (ACHP) to comply with Section 106 of the National Historic Preservation Act as documented in the 1987 Programmatic Memorandum of Agreement (PMOA). The Authority will implement planning and alternatives analysis to comply with the DOT Act of 1966 Section 4(f), now 49 U.S.C. Section 303(c). The project will be consistent with the Airport Master Plan that includes planning guidelines taken from the original Saarinen Master Plan for the airport. The project includes planning to minimize harm resulting from use as well as ensuring the project will be compatible with the normal activity or aesthetic value of the historic district.

Additionally, in order to assess the potential effects of this project on the National Register eligible Washington Dulles International Airport Historic District, the Authority has entered into consultation with the VASHPO and the ACHP. This consultation is being carried out in accordance with the terms of the 1987 PMOA. This consultation of potential effects also addresses the environmental assessment requirements related to Historic Architectural, Archaeological and Cultural Resources, under the National Environmental Policy Act (including the applicable provisions of the National Historic Preservation Act of 1966 (as amended) and Section 4(f) of the Department of Transportation Act).

(8) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. Provide justification for your response, and include a record of your consultation with the State Historic Preservation Officer (SHPO), if applicable (attach correspondence with SHPO).

The northern portion of the North-South Construction Service Road is within the proposed National Register eligible Washington Dulles International Airport Historic District (Figure 3). The proposed road is planned to pass near the Hot Shoppes In-Flight Food Building and

the Allied Fueling Building, which are structures eligible for the National Register, but no impact is expected to these structures. The North-South Construction Service Road project will include new road construction, as well as widening and expanding of existing roads to complete a continuous haul road. Approximately 1.68 miles of new road will be constructed, the remaining sections will be widened and/or resurfaced. The haul road will include 2 lanes with a minimum width of 14' per lane. Areas that intersect with aircraft operations will be paved. Tank Farm Road will be upgraded and repaired due to the heavier use patterns and loads. A new fence will be installed along the eastern edge of Tank Farm Road, in order to maintain the access road within the airside.

As noted above in Item 7, the 1987 PMOA between the Authority, the Virginia SHPO, and the ACHP commits the Authority to ensure that the project will be compatible with the historic and archeological qualities of the original Washington Dulles International Airport historic district.

In order to assess the potential effects of this project on the National Register eligible Washington Dulles International Airport Historic District, the Authority entered into consultation with the SHPO and the ACHP. This consultation was carried out in accordance with the terms of the 1987 PMOA. In addition, the analysis of potential effects also addressed the environmental assessment requirements related to Historic Architectural, Archaeological, and Cultural Resources, under the National Environmental Policy Act (including the applicable provisions of the National Historic Preservation Act of 1966 (as amended) and Section 4(f) of the Department of Transportation Act).

(b) Describe whether there is reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the proposed project. Include a record of consultation with persons or organizations with relevant expertise, including the SHPO, if applicable.

The area where the proposed North-South Construction Service Road project is planned has undergone previous construction disturbance. The project area was disturbed during construction of the existing road system and the airfield. Given the location of the project, it is extremely unlikely that any intact prehistoric or historic archaeological resources remain in the construction area. Additionally, southern portions of the haul road travel through areas that were previously surveyed for archeology (Substation/SEDC Building Survey, South Utility Building Survey, Dead Run Survey, and South Service Road Survey) (Figure 3 – Survey Areas 1990 to present). No significant archeological findings were recovered during these surveys.

In order to assess the potential effects of this project on any significant scientific, prehistoric, historic, archeological, or paleontological resources, the Authority entered into consultation with the SHPO and the ACHP. Although some impacts may result from this project, the Authority has concluded that historic preservation planning and agency consultation has assured that these impacts will not result in Adverse Effects. In order to summarize the basis for this determination and formalize the provisions for agency consultation, a Conditional Determination of No Adverse Effect was prepared. A letter summarizing these conclusions was sent to the SHPO for concurrence.

(9) BIOTIC COMMUNITIES

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. This answer should also reference Section 6, Water Quality, if jurisdictional water bodies are present.

The North-South Construction Service Road will be a seven-mile road combining new road segments and improvements to existing road segments within the Washington Dulles International Airport Property. Approximately 1.68 miles (8,847.98 feet) of new road will be constructed while the remaining portions of the project will be widened and/or re-surfaced. The seven-mile road will travel through various habitat types internal to Washington Dulles International Airport. These habitat types include mowed/maintained turf, coniferous forest, deciduous forest, and previously developed areas. The new road segment and the improvements to the existing road segments run parallel to Horsepen Run and cross over Cub Run. These streams will not be impacted by the construction of the road. The wetlands impacted by the North-South Construction Service Road will be addressed in Section 11. The proposed project will directly impact approximately 6.6 acres of mowed/maintained turf, 6.5 acres of coniferous forest, and 1.8 acres of deciduous forest. Construction of the North-South Construction Service Road project will not cause fragmentation of intact wildlife corridors. The affected area represents an insignificant portion of the habitat available at Washington Dulles International Airport.

(10) FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES

Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat? Explain, and discuss and attach records of consultation efforts with jurisdictional agencies, if applicable.

Rare, threatened, and endangered (RTE) species surveys were conducted throughout Washington Dulles International Airport during the years 2001-2002. The RTE surveys were seasonally dependent and included individual surveys during the winter, spring, summer, and fall. These surveys include: Survey for Rare, Threatened, and Endangered Species at the Proposed Tier 2 and Related Projects (EA 2001); Inventory of Available Habitat, Washington Dulles International Airport (EA 2002c); Spring Survey for Rare, Threatened, and Endangered Species (EA 2002d); Summer Survey for Rare, Threatened, and Endangered Species (EA 2002e); and Fall Survey for Rare, Threatened, and Endangered Species (EA 2002f). RTE surveys were conducted to determine if federal, state, or county-listed species utilize the habitats available at Washington Dulles International Airport.

A total of 150 survey stations were created for the seasonal RTE surveys, 16 of which occur in the general vicinity of the proposed North-South Construction Service Road project. The stations surveyed along North-South Construction Service Road include Stations 4, 8, 8A, 16, 18, 24, 31, 40, 61, 66, 93, 94, 98, 99, 102, and Station 109 (Figure 4). Five avian species of interest were observed at Stations 8, 16, 24, 61, 66, or 102. The red-breasted nuthatch (Sitta canadensis), hermit thrush (Catharus guttatus), golden-crowned kinglet (Regulus satrapa), brown creeper (Certhia americana) and the northern harrier (Circus cyaneus), all Species of Concern in the Commonwealth of Virginia, were observed in the vicinity of the North-South Construction Service Road project. In addition to the avian species observed, hairy beardtongue (Penstemon hirsutus), a Virginia Natural Heritage very rare plant species, was observed in a mowed/maintained turf habitat along Tank Farm Road during the surveys

conducted at Washington Dulles International Airport. A group of several plants were observed growing in close proximity to one another. Figure 4 depicts the location of this observation. None of these species were limited to the project area.

The proposed project will not directly impact any federally or state-listed threatened or endangered species.

Section 7 of the Endangered Species Act requires that information be collected from the regional director of the U.S. Fish and Wildlife Service (USFWS) on whether any species that is listed or proposed to be listed may be present in the area affected by the proposed action. Consultations with Federal and State resource agencies has been initiated. These resource agencies include:

- *U.S. EPA Region III, Environmental Services Division*
- *U.S. Department of the Interior, Fish and Wildlife Service*
- *Commonwealth of Virginia, Department of Conservation and Recreation, Division of Natural Heritage*
- *Commonwealth of Virginia, Department of Game and Inland Fisheries*
- *Commonwealth of Virginia, Department of Agriculture and Consumer Services*
- *Virginia Department of Environmental Quality*

Agency correspondence letters are included in Attachment 2.

(11) WETLANDS

Does the proposed project involve the modification of delineated wetlands (wetlands must be delineated using methods in the US Army Corps of Engineers (ACE) 1987 Wetland Delineation Manual; delineations must be performed by a person certified in wetlands delineation). Provide justification for your response.

The proposed project will impact jurisdictional wetland areas at Washington Dulles International Airport. The wetland areas at Washington Dulles International Airport have been delineated and the Norfolk District of USACE has provided a jurisdictional determination. The jurisdictional determination was provided by USACE in September of 2001.

The North-South Construction Service Road project qualifies for a Virginia State Program General Permit to authorize activities required for construction, expansion, modification, and improvements to roadways. The maximum amount of permanent wetland impacts authorized by the State Program General Permit for linear transportation projects is no greater than 1/3 acre per crossing.

Wetland impacts and mitigation ratios for the North-South Construction Service Road project are described in Tables 2 and 3. The proposed North-South Construction Service Road project will permanently impact approximately 0.241 acres of jurisdictional wetlands, including 0.013 acres (48 linear feet) of stream, and temporarily impact 0.18 acres of jurisdictional wetlands at Washington Dulles International Airport (Figure 5). The wetland impacts will be mitigated by using 0.288 acre credits previously purchased by the Authority at the Cedar Run Wetlands Bank

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TABLE 2 PERMENANT WETLAND IMPACTS AND THE PROJECTED MITIGATION REQUIREMENTS INCLUDED IN THE NORTH-SOUTH CONSTRUCTION SERVICE ROAD PROJECT VIRGINIA STATE PROGRAM GENERAL PERMIT

Wetland Name	Wetland Type	Wetland Description	Stream Impact (linear feet)	Impact Area (square feet)	Impact Area (acres)	Projected Mitigation Ratio	Projected Wetland Mitigation (acres)
TA	PEM 1	Palustrine Emergent Persistent	---	2,600	0.061	1:1	0.061
HF/AOAV	PEM1	Palustrine Emergent, Persistent	---	2,351	0.054	1:1	0.054
AL/IAA/IAB/IC	PEM1	Palustrine Emergent Persistent	---	11	---	1:1	---
HE/HEA	PEM1	Palustrine Forested, Broad-leaved Deciduous	---	251	0.006	1:1	0.006
HA/HAA/HAB/HAC/HD/ HAD/HC/	R3SB	Riverine, Upper Perennial, Emergent*	---	19	---	1:1	---
HA/HAA/HAB/HAC/HD/ HAD/HC/	PEM1	Palustrine Emergent Persistent	---	11	---	1:1	---
AOAR	PEM1 Isolated	Palustrine Emergent	---	4	---	1:1	---
AOAQ	PEM1 Isolated	Palustrine Emergent	---	147	0.003	1:1	0.003
MDB	PFO1	Palustrine Forested, Broad-leaved Deciduous	---	218	0.005	2:1	0.010
MB/MC3/MCF	R2EM	Riverine, Lower Perennial, Emergent	---	697	0.016	1:1	0.016
MHY	PFO Isolated	Palustrine Forested	---	1,220	0.028	2:1	0.056
MHV	PEM1	Palustrine Emergent Persistent	---	1,166	0.026	1:1	0.026
S	PEM1	Palustrine Emergent Persistent	---	238	0.005	1:1	0.005
MG/MH2/MHA/ MHB	PFO1	Palustrine Forested, Broad-leaved Deciduous	---	523	0.012	2:1	0.024
MD	PFO1	Palustrine Forested, Broad-leaved Deciduous	---	131	0.003	2:1	0.006
HA/HAA/HAB/HAC/HD/ HAD/HC/	R3SB	Perennial Stream Channel**	13	225	0.005	1:1	0.005
HF/AOV	PEM1	Perennial Stream Channel**	35	680	0.016	1:1	0.016
		Totals:	48	10,492	0.241	---	0.288

* Although wetland polygon labeled as a Riverine wetland type per the approved delineation, the designated impact is outside of the channel

** Stream impacts to be mitigated with emergent wetland credits

TABLE 3 TEMPORARY WETLAND IMPACTS AND THE PROJECTED MITIGATION REQUIREMENTS INCLUDED IN THE NORTH-SOUTH CONSTRUCTION SERVICE ROAD PROJECT VIRGINIA STATE PROGRAM GENERAL PERMIT

Wetland Name	Wetland Type	Wetland Description	Impact Area (square feet)	Impact Area (acres)
TA	PEM1	Palustrine Emergent Persistent	1,477	0.034
HF/AOV	PEM1/PSS1	Palustrine Emergent, Persistent/ Palestine Scrub/Shrub, Broad-leaved Deciduous	894	0.021
AL/IAA/IAB/IC	PEM1	Palustrine Emergent Persistent	1,138	0.027
HA/HAA/HAB/HAC/HD/ HAD/HC/HCA	R3SB	Riverine, Upper Perennial, Emergent	433	0.010
HA/HAA/HAB/HAC/HD/ HAD/HC/HCA	PEM1	Palustrine Emergent Persistent	186	0.004
HHH/III/ZZZ	R2EM	Riverine, Lower Perennial, Emergent	105	0.002
ASC_BOUNDS	PEM1	Palustrine Emergent Persistent	855	0.020
HE/HEA	PEM1/PSS1	Palustrine Emergent, Persistent/ Palestine Scrub/Shrub, Broad-leaved Deciduous	679	0.016
AOAP	PEM1 Isolated	Palustrine Emergent	321	0.007
AOAR	PEM1 Isolated	Palustrine Emergent	900	0.021
AOAQ	PEM1 Isolated	Palustrine Emergent	673	0.015
AOAT	PEM1 Isolated	Palustrine Emergent	142	0.003
		Totals:	7,803	0.18

The proposed project is located within the service area of the Cedar Run Wetlands Bank and credits at this bank are structured based upon mitigation ratios. Mitigation to impact ratios are 2:1 for forested wetlands, 1.5:1 for scrub/shrub wetlands, and 1:1 for emergent wetlands and open water habitat. These mitigation to impact ratios are proposed to offset the permanent impacts to wetlands caused by the North-South Construction Service Road project. Therefore, one acre of mitigation required is equivalent to one credit at the proposed wetland banks. The Metropolitan Washington Airports Authority has previously purchased wetland credits to cover the impacts associated with the North-South Construction Service Road. The Metropolitan Washington Airports Authority will transfer 0.288 credits from the balance of the unused wetland credits prior to beginning construction to satisfy mitigation requirements of the proposed North-South Construction Service Road project.

(12) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?
Yes___X_ No_____

The proposed project would encroach upon the 100-year floodplain (Source: Flood Insurance Rate Map [FIRM] Loudoun County, Virginia).

(b) Would the proposed project be located in a 500-year floodplain, as designated by FEMA?
Yes__X___ No____

The proposed project would encroach upon the 500-year floodplain located (Source: Flood Insurance Rate Map [FIRM] Loudoun County, Virginia).

(c) If "yes," is the proposed project considered a "critical action", as defined in the Water Resources Council Floodplain Management Guidelines? (see FR Vol. 43, No. 29, 2/10/78)
Yes____ No__X_

The proposed project is not considered a "critical action" as defined in the Water Resources Council Floodplain Management Guidelines. To be considered a "critical action" the project site would contain natural gas terminals and facilities producing and storing highly-volatile, toxic, or water-reactive materials; have occupants of buildings such as hospitals, schools, and nursing homes; or contain essential and irreplaceable records, utilities, and/or emergency services. None of these resources are located on the proposed project site.

(d) You must attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation showing the project area. Map attached? Yes__X__ No_____ If "no," why not?

Figure 6 shows the 100- and 500-year floodplain.

(e) If the proposed project would cause an encroachment of a base floodplain (the base floodplain is the 100-year floodplain for non-critical actions and the 500-year floodplain for critical actions), what measures would be taken to provide an opportunity for early public review, in accordance with Order 5050.4A Par. 47 (g)(6)?

The northern portion of the proposed haul road will encroach into the floodplain where Frying Pan Run enters the airport at Horsepen Run (Figure 6). However, no significant encroachment within the floodplain is expected. Significant encroachment is defined as a considerable probability of loss of human life, likely future damage associated with the encroachment that could be substantial in cost or extent, or a notable adverse impact on natural and beneficial floodplain values according to the Airport Environmental Handbook.

The North-South Construction Service Road is necessary to support near-term construction projects at Washington Dulles International Airport, to provide for the efficient movement of excavated materials and supplies for construction projects. The proposed road follows existing roads where possible, minimizing the amount of new construction and disturbance in the wetlands and in the 100-year floodplain. The haul road follows areas where roads already

exist within the floodplain. The widening of existing roads to create the haul road will minimize encroachment into the floodplain as much as possible. The proposed project is expected to permanently impact approximately 0.227 acres of jurisdictional wetlands and temporarily impact 0.18 acres of jurisdictional wetlands. The North-South Construction Service Road project qualifies for a Virginia State Program General Permit.

Public review for the proposed North-South Construction Service Road Project will be available when this EA and FONSI are issued. Early review was found to be unnecessary since no significant encroachment within the floodplain is expected for this project.

(13) COASTAL ZONE MANAGEMENT PROGRAM

(a) Would the proposed project occur in, or affect, a coastal zone, as defined by a state's Coastal Zone Management Plan (CZMP)? Explain

Yes, portions of the proposed project will occur in a coastal zone as defined by the State's Coastal Zone Management Plan.

The Commonwealth of Virginia implements the federal Coastal Zone Management Act through its Coastal Resources Management Program (VCP). Fairfax County is part of the coastal zone. The North-South Construction Service Road will be developed in accordance with the provisions of the VCP. A Federal Consistency Certification for the portions of the project that are within the County of Fairfax is attached (Attachment 3).

Nine enforceable regulatory programs comprise the VCP. Four of these—Fisheries Management, Subaqueous Lands Management, Dunes Management, and Shoreline Sanitation—were determined to be not applicable to this project. The project is in demonstrated compliance with four programs—Wetlands Management, Non-Point Source Pollution Control, Point Source Pollution Control, and Air Pollution Control—through existing permits or new permits in these programs. The Coastal Lands Management program, which is part of the VCP, was established pursuant to the Chesapeake Bay Preservation Act and is a state-local cooperative program administered by the Chesapeake Bay Local Assistance Department and the coastal localities including Fairfax County. Provisions of the North-South Construction Service Road that represent consistency with this program are described below.

The Chesapeake Bay Preservation Act of 1988 and the Chesapeake Bay Preservation Area Designation and Management regulations, adopted in 1989, requires local Tidewater governments (including Fairfax County) to include water quality protection measures in their zoning and subdivision ordinances and in their comprehensive plans in areas known as Chesapeake Bay Preservation Areas (CBPA)s. CBPAs are divided into Resource Protection Areas (RPAs) and Resource Management Areas (RMAs). RPAs are protected from most development because, left intact, they function to improve and protect water quality. Figure 7 shows the Haul Road in relation to the RPAs.

Fairfax County mapping of the CBPAs places a 100 ft buffer on each side of Horsepen Run and identifies it as a RPA. Horsepen Run is a tributary perennial stream depicted on the U.S. Geological Survey 7-1/2 minute topographic quadrangle map. The alignment of the haul road was shifted away from the buffer area around Horsepen Run to avoid impacting the RPA (JMT 2002). The project cannot be shifted further west without encroaching upon the 500 ft Runway

Protection Area.

Fairfax County mapping of the CBPAs also places a 100 ft buffer on each side of Cub Run and identifies it as a RPA. Cub Run is a tributary perennial stream depicted on the U.S. Geological Survey 7-1/2 minute topographic quadrangle map. The Haul Road crosses through the RPA on Cub Run on an existing road. The existing road will be re-paved and the bridge that crosses Cub Run will be reinforced, but the original footprint of the road will remain unchanged to avoid further encroachment into the RPA.

The Fairfax County Chesapeake Bay Preservation Ordinance does permit roads within an RPA provided that there are no reasonable alternatives to aligning in or across the RPA and the design of the road is optimized to minimize encroachment.

(b) If "yes," is the project consistent with the State's CZMP? Explain. If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification. Early coordination is recommended.

The proposed project complies with the enforceable programs of Virginia's Coastal Resources Management Program (VCP) and will be conducted in a manner consistent with the VCP. The North-South Construction Service Road is a roadway, much of which is redevelopment of existing roadway (5.32 existing miles of the 7-mile proposed road). The alternatives to affecting RPAs and minimization of impacts to RPAs were effectively incorporated in the design process in order to comply with the requirements of the Virginia Wetlands Management Program and the requirements for a Virginia State Program General Permit.

The North-South Construction Service Road Project is consistent with The Chesapeake Bay Preservation Act and the Chesapeake Bay Preservation Area Designation and Management regulations, implemented by the "Chesapeake Bay Preservation Ordinance" in the Code of the County of Fairfax.

(14) COASTAL BARRIERS

Is the location of the proposed project within the Coastal Barrier Resources System, as delineated by the US Fish and Wildlife Service (FWS) or FEMA coastal barrier maps? Explain.

Washington Dulles International Airport is not located within a Coastal Barrier Resource System (CBRS) Unit as delineated by the U.S. Fish and Wildlife Service or FEMA.

(15) WILD AND SCENIC RIVERS

Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Consult the (regional) National Parks Service (NPS), U.S. Forest Service (FS), or other appropriate federal authority for information. Early consultation is recommended.

The proposed project would not affect any portion of a Wild and Scenic River listed on the Wild and Scenic Rivers Inventory. The nearest State designated scenic river, Goose Creek, is located approximately 5 miles northwest of Washington Dulles International Airport.

(16) FARMLAND

(a) Would the proposed project involve the use of federal financial assistance or conversion of federal government land? Explain

No, the proposed project does not involve the use of federal financial assistance or conversion of federal government land. Washington Dulles International Airport is located in areas that have been previously developed or in areas that are not being converted from farmland to non-agricultural uses. The Farmland Protection Policy Act (FPPA) is not applicable, and no formal consultation is required for land that was purchased prior to August 6, 1984 (FAA 1985). Therefore, the lands at Dulles do not qualify as prime or unique farmland.

(b) If "yes" would it convert farmland protected by the Farmland Protection Policy Act (FPPA) (prime or unique farmland) to non-agricultural uses? Yes_____ No_____

(c) If "yes," determine the extent of project-related farmland impacts by completing (and submitting to the Natural Resources Conservation Service) the "Farmland Conversion Impact Rating Form" (NRCS Form AD 1006). Coordinate with the state or local agricultural authorities. Explain your response, and attach the Form AD 1006, if applicable.

_____

_____

(17) ENERGY SUPPLY AND NATURAL RESOURCES

What effect would the proposed project have on energy or other natural resource consumption? Would demand exceed supply? Explain. Letters from local public utilities and suppliers regarding their abilities to provide energy and resources needed for large projects may be necessary.

Construction of the North-South Construction Service Road will consume diesel fuel during the temporary construction period; however, the project will not result in permanent energy-consuming operations. The effects of vehicles using the North-South Construction Service Road once it is completed were evaluated in the Tier 2 and Related Projects Environmental Assessment.

(18) LIGHT EMISSIONS

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Explain, and, if necessary, provide a map depicting the location of residences in the airport vicinity in relation to the proposed lighting system.

There would be minimal new roadway lights, which is an ancillary component of the overall project. These lights would be on airport property that is sufficiently distant from surrounding communities that no light interference would occur.

(19) SOLID WASTE

Would the proposed project generate solid waste? Yes_____ No_X___

The proposed project will not generate a traditional municipal solid waste stream. It will generate some fill material that may be transported to a temporary soil stockpile on airport

property and utilized elsewhere on airport property in the future. Some road construction debris may be generated on a one-time basis and disposed off site at an approved disposal facility.

If "yes," are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain. _____
_____
_____

NOTE: A sanitary landfill is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 " Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."

(20) CONSTRUCTION IMPACTS

Would construction of the proposed project: 1) increase ambient noise levels due to equipment operation; 2) degrade local air quality due to dust, equipment exhausts and burning debris; 3) deteriorate water quality when erosion and pollutant runoff occur; 4) or disrupt off-site and local traffic patterns? Explain.

Overall, the construction phase of this project is expected to create minor and temporary impacts along the project route. These impacts will be short-term in nature, lasting for the duration of construction activities.

1) Noise is expected, but noise impacts are generally localized at the vicinity of the construction site. Earthmoving equipment, asphalt pavers, and other construction equipment and vehicles will create localized increases in noise levels. These temporary noise impacts should not disrupt normal airport operations.

2) Air quality degradation is not expected. Emissions from construction equipment will be temporary and limited to the duration of the construction project. Fugitive dust emissions from road construction will be controlled by timely applications of water and implementation of Best Management Practices (BMPs). There will be no open burning of debris along the project route. The area's current State Implementation Plan accounts for emissions generated by construction equipment in Northern Virginia. Also, during construction, fugitive dust will be kept to a minimum by using applicable control methods outlined in 9 Virginia Administrative Code (VAC) 5-50-60 et seq. of the Regulations for the Control and Abatement of Air Pollution.

3) If uncontrolled, construction activities have the potential to cause erosion and sedimentation that can impact water quality. The resulting project will include 12 acres of new, impervious surface area. Potential impacts to water quality associated with construction will be avoided by employing Best Management Practices (BMPs). Specifically, erosion control measures as required in the Authority Design Manual will be implemented. Contractors will be required to provide an erosion and sediment control plan that complies with the latest version of the Virginia Erosion and Sediment Control Law and General Criteria, including the Virginia Erosion and Sediment Control Handbook. Additionally, a Stormwater Pollution Prevention Plan (SPPP) for the project will be prepared.

4) During the construction period, construction-related vehicles will be traversing the airport access roads and internal airport roadways to deliver materials and equipment and to transport

construction workers to their job sites. This increase in roadway use will be managed to avoid impact to normal airport operations. The access roads and internal roadways may experience a slight increase in traffic volume; the increase should be easily accommodated on the existing roadways. No disruption to off-site and local roadways is envisioned.

(21) OTHER CONSIDERATIONS

(a) Is the proposed project likely to be highly controversial on environmental grounds? Explain.

The proposed project is not expected to be controversial on environmental grounds. The project is expected to have minimal environmental impacts. The expected environmental impacts include encroachment into the wetlands, which has been addressed in Section 11.

(b) Is the proposed project likely to be inconsistent with any federal, state or local law or administrative determination relating to the environment? Explain.

The proposed project is not expected to be inconsistent with any federal, state, or local law or administrative determination relating to the environment.

(c) Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Explain

Yes, the proposed project is consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located. The proposed project is consistent with the following plans:

Federal Aviation Administration (FAA) Metropolitan Washington Airports. 1985. Master Plan Update Washington Dulles International Airport. Final Technical Report. Prepared by: Peat, Marwick, Mitchell & Co. September 1985.

Federal Aviation Administration (FAA) Metropolitan Washington Airports. 1964. Dulles International Airport Master Plan Report.

Fairfax County. 2000. Fairfax County Comprehensive Plan (The Plan), Virginia, Area III. Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia.

Fairfax County. 2002. Fairfax County Comprehensive Plan. 2002 Edition. Land Use Policy Plan. Amended through 9-92002.

Loudoun County. 2001. Loudoun County Revised General Plan, Planning Commission Draft. November 14.

Metropolitan Washington Airports Authority (MWAA). 1993. Addendum, Part 150 Noise Compatibility Program, Washington Dulles International Airport.

Metropolitan Washington Airports Authority (MWAA). 1987. Programmatic Memorandum of Agreement Among the Advisory Council on Historic Preservation, the Virginia

State Historic Preservation Officer, and the Federal Aviation Administration Metropolitan Washington Airports.

Metropolitan Washington Airports Authority (MWAA). *Metropolitan Washington Airports Authority Design Manual, Appendix 2, Volume 1.*

Metropolitan Washington Council of Governments (MWCG). 2000. *State Implementation Plan (SIP) Revision, Phase II Attainment Plan for the Washington DC-MD-VA-Nonattainment Area*.

Virginia Coastal Zone Management Program (CZMP). 2003. Virginia Coastal Program: The Zone. www.deq.state.va.us/coastal/homepage.html *Last updated February 14, 2003.*

(22) HAZARDOUS SITES/MATERIALS

Would the proposed project require the use of land that may contain hazardous substances or may be contaminated? Explain your response and describe how such land was evaluated for hazardous substance contamination. Early consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), EPA-certified state and local governments) is recommended.

Yes, the proposed project may require the use of land that may be contaminated. The soil at the Air BP maintenance facility may be contaminated with petroleum. An oil/water separator will need to be installed at the Air BP maintenance facility for drainage from the proposed project. The oil/water separator will be connected to the original drainage pipes. During installation of the oil/water separator, it is likely that petroleum will be encountered in this area. The petroleum is not from any recent spill activity, but from historical airport operations.

If petroleum contaminated soil is encountered and depending on the type and extent of contamination, MWAA will notify Virginia DEQ to determine if additional site characterization is required at that time.

(23) PERMITS

List all required permits for the proposed project. Indicate whether any difficulties are anticipated in obtaining the required permits.

A Virginia State Program General Permit for wetland impacts is required (as described in Section 11). The permit authorizes activities required for construction, expansion, modification, and improvements to roadways. The proposed North-South Construction Service Road project will permanently impact approximately 0.241 acres of jurisdictional wetlands and temporarily impact 0.18 acres of jurisdictional wetlands at Washington Dulles International Airport. The maximum amount of permanent wetland impacts authorized by the State Program General Permit for linear transportation projects is no greater than 1/3 acre per crossing. No difficulties are anticipated in obtaining the permit.

NOTE: Even though the airport sponsor has/shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the proposed project, initiation of such project shall NOT be approved until FAA has issued its environmental determination.

(24) ENVIRONMENTAL JUSTICE

Would the proposed project impact minority and/or low-income populations? Consider human health, social, economic, and environmental issues in your evaluation. Explain.

On February 11, 1994, President Clinton issued Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." This Executive Order requires Federal agencies to consider the environmental and human health effects of their policies, procedures, and projects on minority and low-income populations. Environmental justice is the fair treatment and meaningful involvement of people of all races, cultures, or incomes, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Each Federal agency was mandated to make environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. The DOT issued Order 5610.2 on April 15, 1997 as a statement of the agency's compliance with Executive Order 12898. It stated that it is the "policy of DOT to promote the principles of environmental justice (as embodied in the Executive Order) through the incorporation of those principles in all DOT programs, policies, and activities."

A low income or minority community exists when the percentage of people in a minority group, or living in poverty within the area under consideration is significantly greater than the region. The US Census Bureau defines six minority groups on the basis of race: Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, Other Single Race, and Two or More Races. To illustrate the overall racial distribution in the vicinity of Washington Dulles International Airport for this project, the minority groups have been combined into two categories – 1) nonwhite, which includes Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, and persons reporting some other race; and 2) multi-racial, which includes people of two or more races.

Population demographics to the census tract level are available from the U.S. Census Bureau for both Fairfax and Loudoun counties from the 2000 census. The demographic data of census tracts located within the vicinity of Washington Dulles International Airport were used to describe the characteristics of the surrounding population. The area in the vicinity of Washington Dulles International Airport includes 12 census tracts in Fairfax County and nine census tracts in Loudoun County.

The area in the vicinity of Washington Dulles International Airport has a total population of 183,196 people and is 73.1 percent white; 7.0 percent black; 11.9 percent Asian; 4.7 percent "other," which includes American Indians, Native Alaskans, Native Hawaiians, and Pacific Islanders; and 3.3 percent multi-racial, which includes persons reporting two or more races (U.S. Census Bureau 2002) (Table 4).

TABLE 4 POPULATION DEMOGRAPHIC DATA FOR LOUDOUN AND FAIRFAX COUNTIES AND THE COMMONWEALTH OF VIRGINIA

AREA	TOTAL POPULATION (2000)	% WHITE (2000)	% NON-WHITE (2000)	% MULTI-RACIAL (2000)
Fairfax County*	969,749	69.9	26.5	3.7
Tract 480500	18,097	80.5	16.2	3.3
Tract 480800	8,123	63.5	32.6	3.9
Tract 480900	13,539	52.8	40.5	6.7
Tract 481000	3,952	51.2	43.7	5.1
Tract 481100	16,498	70.4	27.4	2.2
Tract 481200	7,716	50.3	44.4	5.3
Tract 482500	15,190	78.1	18.5	3.4
Tract 482600	11,239	76.8	20.5	2.6
Tract 490100	10,360	83.0	15.0	2.0
Tract 491500	7,397	77.1	20.5	2.4
Tract 491600	8,484	63.8	31.2	5.0
Tract 491800	10,802	75.2	22.1	2.7
Loudoun County*	169,599	82.8	14.8	2.4
Tract 611003	7,797	82.9	14.0	3.0
Tract 611006	3,636	80.1	19.1	0.8
Tract 611007	9,562	85.0	12.5	2.5
Tract 611008	1,486	91.5	8.5	0.0
Tract 611400	5,033	72.3	23.7	4.0
Tract 611500	5,264	73.7	23.5	2.8
Tract 611600	6,704	71.0	26.2	2.7
Tract 611700	4,918	72.7	21.8	5.5
Tract 611800	7,399	87.0	12.2	0.8
Virginia*	7,078,515	72.3	25.7	2.0

Source: Census 2000 Summary File 3 Data (Virginia)
*Numbers represent the entire population of each county or the Commonwealth of Virginia

The population demographics of the area in the vicinity of Washington Dulles International Airport is comparable to the demographics of both Fairfax County (69.9 percent white, 8.6 percent black, 13.0 percent Asian, 4.9 percent "other," and 3.7 percent multi-racial) and Loudoun County (82.8 percent white, 6.9 percent black, 5.3 percent Asian, 2.6 percent "other," and 2.4 percent multi-racial).

Low income populations were defined as the number of people living in poverty, according to the 2000 census data. The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is poor. If a family's total income is less than that family's threshold, then that family, and every individual in it, is considered poor (Dalaker and Proctor 2000). The poverty thresholds do not vary geographically, but they are updated annually for inflation using the Consumer Price Index. Table 5 shows the percentage of the population living in poverty in Fairfax and Loudoun counties (U.S. Census Bureau 2002).

TABLE 5 PERCENTAGE OF THE POPULATION LIVING IN POVERTY IN FAIRFAX AND LOUDOUN COUNTIES

AREA	TOTAL POPULATION (2000)	MEDIAN HOUSEHOLD INCOME (2000)	% IN POVERTY (2000)
Fairfax County			
Tract 480500	18,097	$98,141	2.2
Tract 480800	8,123	$81,126	3.8
Tract 480900	13,539	$66,435	10.6
Tract 481000	3,952	$69,464	2.4
Tract 481100	16,498	$95,838	3.2
Tract 481200	7,716	$66,577	8.4
Tract 482500	15,190	$105,025	1.6
Tract 482600	11,239	$110,307	0.7
Tract 490100	10,360	$84,092	1.9
Tract 491500	7,397	$117,168	1.5
Tract 491600	8,484	$79,938	3.5
Tract 491800	10,802	$76,126	3.8
Loudoun County			
Tract 611003	7,797	$85,813	1.5
Tract 611006	3,636	$105,447	3.1
Tract 611007	9,562	$105,247	2.0
Tract 611008	1,486	$92,668	2.7
Tract 611400	5,033	$72,143	3.9
Tract 611500	5,264	$67,847	3.9
Tract 611600	6,704	$64,644	2.7
Tract 611700	4,918	$68,789	1.7
Tract 611800	7,399	$83,390	1.4

Source: Census 2000 Summary File 3 Data (Virginia)

The U.S. Census Bureau's Small Area Income and Poverty Estimates Program has released model-based income and poverty estimates for both Fairfax and Loudoun counties, based on data from 1999. According to this estimate, 2.8 percent of the people in Loudoun County and 4.5 percent of the people in Fairfax County are living in poverty. Both counties have poverty rates lower than the 9.6 percent of the people in the state of Virginia living in poverty (U.S. Census Bureau 2002).

Median household income data were also included in the U.S. Census Bureau's Small Area Income and Poverty Estimates Program report. The median household income for Fairfax County was approximately $81,000 and for Loudoun County was approximately $81,000 (U.S. Census Bureau 2000). Both counties have median household incomes well above the median household income of approximately $47,000 for the state of Virginia (U.S. Census Bureau 2000).

Since the North-South Construction Service Road will occur within the Washington Dulles International Airport property boundary, it is not expected to result in any adverse human health or environmental effects to minority or low-income populations. The area in the vicinity of Washington Dulles International Airport is 73.1 percent white; 23.6 percent non-white, which includes American Indians, Native Alaskans, Native Hawaiians, Pacific Islanders and persons reporting some other race; and 3.3 percent multi-racial, which includes persons reporting two or more races.

This is comparable to average county and state minority populations (Fairfax County – 26.5 percent non-white and 3.7 percent multi-racial; Loudoun County – 14.8 percent non-white and 2.4 percent multi-racial; Commonwealth of Virginia – 25.7 percent non-white and 2.0 percent multi-racial). Only one census tract in the vicinity of Washington Dulles International Airport has a percentage of people living in poverty (10.6 percent) that is slightly greater than the percentage of people living in poverty for the Commonwealth of Virginia (9.6 percent). The percentage of people living in poverty in both counties is lower than the average poverty population in the Commonwealth of Virginia (Fairfax County – 4.5 percent; Loudoun County – 2.8 percent; Commonwealth of Virginia – 9.6 percent). In addition, the median income for households in the vicinity of Washington Dulles International Airport is higher than the average for the Commonwealth of Virginia.

Overall, the proposed project is not expected to cause adverse social or socioeconomic impact on the communities surrounding the airport. Since the proposed projects involve construction located entirely within the airport proper, the projects will not result in the relocation of residences and businesses or disrupt established communities or planned development.

(25) CUMULATIVE IMPACTS

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a cumulative effect on any of the environmental impact categories above? You should consider projects that are connected, cumulative and similar (common timing and geography). Provide a list of such projects considered. For purposes of this Evaluation Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

Overall, the Proposed Action comprises a small portion of the current and planned development activity in the Dulles region. Although the region could experience cumulative effects to air quality, water quality (stormwater runoff and increased imperious surface area), and habitat loss due to multiple ongoing roadway and development projects, the Proposed Action accounts for a small fraction of these effects.

It is not expected that the Proposed Action discussed in this EA will produce significant environmental impacts. Nor is it expected that the effects of the Proposed Action, when added to the effects of other proposed projects in the region, will cause otherwise insignificant impacts to exceed thresholds of significance.

The proposed North Access Construction Road is designed to provide a road for near-term construction projects at Washington Dulles International Airport, for the efficient movement of excavated materials and supplies. Impacts associated with this project are limited to the area of the airport property and will be effectively mitigated. The analyses of potential for environmental effects identified water quality, floodplains, stormwater, wetlands, resource protection areas, RTE species, and cultural resources as resources for which impact management or mitigation may be implemented for the Proposed Action. The potential for combined effects with other projects to result in a greater impact that any of the proposals when examined alone is evaluated below.

<u>Recently Completed Projects</u>
In Loudoun County, there are three recently completed projects near Washington Dulles

International Airport: two Route 28 improvement projects and a construction project on Route 50. In Fairfax County, there are two recently completed projects near Washington Dulles International Airport: the Fairfax County Parkway Improvements (Walnut Branch to Spring Street and Sunset Hills Road) and the Route 28/29 Interchange. Within Washington Dulles International Airport, recently completed projects include: Contractor Staging Area – lane construction task; Right-of-way for capital expansion; upgrade natural gas distribution; structured parking north flank; new ARFF Station; Runway 19L Bypass; Taxiway, Taxiway K repairs; Taxiway/Taxilane D reconstruction; Taxiway J extension; West Flank parking structure.

Planned Development at Washington Dulles International Airport

Improvement projects that are currently underway or planned for implementation concurrent with the North-South Construction Service Road include: Tier 2 Concourse, Airport Traffic Control Tower, Automated People Mover (APM) system, South Utilities, Support Facilities, Concourse B extension, roadway and parking improvements, a new air cargo building, Aviation Drive bridge and road widening, Rudder Road extension, and an upgrade of the existing heating and cooling utility plant. Several of these projects are on hold due to current economic uncertainties facing commercial aviation. Future long-term planned development at Washington Dulles International Airport includes implementation of the Tier 3 and Tier 4 midfield concourses and fourth and fifth runways.

Planned Development in the Washington Dulles International Airport Region

The Washington Dulles International Airport region is rapidly growing with business parks and industrial centers. Most of this development is subject to the approval of either Fairfax County or Loudoun County and must comply with local environmental requirements. The National Air and Space Museum at Washington Dulles International Airport has been evaluated in a NEPA Environmental Assessment. The Smithsonian Institution found that there were no significant impacts associated with the development of the Air and Space Museum. A draft Environmental Impact Statement (EIS) has been prepared by Virginia's Department of Rail and Public Transportation, in cooperation with the Federal Transit Administration (FTA) and Washington Metropolitan Area Transit Authority (WMATA) for the Dulles Corridor Rapid Transit Project. The EIS found that social and environmental effects from the project are anticipated to be minimal, because most of the proposed improvements would occur within the medians of the Dulles Connector Road, DAAR, and the Dulles Greenway. Consequently, no cumulative impacts associated with the North-South Construction Service Road is anticipated.

Regional Ground Transportation Projects

Multiple roadway and transportation improvement projects are currently underway or in the planning process in the vicinity surrounding Washington Dulles International Airport. Virginia DOT projects include the following:

- *I-66 Corridor Study*
- *Dulles Toll Road "Smart Travel" Improvements*
- *Route 28 Improvements (Between I-66 and Route 7)*
- *Park-and-Ride Lot Feasibility Studies (I-95, I-395, I-66, and Dulles Toll Road)*

Fairfax County-specific projects include:

- *Improvements to Dulles Toll Road Interchange at Hunter Mill Road*
- *Pedestrian and bicycle trail construction at Sully Road (Route 28), Route 50, and Adkins Road*

All transportation projects that involve federal funding are subject to evaluation under NEPA. The projects identified above are in various phases of the process, but each has or will address potential for cumulative impacts with Washington Dulles International Airport. Since the North-South Construction Service Road is designed to improve service to air traffic levels that are expected regardless of the project, and the transportation improvements are, likewise, intended to reduce adverse offsite environmental impacts associated with those levels of use, no adverse cumulative impacts due to these projects is expected.

10. MITIGATION

(a) Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance (TOS) (See 5050.4A).

The proposed North-South Construction Service Road project will permanently impact approximately 0.241 acres of jurisdictional wetlands including 0.013 acres (48 linear feet) of stream, and temporarily impact 0.18 acres of jurisdictional wetlands at Washington Dulles International Airport. The North-South Construction Service Road project qualifies for a Virginia State Program General Permit (SPGP) to authorize activities required for construction, expansion, modification, and improvements to roadways. The impacted wetlands will be mitigated by using 0.288 acre credits previously purchased by the Authority at the Cedar Run Wetlands Bank. Wetland banking is part of the Authority's Comprehensive Wetland Strategy to mitigate wetlands that could be potentially affected by near term and future planned airport development.

No additional environmental impacts are expected from this project, therefore no other mitigation measures are needed.

(b) Provide a description of the resources that are in or adjacent to the project area that must be avoided during construction. **Note:** The mitigation measures should be incorporated into the project's design documents.

Floodplains - *The northern portion of the proposed haul road will encroach into the 100-year floodplain where Frying Pan Run enters the airport at Horsepen Run. The proposed road follows existing roads where possible, minimizing the amount of new construction and disturbance in the wetlands and in the floodplain. The widening of existing roads to create the haul road will minimize encroachment into the floodplain as much as possible. Any additional encroachment into the floodplains will be avoided.*

Wetlands - *Wetlands that are not permitted by the Virginia State Program General Permit must be avoided during construction.*

Resource Protection Areas (RPAs) – *Portions of Horsepen Run and Cub Run have been identified as RPAs. The alignment of the haul road was shifted away from the buffer area*

around Horsepen Run to avoid impacting the RPA. The Haul Road crosses through the RPA on Cub Run on an existing road. The existing road will be re-paved and the bridge that crosses Cub Run will be reinforced, but the original footprint of the road will remain unchanged to avoid encroachment into the RPA. Encroachment into the RPAs must be avoided.

11. PUBLIC INVOLVEMENT

Describe what efforts would be made to involve the public with this proposed project. Discuss the appropriateness of holding public meetings and/or public hearings, making the draft document available for public comment, or the preparation of a public involvement plan, etc.

The public will be notified of the proposed project through the review of this EA and the FONSI. A public hearing is not necessary since the project does not involve a new location, a new runway, or a major runway extension. Additionally, a public meeting was also found unnecessary since the project has minimal environmental impacts.

12. PREPARER CERTIFICATION
I certify that the information I have provided above is, to the best of my knowledge, correct.

J. Charles Baummer Jr. 6/26/03
Signature Date

J. Charles Baummer, Jr., Ph.D., Environmental Planner
Name, Title

Parsons Management Consultants/Metropolitan Washington Airports Authority
Affiliation

13. AIPORT SPONSOR CERTIFICATION
I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

William C. Lebegern 6/26/03
Signature Date

William C. Lebegern, Manager, Planning Department
Name, Title

Metropolitan Washington Airports Authority
Affiliation

Note: This page to be completed by FAA only

14. FAA DECISION:
Having reviewed the above information, certified by the responsible airport official, it is the FAA decision that the proposed project(s) of development warrants environmental processing as indicated below.

☒ The proposed development action has been found to qualify for a Short Environmental Assessment.

☐ The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment (EA).

☐ The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project: _____

*Action Reviewed/Recommended by:

Frank Angilia
(FAA Environmental Specialist)

6/27/03
Date

*Approved: _____
(FAA Approving Official)

_____
Date

* The above FAA approval only signifies that the proposed development action(s), as described by the information provided in this Evaluation Form, initially appears to qualify for the indicated environmental processing action. This may be subject to change after more detailed information is made known to the FAA by further analysis, or though additional federal, state, local or public input, etc.

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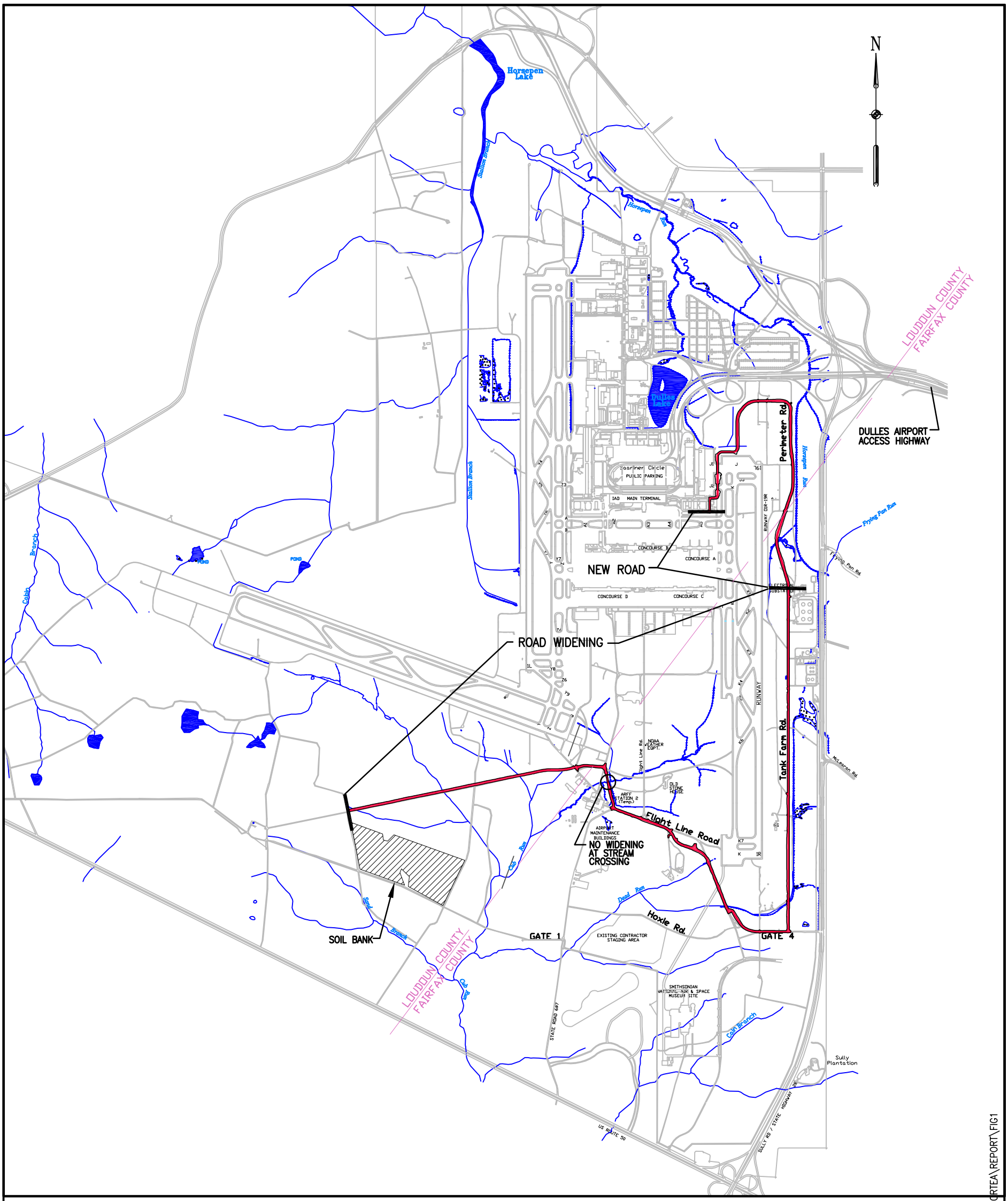
LIST OF FIGURES



LEGEND

STREAMS

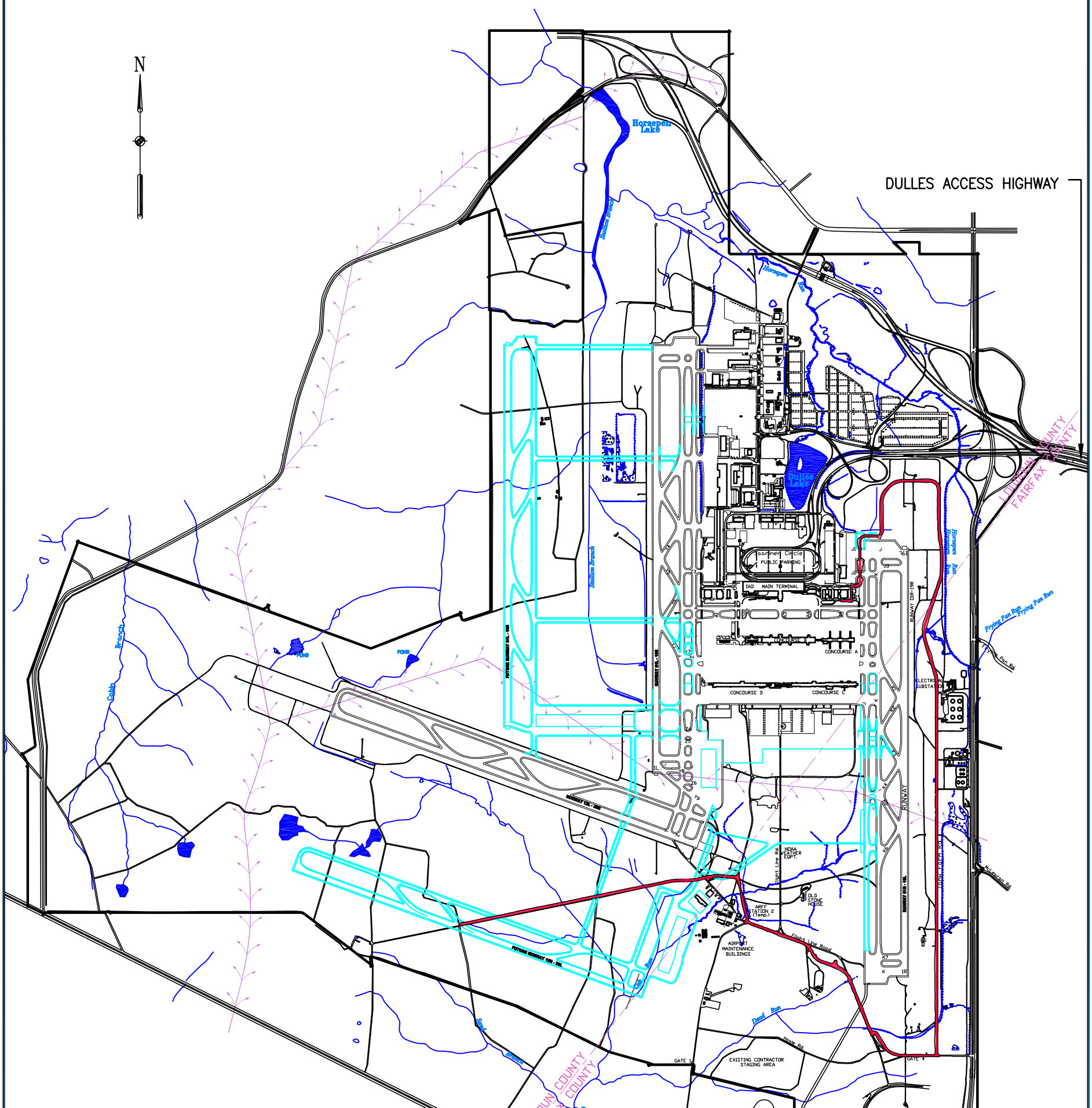
NORTH–SOUTH CONSTRUCTION SERVICE ROAD

3000 1500 0 3000

GRAPHIC SCALE IN FEET

FILE: (LOVETON) Q:\PROJECTS\1384001\2002\SHORTEA\REPORT\FIG1

NORTH–SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN AND FAIRFAX COUNTIES, VIRGINIA	LOCATION OF NORTH–SOUTH CONSTRUCTION SERVICE ROAD	DRAWN BY WCM	DATE 1–10–03	PROJECT NO. 13840.01
		CHECKED BY CWL	SCALE AS SHOWN	FIGURE 1



LEGEND

NORTH–SOUTH CONSTRUCTION SERVICE ROAD

DRAINAGE DIVIDE

SURFACE STREAMS

SURFACE LAKES AND PONDS

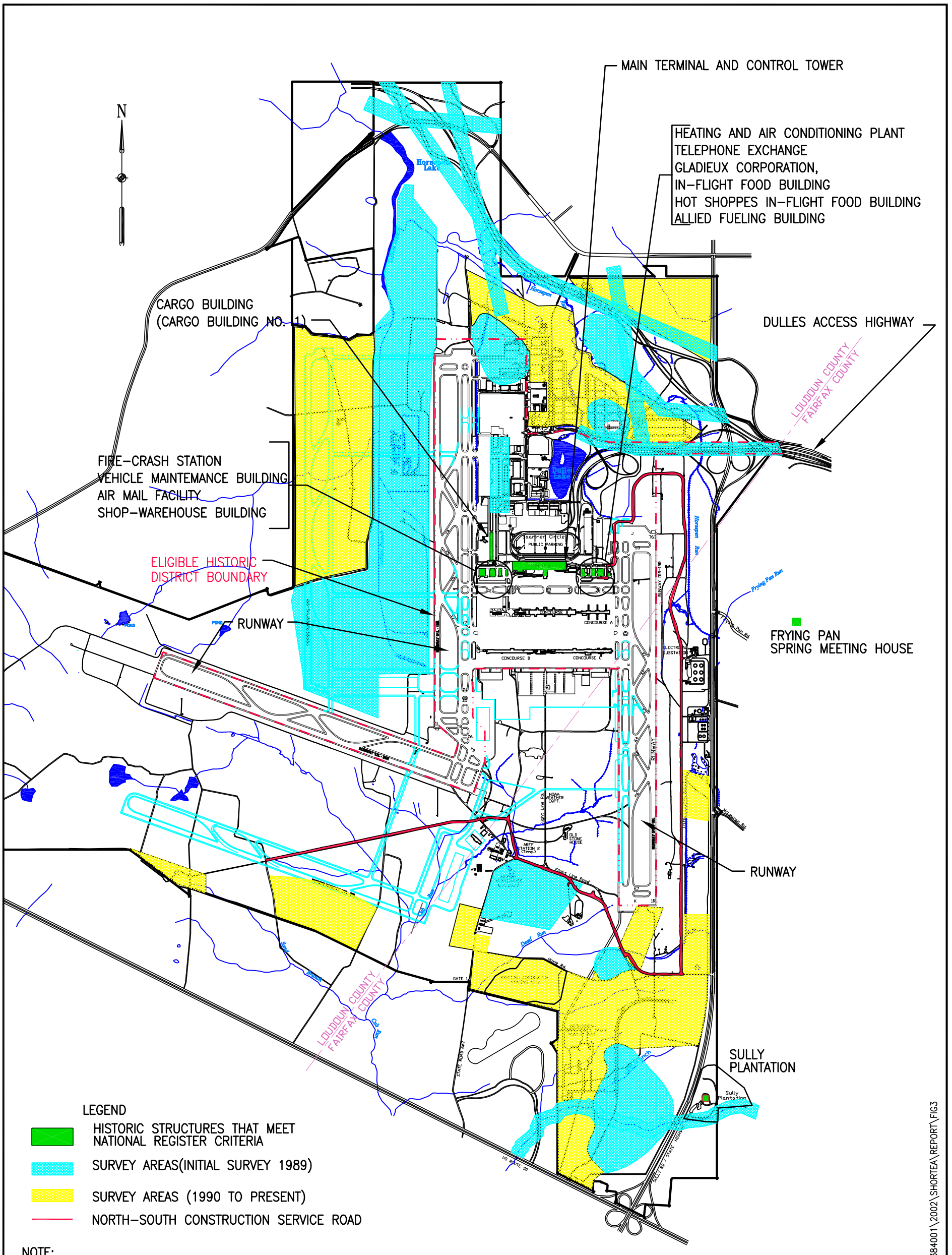
SOURCE: STORMWATER POLLUTION PREVENTION PLAN (MWAA 2000)

3000 1500 0 3000

GRAPHIC SCALE IN FEET

FILE: Q:\PROJECTS\1384001\2002\SHORTEA\REPORT\FIG2.DWG

NORTH–SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN & FAIRFAX COUNTIES, VIRGINIA	SURFACE WATER	DRAWN BY WCM	DATE 1–10–03	PROJECT NO. 13840.01
		CHECKED BY –	SCALE AS SHOWN	FIGURE 2

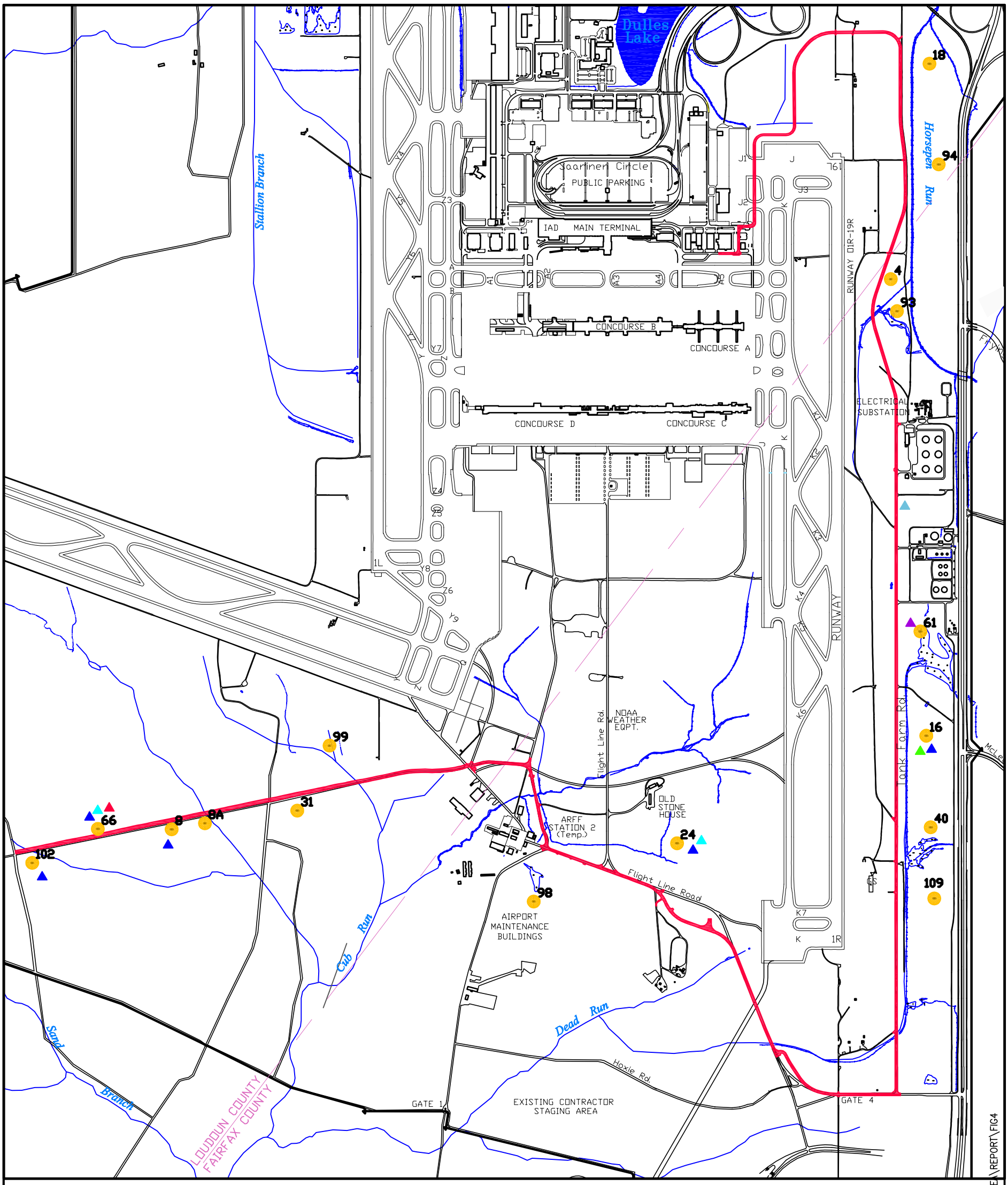


NOTE:
MOBILE LOUNGES AND TERMINAL
AREA LANDSCAPING ARE NOT SHOWN
ON THIS MAP.

SOURCE: PARSONS MANAGEMENT CONSULTANTS 1989

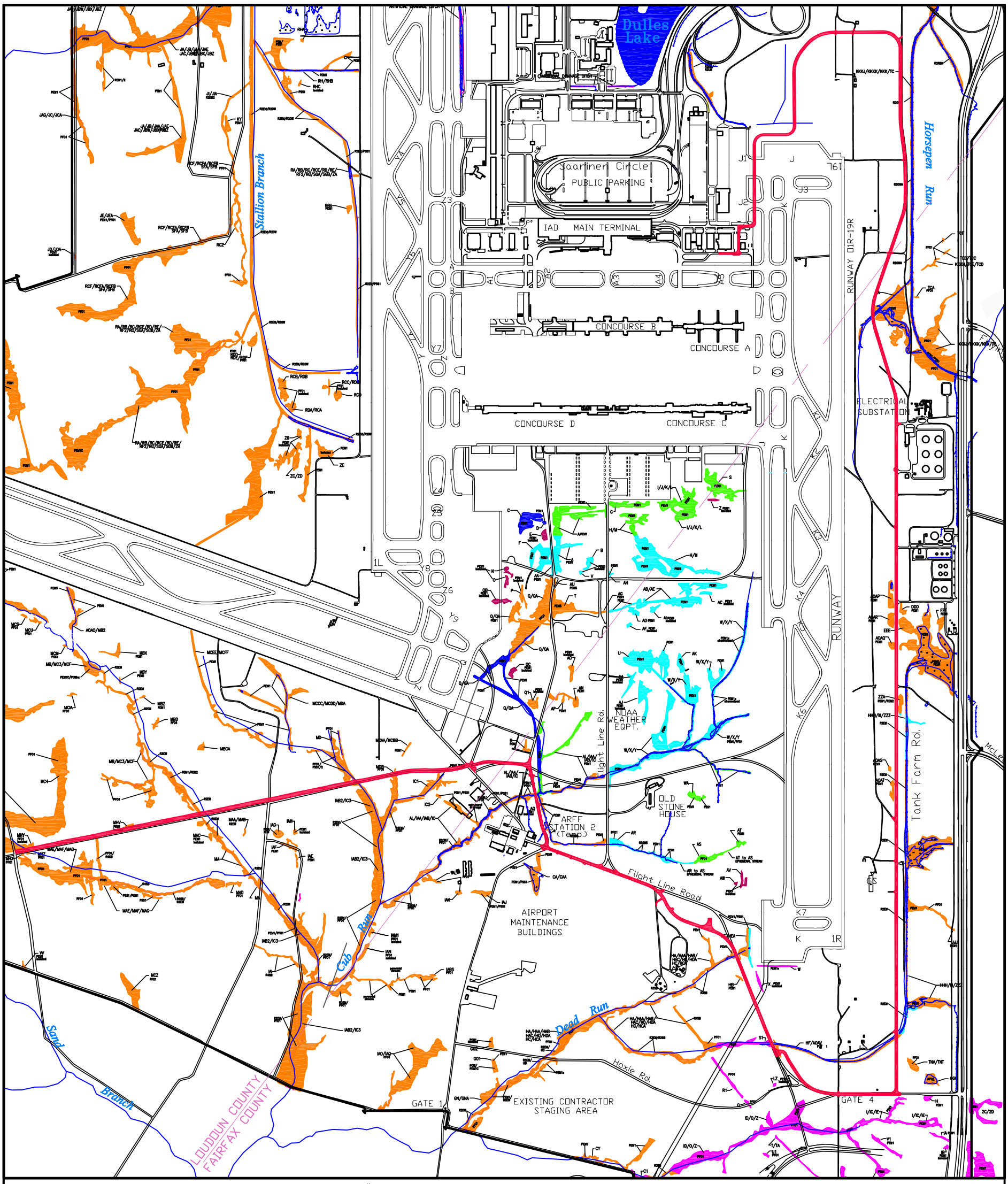
FILE: Q:\PROJECTS\1384001\2002\SHORTEA\REPORT\FIG3

NORTH-SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN & FAIRFAX COUNTIES, VIRGINIA	ARCHEOLOGICAL INVESTIGATIONS AND HISTORIC STRUCTURES	DRAWN BY WCM	DATE 1-10-03	PROJECT NO. 13840.01
		CHECKED BY -	SCALE AS SHOWN	FIGURE 3



FILE: (LOVETON) Q:\PROJECTS\1384001\2002\SHORTE\REPORT\FIG4

NORTH-SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN AND FAIRFAX COUNTIES, VIRGINIA	STATION LOCATIONS SAMPLED FOR RTE SPECIES AND LOCATIONS OF RTE OBSERVATIONS IN AND ADJACENT TO THE PROJECT AREA	DRAWN BY WCM	DATE 1-10-03	PROJECT NO. 13840.01
		CHECKED BY CWL	SCALE AS SHOWN	FIGURE 4



WETLAND AREAS INCLUDED IN APPLICATION #00–V1812 FOR THE NORTH EMPLOYEE PARKING LOT AND APRON VI PROJECTS ISSUED 1/30/01

WETLAND AREAS INCLUDED IN APPLICATION #0–B0002–40 FOR THE TAXIWAY F AND THE SOUTH EMPLOYEE PARKING LOT PROJECTS, ISSUED 10/9/01

WETLAND AREAS INCLUDED IN APPLICATION #02–V0249–40 FOR THE TIER 2 AND RELATED PROJECTS, 9–10–02

WETLANDS CONFIRMED JURISDICTIONAL IN 1997 FOR THE SMITHSONIAN INSTITUTE NATIONAL AIR AND SPACE MUSEUM

ISOLATED WETLANDS IMPACTED BY PERMITTED ACTIONS PRIOR TO THE COMMONWEALTH OF VIRGINIA ASSUMING JURISDICTION OVER ISOLATED WETLANDS

INTACT AND UNPERMITTED WETLANDS

STREAMS

NORTH–SOUTH CONSTRUCTION SERVICE ROAD

N

1500 750 0 1500

GRAPHIC SCALE IN FEET

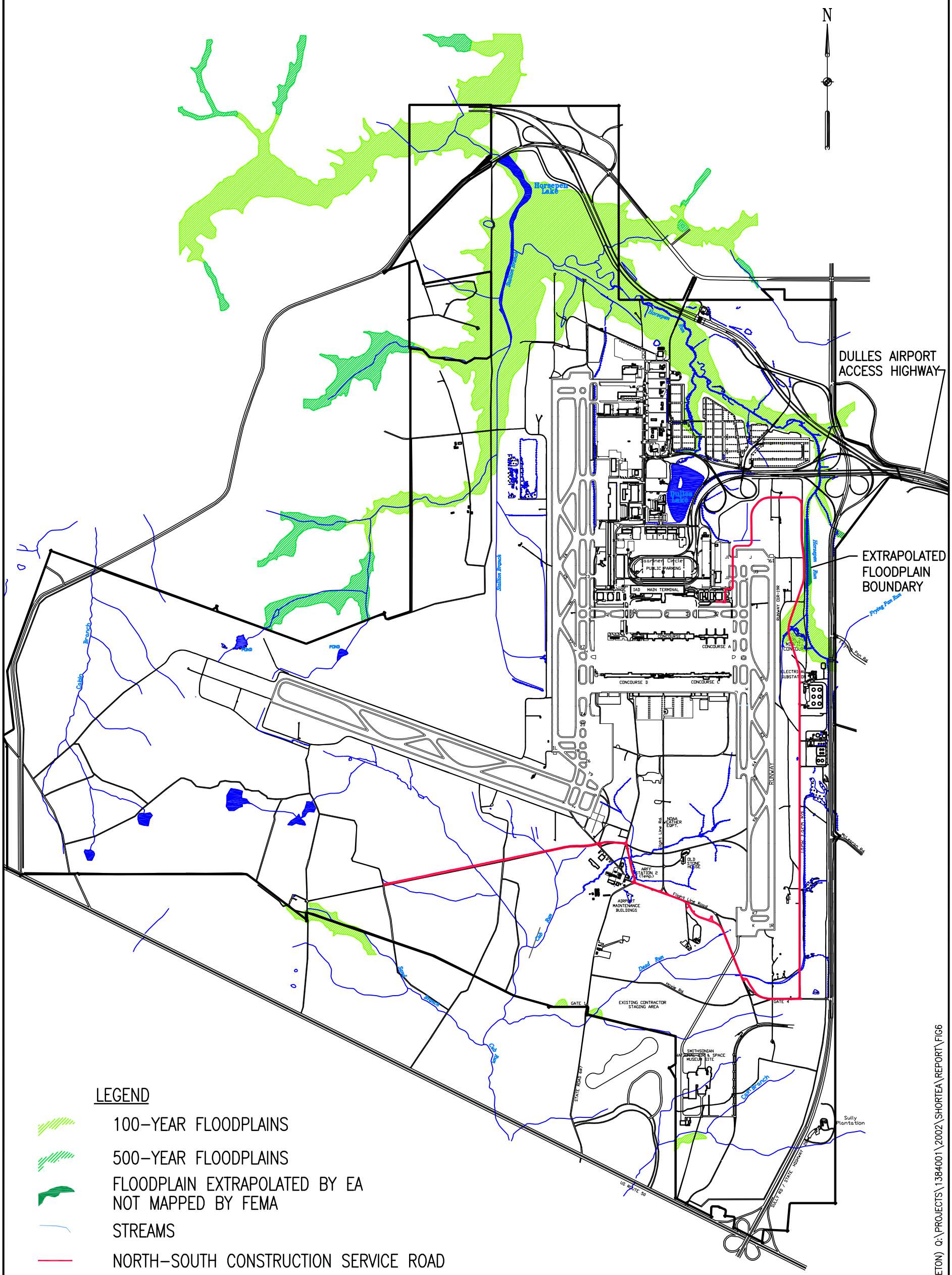
Q:\PROJECTS\13840001\2002\SHORTEA\REPORT\FIG5

NORTH–SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT

LOUDOUN AND FAIRFAX COUNTIES, VIRGINIA

JURISDICTIONAL WETLANDS WITHIN THE PROJECT AREA

DRAWN BY	DATE	PROJECT NO.
WCM	1–10–03	13840.01
CHECKED BY	SCALE	FIGURE
CWL	AS SHOWN	5



LEGEND

- 100–YEAR FLOODPLAINS
- 500–YEAR FLOODPLAINS
- FLOODPLAIN EXTRAPOLATED BY EA NOT MAPPED BY FEMA
- STREAMS
- NORTH–SOUTH CONSTRUCTION SERVICE ROAD

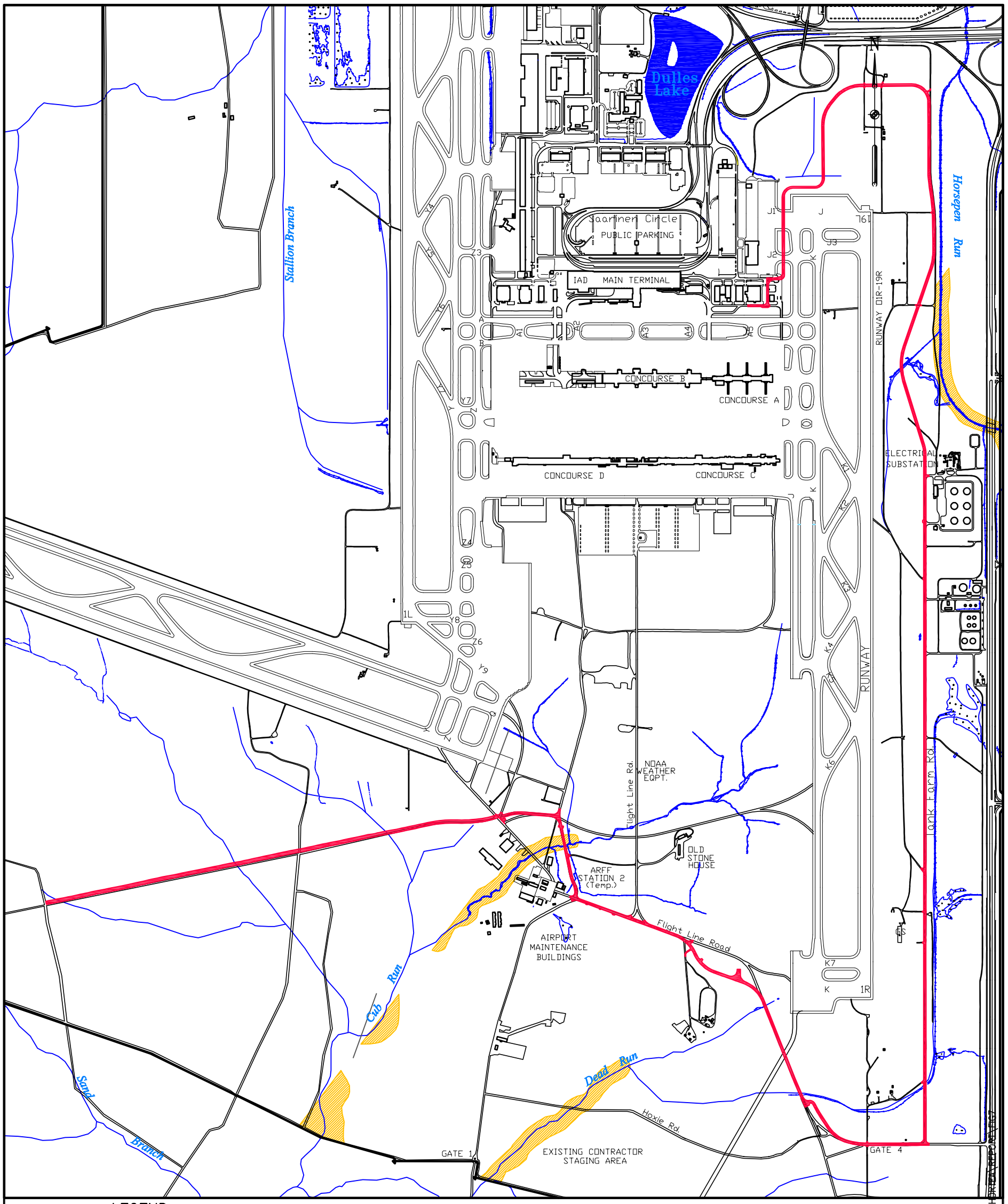
SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY, AND LOUDOUN & FAIRFAX COUNTIES

3000 1500 0 3000

GRAPHIC SCALE IN FEET

FILE: (LOVETON) Q:\PROJECTS\13840011\2002\SHORTEA\REPORT\FIG6

NORTH–SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN AND FAIRFAX COUNTIES, VIRGINIA	100 AND 500 YEAR FLOODPLAINS	DRAWN BY WCM	DATE 1–10–03	PROJECT NO. 13840.01
		CHECKED BY CWL	SCALE AS SHOWN	FIGURE 6



LEGEND

STREAMS

NORTH–SOUTH CONSTRUCTION SERVICE ROAD

RESOURCE PROTECTION AREAS

1500 750 0 1500

GRAPHIC SCALE IN FEET

FILE: (LOVETON) Q:\PROJECTS\1384001\2002\SHEETS\RPA FIG7

NORTH–SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN AND FAIRFAX COUNTIES, VIRGINIA	RESOURCE PROTECTION AREA	DRAWN BY WCM	DATE 1–10–03	PROJECT NO. 13840.01
		CHECKED BY CWL	SCALE AS SHOWN	FIGURE 7

APR 22 2003

APR 22 2003

Dr. Ethel R. Eaton
State Historic Preservation Office
Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

RE: North-South Construction Service Road
Washington Dulles International Airport
Fairfax and Loudoun Counties

Dear Dr. Eaton:

The Metropolitan Washington Airports Authority (Authority) is proposing the development of a North-South Construction Service Road (Figure 1) at Washington Dulles International Airport. As you are aware from our previous consultation, the Dulles Development program (designated as *d2*) will include a number of projects that require the displacement of a significant amount of soil from excavation. The management of excavated material is an important component of minimizing the cost of developing these projects.

To reduce disposal costs and increase the efficiency of future construction projects, a location in the south airport has been designated as an Excess Soil Storage Site. This site will provide an on-site stockpile of excess construction soil for eventual reuse on future projects. The proposed North-South Construction Service Road will serve as an on-airport haul road connecting the main terminal area and the airport midfield project areas with this facility. The road will also be used for transporting construction materials and supplies from on-airport staging areas to construction sites. Developing this road within the airport property was considered important in order to: 1) provide an efficient access route for the haul vehicles, 2) avoid increasing significant haul vehicle traffic to an already congested public road system, 3) avoid or reduce delays processing vehicles through security checkpoints entering and leaving the restricted air operations area (AOA) of the airport, and 4) minimizing project/program costs.

1.0 INTRODUCTION

In order to assess the potential effect of this project on National Register eligible Dulles Airport Historic District (Figure 2), the Authority is initiating consultation with your staff as representatives of the Virginia State Historic Preservation Officer (VASHPO). This consultation is being carried out in accordance with the terms of the 1987 Programmatic Memorandum of Agreement (between the United States Department of Transportation, the VASHPO, and the Advisory Council on Historic Preservation (ACHP).

In addition, this analysis (described below) of potential project impacts also addresses the environmental assessment requirements related to historic architectural, archaeological and cultural resources, under the National Environmental Policy Act (including the applicable provisions of the National Historic Preservation Act of 1966 (as amended) and Section 4(f) of the Department of Transportation Act).

Although this submittal serves to initiate the formal agency review process for this project, it actually represents a continuation of an ongoing consultation. The North-South Construction Service Road was introduced during a Virginia Department of Historic Resources (VDHR) staff review meeting on March 5, 2003. At that time, the Authority and its consultants presented a summary of the project and an analysis of land use data that supported a conclusion that the project would have "No Effect" on the airport's historic or archaeological resources. An independent evaluation of the soil stockpile site was concluded as a separate consultation, with a determination of "No Effect" based on a completed Phase I Survey (submitted and accepted in December 2001).

2.0 PROJECT DESCRIPTION

In order to simplify the description of the proposed route of the North-South Construction Service Road, this submittal includes a d2 Project Definition Document (PDD) (with aerial photographs documenting specific sections of the proposed alignment). It should be noted that the title of the project described in this document (North Construction Access Road) and minor design details have changed as the project design has undergone additional development. However, the aerial photographs are still useful in illustrating the road alignment (any changes to the alignment will be identified in the descriptive sections below).

The section photographs (PDD Sections I-XXVII) provide a clear illustration of the current conditions of the areas to be traversed by the road. As the majority of the proposed road alignment crosses areas previously impacted by the construction of the runways/taxiway and existing airport road systems, the probability for previously undisturbed archaeological resource is extremely low. The haul road proposed width (36 feet), will result in minimal expansion outside of the existing roadbed of the airport roads (currently 35-40 feet). The only exceptions are two areas of additional road widening at the Fuel Farm (Figure 1 & PDD Section X), and the entrance to the soil stockpile site (Soil Bank – Figure 1 & PDD Section XXVII). In both locations, the slightly wider road development will occur in areas already characterized as highly disturbed.

The Authority has completed an airport-wide evaluation of previous ground disturbance, which provides a systematic classification system for the level of disturbance on the airport property. This analysis takes advantage of Geographic Information System (GIS) technology – collected and organized in three sets of useful cultural resource management data: 1) a comprehensive record of all previously collected information on historic settlement patterns, prehistoric site locations and archaeologically survey efforts on the airport, 2) a comparative topographic analysis of current and pre-airport contour maps, which makes it possible to quantify the effects of prior grading and fill operations on the current airport landscape, and 3) an existing vegetation characterization study, which provides historic land-use information useful for identifying the probable level of prior soil disturbance (a summary of the disturbance data is shown in Figure 4). Taken together, the data provides for the effective classification of the airport property into areas of progressively higher levels of previous disturbance (Level 1-5). The results of this analysis (including detailed description of the analytical methodology and graphic exhibits summarizing the disturbance data) where provided to the VDHR during agency review meetings on October 10, 2002 and March 5, 2003.

2.1 NORTH ROAD SEGMENT

The first portion of the road provides a connection from a midfield access gate to the existing Tank Farm Road that runs along the eastern edge of the airport (PDD Sections I-IV). It is this first portion of the road that will be in the closest proximity to the contributing structural elements of the Dulles Historic District, as the road passes between the original Flight Kitchen (Hot Shoppes In-Flight Food Building – shown on Figure 3) and the Fuel Facility (Allied Fuel Building – shown on Figure 3). However, as the road alignment will follow the existing road system in this area, the project will have "No Effect" on these contributing historic properties. In addition, although the road does pass relatively close to the Dulles Airport Access Highway, the at-grade roadway will have "No Effect" on the views toward the Main Terminal.

The road then turns east along the general aviation apron/taxiway (PDD Sections I-II), the North Construction Staging Area (PDD Sections II-III) and the clear zone at the end of the easternmost north-south runway (PDD Sections III-V). The aerial photographs clearly show the impacts of the extensive grading of this area associated with the development of the runway/taxiway construction to the south. Figure 4 shows that this north portion of the road crosses through areas categorized as Level 4 (Significant Disturbance) and Level 5 (Severe Disturbance). As a result, it is clear that this portion of the road has minimal potential to affect archaeological resources of sufficient significance or integrity to be eligible for the National Register of Historic Places.

2.2 NORTH-SOUTH ROAD SEGMENT

The second road segment follows the alignment of the existing Tank Farm Road (PDD Sections V- XVI). As a result, the construction of this road segment represents the minor expansion of an existing roadbed; and therefore, soil disturbance will be limited to previously cleared and impacted areas. In addition, as this road runs along the eastern edge of the North-South Runway/Taxiway complex, this area would have already been severely impacted by the gross grading and excavation associated with the original heavy construction of the original airport.

The only notable deviation off of the existing road alignment (not shown in the aerial photographs – but indicated on Figures 1, 3 & 4) occurs in the north half of the road (indicated by the red circle on Figure 1). At this point, the road alignment diverts to the west, to limit impacts to a wetland area. As this segment of the road will be constructed even closer to the main disturbance zone resulting from the heavy runway construction, the potential for the disturbance of intact archaeological deposits is further reduced. As a result, this entire north-south segment of the road has been determined to have no potential to effect significant or intact archaeological resources.

2.3 SOUTH ROAD SEGMENT

The third segment of the road represents the connection from the south end of the north-south segment with the soil stockpile site (PDD Sections XVI-XXVII). As with the North-South Segment, the majority of this portion of the road will follow the alignment of existing roads. As a result, the construction disturbance resulting from the redevelopment of the haul road will be limited to the already cleared and disturbed right-of-way. The only exception is a short segment of new alignment resulting from diverting the road south to avoid the potential site of a future Automated People Mover Vehicle Maintenance Facility (PDD Sections XIX-XXI).

This minor detour to the south of the existing road alignment (marked with a blue circle on Figure 1, 3 and 4) will require the clearing of a limited section of existing scrub vegetation (PDD Section XX), before the road curves north to reconnect to the existing road. Although this diversion will result in limited construction outside the existing disturbed roadbed, the surrounding area is characterized by a significant prior disturbance (the area marked with the blue circle on Figure 4, indicates the area as Level 4 – Significant Disturbance).

This level of disturbance was verified by previous archaeological testing in this area, which included the western portion of the road diversion impact area. This area (hatched blue within the blue circle on Figure 3) indicates the previously investigated Dead Run Survey Area, a Phase I investigation from the 1998 Historic and Archaeological Survey Report. This survey identified significant soil disturbance in this area, although one limited scatter of non-diagnostic lithic flakes was found in the western portion of the survey area (no further excavations where recommended). As a result, this is short section of new road construction would appear to have a very limited potential to impact any intact archaeological resources.

8.0 CONCLUSION

The Authority believes that previous project presentations and the detailed project descriptions provided here, are adequate to demonstrate that potential impacts to the historic significance of this project have been adequately assessed. Within the central portion of the Historic District, the North-South Construction Service Road will follow the existing road system and will have "No Effect" on the historic properties or architectural character of the district. In other parts of the airport, the majority of the road will be built along a previously disturbed existing roadbed.

The limited construction impacts outside of the road will occur in areas characterized by significant to severe prior disturbance. As a result, the Authority has determined that the proposed North – South Construction Service Road will have "No Effect" on the airport's historic or archaeological resources.

If the enclosed project documentation and determination of "No Effect" meets with the approval of your review staff, please indicate your concurrence and return a copy of the last page of the letter to the Authority.

My staff and I would be pleased to provide you with any additional information or documentation. Please feel free to contact Mr. Richard Turner, Staff Architect, if you need any assistance. His phone number is (703) 417-8185.

Thank you again for your help in assisting the Authority continue efforts to preserve the historic resources the Metropolitan Washington Airports.

Sincerely,

Original Signed By
Frank D. Holly, Jr.

Frank D. Holly Jr.
Vice President for Engineering

cc: Marc Holma, Virginia Division of Historic Resources (w/enclosures)
Martha Catlin, Advisory Council on Historic Preservation (w/enclosures)

Enclosures

FDH:dlm

MA-34BRGTurner:dlm:20285:4/21/2003 (pc:/design/34B/letter/NCARletter3.doc)
Cc: MA-34B, 34, 31, 30, PMC(Ward), ½(blue), 30(pink), file(grid)
Doc.control:

STATEMENT OF CONCURRENCE

As a certified representative of the Virginia State Historic Preservation Officer, I have reviewed the attached project documentation for the North-South Construction Service Road at Washington Dulles International Airport, and concur with the determination of "No Effect" outlined below. Concurrence with this determination demonstrates the Authority's compliance with the terms of the 1987 Programmatic Memorandum of Agreement (as regards the Section 106 of the National Historic Preservation Act (36 CRF Part 800) and Section 4(f) of the Department of Transportation Act (23 U.S.C. 138). By my signature, the Metropolitan Washington Airports Authority is authorized to proceed with project as described.

1. Although portion of the road will be adjacent to original historic structures identified as contributing elements of the eligible Dulles Airport Historic District, the road will follow the existing road system, and will have "No Effect" on these historic properties.

2. The construction of this at-grade service road will not impact the views of the Main Terminal complex for any point on the Dulles Airport Access Highway (DAAH), and therefore, will have "No Effect" on this important aspect of the visual character of the Dulles Airport Historic District.

3. The majority of the proposed alignment of the North-South Construction Service Road follows the existing service roadway system; and therefore, will result in minimal additional ground disturbance. As a result, these portions of the proposed roadway will have No Effect on as yet unidentified archaeological resources.

4. Those portions of the proposed road alignment that do not follow the existing road system occur in portions of the airport determined to have been severely impacted by the grading and heavy construction activities related to previous runway/taxiway construction.

for Head of Project Review

26 June 03

Date

2003-0238

VASHPO / VDHR Project No.

LETTERS TO AGENCIES

MAR - 3 2003

Mr. Thomas Barnard, Jr.
Virginia Institute of Marine Science
Route 1208 Greate Road
Gloucester Point, VA 22903

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Barnard:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

Proposed North Construction Access Road. This project will provide for the efficient movement of excavated materials and supplies for near-term construction projects. The proposed road will be situated on the eastern portion of the airport and will terminate at the soil bank located in the southwest area of the airport. It will be a seven-mile road combining new road segments and improvements to existing road segments within the Airport.

Proposed North Area Roadways Project. This project consists of improvements to roads near the Airport entrance. Its purpose is to reduce congestion and delay, improve traffic flow and levels of service, improve roadway connectivity, and provide safe, readily followed access for infrastructure improvements that are planned for the Airport. The road improvements include a collector-distributor (C-D) road on the inbound Dulles Access Highway, and additional ramps.

To assist us in identifying environmental issues that may affect the future implementation of the projects, please provide us with written comments concerning interest within your agency's responsibility. Your response within 20 days from the receipt of this letter will be greatly appreciated. Similar requests are being sent to the agencies listed in Table 1.

If you have any questions concerning this request, please do not hesitate to contact me at (703) 417-8168. Thank you.

Sincerely,

J. Charles Baummer

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Mr. Eugene K. Rader
Division of Mines, Minerals and Energy
900 Natural Resources Drive
Charlottesville, VA 22903

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Rader:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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If you have any questions concerning this request, please do not hesitate to contact me at (703) 417-8168. Thank you.

Sincerely,

J. Charles Baummer

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Ms. Ethel Eaton
Department of Historic Resources
2801 Kensington, Avenue
Richmond, VA 23221

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Ms. Eaton:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Ms. Susan Douglas
Department of Health
Division of Water Supply Engineering
1500 East Main Street, Room 109
Richmond, VA 23219

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Ms. Douglas:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Mr. Michael Foreman
Department of Forestry
900 Natural Resources Dr., Suite 800
Charlottesville, VA 22903

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Foreman:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR 13 2003

Mr. C. Scott Crafton
Commonwealth of Virginia
Chesapeake Bay Local Assistance Department
101 N. 14th Street, 17th Floor
Richmond, VA 23219

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Crafton:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR 13 2003

Ms. Ellie L. Irons, EIR Program Manager
Office of Environmental Impact Review
Commonwealth of Virginia
Department of Environmental Quality
629 East Main Street, 6th Floor
Richmond, VA 23219

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Ms. Irons:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baumer

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2008

Hon. Kirby M. Bowers
County Administrator, Loudoun County
1 Harrison Street, S.E., Fifth Floor
P.O. Box 7000
Leesburg, VA 20177-7000

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Bowers:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR -3 2003

Hon. Anthony H. Griffin
County Executive, Fairfax County
12000 Government Center Parkway, Suite 552
Fairfax, VA 22035-0066

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Griffin:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Mr. G. Mark Gibb
Executive Director
Northern Virginia Regional Commission
7535 Little River Turnpike, Suite 100
Annandale, VA 22003-2937

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Gibb:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Mr. Peter M. Stokely
U.S. Environmental Protection Agency
Region III, Virginia Field Office
555 National Center
12201 Sunrise Valley Drive
Reston, VA 20192

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Stokely:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

Proposed North Construction Access Road. This project will provide for the efficient movement of excavated materials and supplies for near-term construction projects. The proposed road will be situated on the eastern portion of the airport and will terminate at the soil bank located in the southwest area of the airport. It will be a seven-mile road combining new road segments and improvements to existing road segments within the Airport.

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To assist us in identifying environmental issues that may affect the future implementation of the projects, please provide us with written comments concerning interest within your agency's responsibility. Your response within 20 days from the receipt of this letter will be greatly appreciated. Similar requests are being sent to the agencies listed in Table 1.

If you have any questions concerning this request, please do not hesitate to contact me at (703) 417-8168. Thank you.

Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Mr. Ron Stouffer
U.S. Army Corps of Engineers, Norfolk District
Northern Virginia Field Office
18139 Triangle Plaza
Dumfries, VA 22026

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Stouffer:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Ms. Angel Deem
Environmental Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Ms. Deem:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Mr. Charles S. Macfarlane
Commonwealth of Virginia
Department of Aviation
Planning and Promotion Division
5702 Gulf Stream Road
Sandston, VA 23150

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Macfarlane:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

Address Corrected and Report 3/11/03
JCB

MAR - 3 2003

Mr. Tony Watkinson
Director of Habitat Division
Virginia Marine Resources Commission
2600 Washington Avenue
Newport News, VA 23607

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Watkinson:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 [illegible]

Ms. Kim Marbain
U.S. Department of the Interior
Fish and Wildlife Service
6669 Short Lane
Gloucester, VA 23061

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Ms. Marbain:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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To assist us in identifying environmental issues that may affect the future implementation of the projects, please provide us with written comments concerning interest within your agency's responsibility. In accordance with Section 7(c)(1) of the Endangered Species Act, we are requesting information on whether any proposed or listed species or their critical habitats are present within the project site. Your response within 20 days from the receipt of this letter will be greatly appreciated. Similar requests are being sent to the agencies listed in Table 1.

If you have any questions concerning this request, please do not hesitate to contact me at (703) 417-8168. Thank you.

Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2003

Mr. Keith Tignor
Office of Plant and Pest Services
Department of Agriculture and Consumer Services
1100 Bank Street
Richmond, VA 23219

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Tignor:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2006

Mr. Derral Jones
Department of Conservation and Recreation
203 Governor Street
Richmond, VA 23219

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Jones:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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Sincerely,

J. Charles Baummer

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

MAR - 3 2008

Mr. Raymond T. Fernald
Department of Game and Inland Fisheries
4010 West Broad Street
Richmond, VA 23230

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Fernald:

The Metropolitan Washington Airports Authority is preparing National Environmental Policy Act (NEPA) documentation for the above referenced projects proposed for Washington Dulles International Airport (IAD) located in Fairfax and Loudoun Counties, Virginia. The NEPA documentation will be prepared in accordance with Federal Aviation Administration regulations. The project areas are shown in the attached Figures 1-5.

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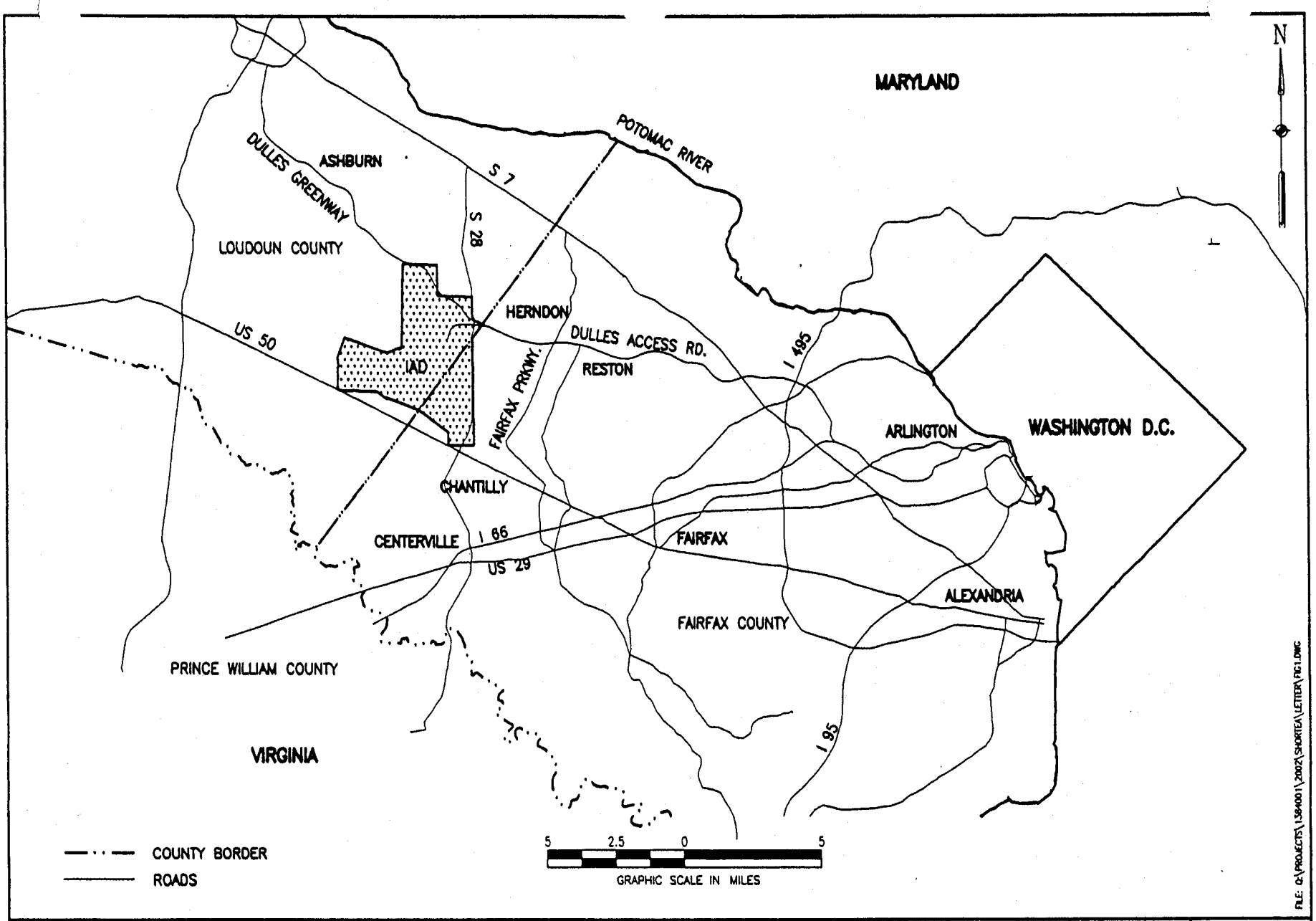
Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E

Enclosures

Table 1. Agency Consultation
Proposed North Construction Access Road and North Area Roadways Projects
Washington Dulles International Airport

Fairfax County
Loudoun County
Virginia Chesapeake Bay Local Assistance Department
Virginia Department of Agriculture and Consumer Services
Virginia Department of Aviation
Virginia Department of Conservation and Recreation
Virginia Department of Environmental Quality
Virginia Department of Forestry
Virginia Department of Game and Inland Fisheries
Virginia Department of Health
Virginia Department of Historic Resources
Virginia Department of Mines, Minerals and Energy
Virginia Department of Transportation
Virginia Institute of Marine Science
Virginia Marine Resources Commission
Northern Virginia Regional Commission
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service



WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN & FAIRFAX COUNTIES, VIRGINIA	DULLES AIRPORT (IAD)	DRAWN BY WCM	DATE 1-9-03	PROJECT NO. 13840.01
		CHECKED BY WWW	SCALE AS SHOWN	FIGURE 1

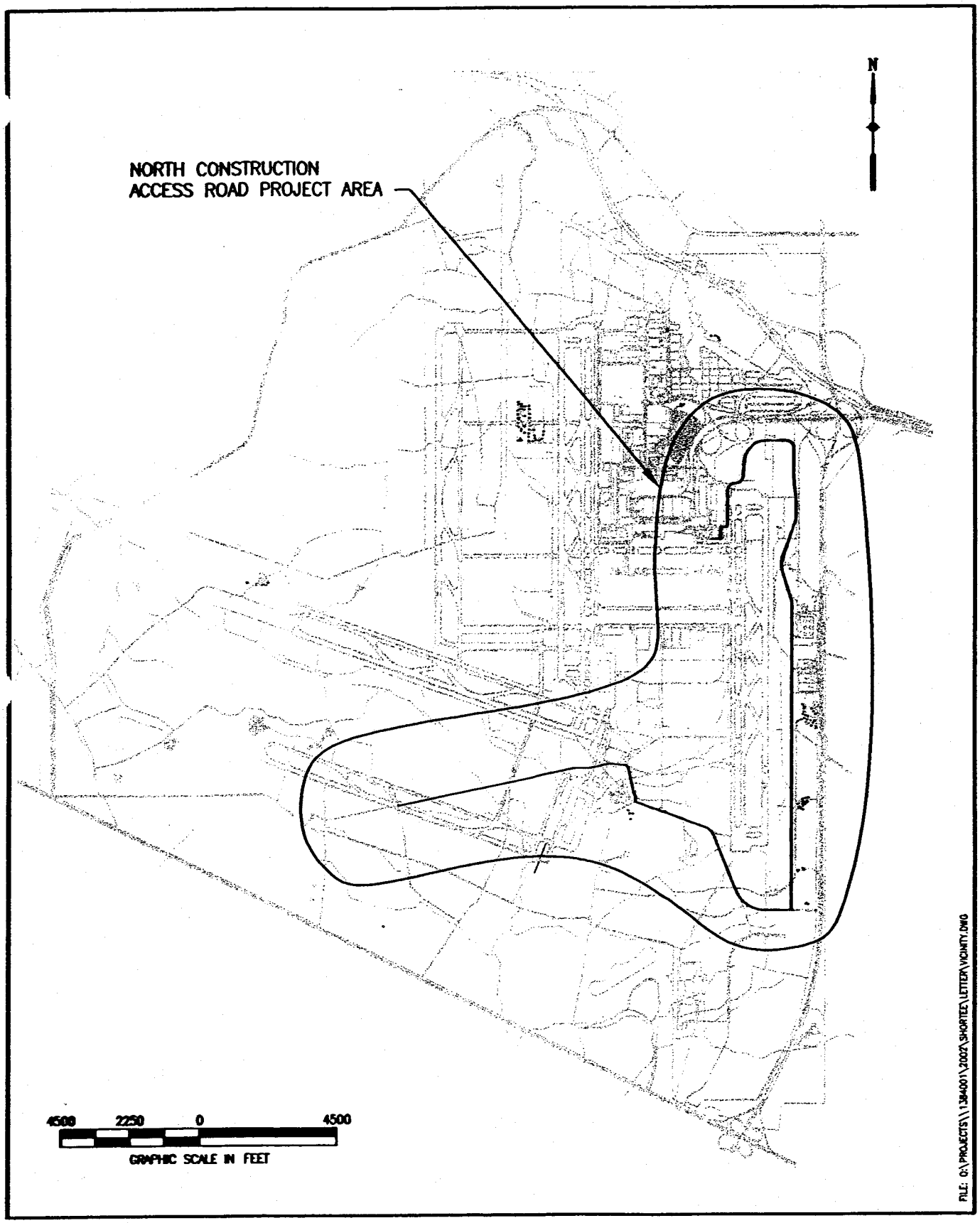


Figure 2. NORTH CONSTRUCTION ACCESS ROAD PROJECT VICINITY MAP

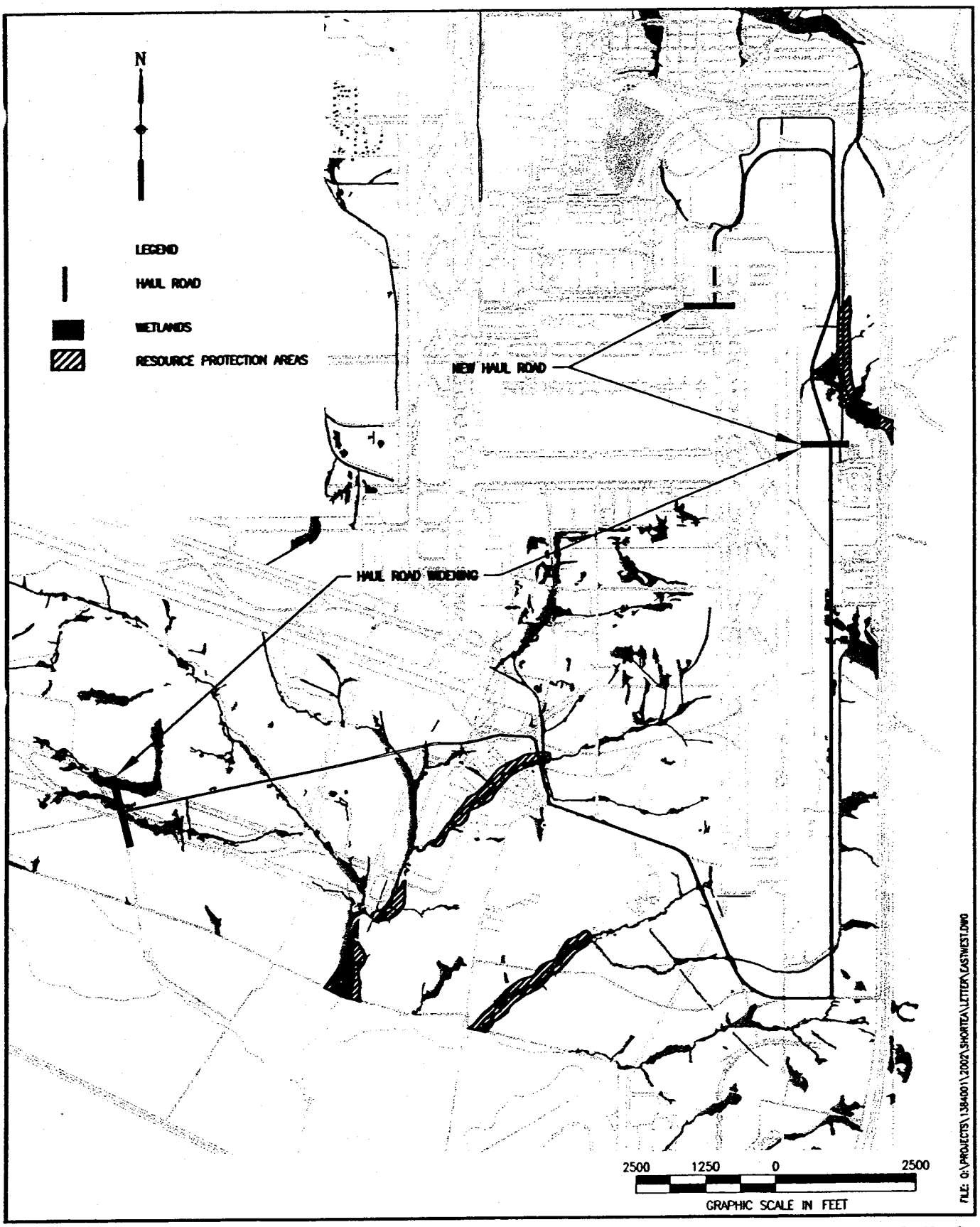


Figure 3. NORTH CONSTRUCTION ACCESS ROAD(HAUL ROAD) PROJECT LOCATION MAP

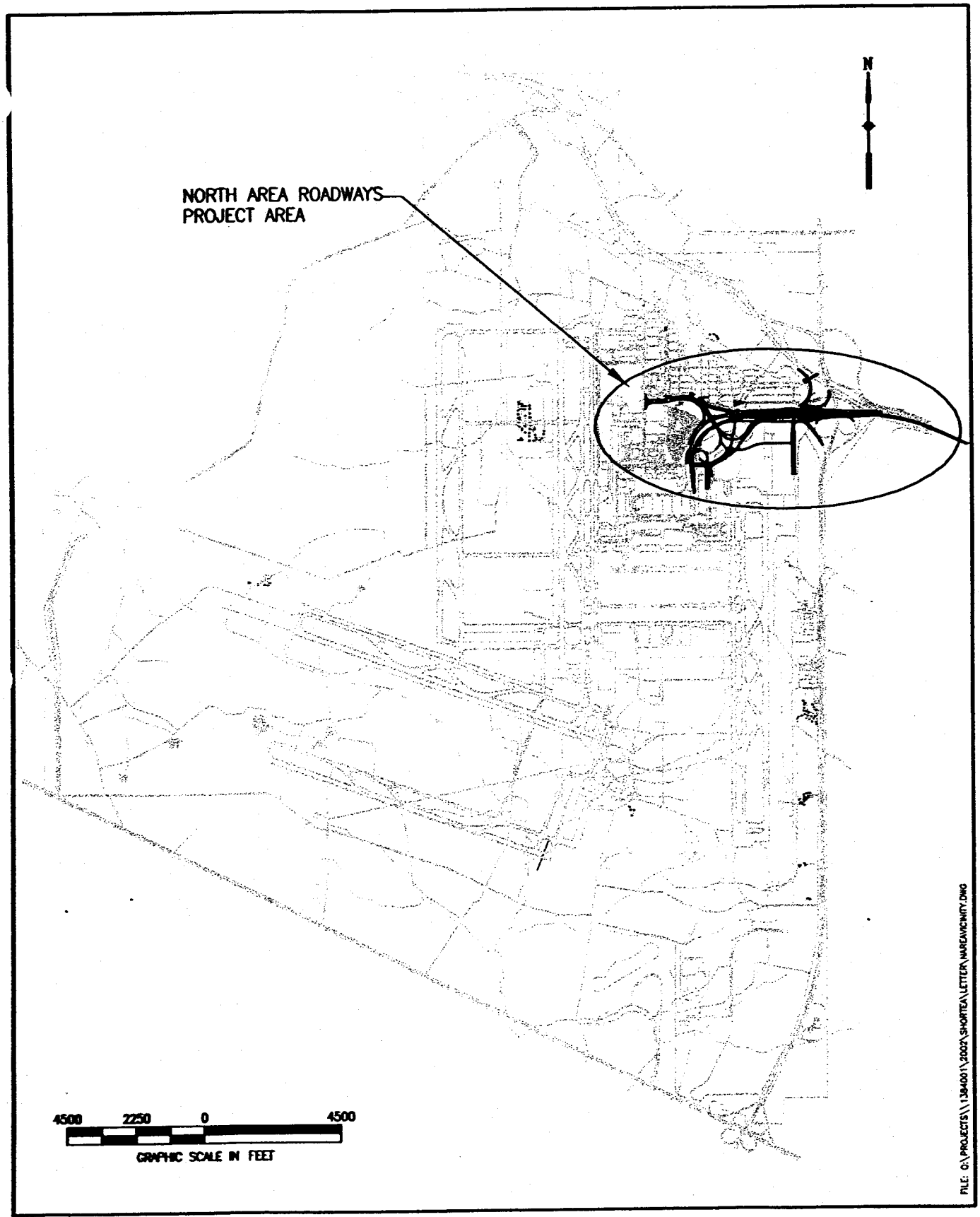


Figure 4. NORTH AREA ROADWAYS PROJECT VICINITY MAP

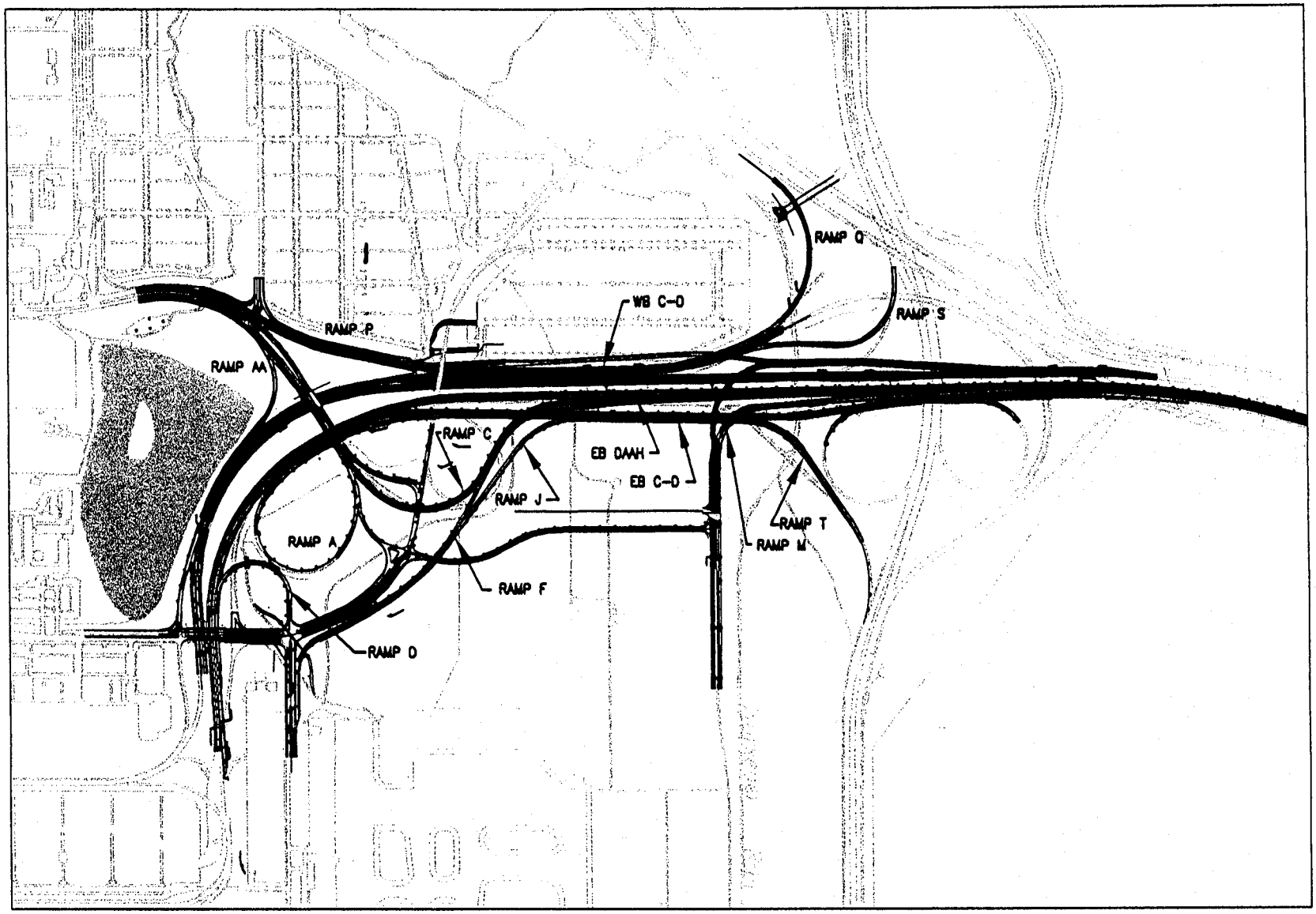


Figure 5. NORTH AREA ROADWAYS PROJECT LOCATION MAP

RESPONSES FROM AGENCIES

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Northern Virginia Regional Office
13901 Crown Court
Woodbridge, VA 22193-1453
(703) 583-3800 *fax* (703) 583-3801
www.deq.state.va.us

Robert G. Burnley
Director

Jeffery A. Steers
Regional Director

June 26, 2003

Mr. Keith Meurlin
Metropolitan Washington Airports Authority (MWAA)
Washington Dulles International Airport
P.O. Box 17045
Washington, DC 200041-0045

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Re: VWP General Permit Authorization Number WP3-03-0739, North - South Construction Service Road, Virginia, Final VWP General Permit Authorization

Dear Mr. Meurlin:

The Virginia Department of Environmental Quality (DEQ) has reviewed your application received on April 15, 2003 and determined that the proposed North - South Construction Service Road project is covered under the VWP General Permit Number WP3. The application was deemed complete on June 10, 2003. The enclosed copy of the VWP general permit authorization contains the applicable limits, reporting requirements and other conditions of coverage.

The work authorized by this permit satisfies the terms and conditions contained in the Norfolk District, Corps of Engineers' State program General Permit (SPGP-01) and no additional authorization from the Corps is required provided the final mitigation plan is submitted and approved by the Corps prior to commencement of construction for all stream losses greater than 300 linear feet.

I have also attached a Compliance Summary Sheet for your convenience. Please note that you are responsible for compliance with all of the conditions of the authorization and not just the items on the summary sheet.

Your coverage under the authorization expires five years from the date of this letter. Please note that coverage under this authorization may be extended at the Board's discretion. If the authorized activity has not been completed and you wish to obtain an extension, sufficient time should be allowed for the Board's decision, otherwise coverage will expire on the original date.

If you have any questions, please contact Trisha M. Beasley at (703) 583-3857.

Sincerely,

Jeffery A. Steers
Regional Director
Northern Virginia Regional Office

Enclosures: Cover Page, VWP General Permit Authorization; Compliance Summary Sheet

cc: Mr. Charlie Baummer, Parsons Management Consultants
Ron Stouffer, U.S. Army Corps of Engineers, Dumfries

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

VWP General Permit No. WP3-03-0739
Authorization Effective date: June 26, 2003
Authorization Expiration date: June 25, 2008

VWP GENERAL PERMIT FOR LINEAR TRANSPORTATION PROJECTS UNDER THE VIRGINIA WATER PROTECTION PERMIT AND THE VIRGINIA STATE WATER CONTROL LAW

Based upon an examination of the information submitted by the applicant and in compliance with § 401 of the Clean Water Act as amended (33 USC § 1341) and the State Water Control Law and regulations adopted pursuant thereto, the board has determined that there is a reasonable assurance that the activity authorized by this VWP general permit, if conducted in accordance with the conditions set forth herein, will protect instream beneficial uses and will not violate applicable water quality standards. The board finds that the effect of the impact, together with other existing or proposed impacts to wetlands, will not cause or contribute to a significant impairment of state waters or fish and wildlife resources.

Subject to the provisions of the Clean Water Act, as amended, and pursuant to the State Water Control Law and regulations adopted pursuant to it, the permittee is authorized to impact up to two acres of nontidal surface waters including up to 500 linear feet of perennial stream channel and up to 1,500 linear feet of nonperennial stream channel.

Permittee: Metropolitan Washington Airports Authority (MWAA), Washington Dulles International Airport
Address: P.O. Box 17045, Washington, DC 200041-0045

Activity Location: The project is located at the Washington Dulles International Airport property, which is located on the Loudoun /Fairfax County Lines and south of Route 7 and North of Route 50.

Activity Description: The permittee proposes construct the North - South Construction Service Road. The road will support future construction projects at the Washington Dulles International Airport. The proposed activity results in the permanent impact to 0.241 acre of state waters, including 0.02 acre of palustrine forested wetlands (PFO), 0.028 acre of isolated PFO, 0.168 acre of palustrine emergent wetlands (PEM), 0.003 acre of isolated PEM, and 48 linear feet (0.021 acre) of perennial stream channels. The project activity results in the temporary impact to 0.18 acre of state waters, including 0.134 acre of PEM and 0.046 acre of isolated PEM. Compensation shall be performed through the purchase of mitigation credits from the Cedar Run Wetlands Bank in Prince William County, Virginia. The total purchase of credits shall be 0.29 credit, including 0.17 credit for impacts to PEM, 0.003 credit for impacts to isolated PEM, 0.04 credit for impacts to PFO, 0.06 credit for isolated PFO, and 0.02 credit for impacts to perennial stream channel.

The authorized activity shall be in accordance with this cover page, Part I - Special Conditions, Part II - Mitigation, Monitoring and Reporting, and Part III - Conditions Applicable to All VWP Permits, as set forth herein.

The work authorized by this permit satisfies the terms and conditions contained in the Norfolk District, Corps of Engineers' State program General Permit (SPGP-01) and no additional authorization from the Corps is required provided the final mitigation plan is submitted and approved by the Corps prior to commencement of construction for all stream losses greater than 300 linear feet

Director, Department of Environmental Quality

26 June 2003
Date

PART I - SPECIAL CONDITIONS

A. Authorized Activities

1. This permit authorizes impacts of up to two acres of nontidal surface waters including up to 500 linear feet of perennial stream channel and up to 1,500 linear feet of nonperennial stream channel according to the information provided in the applicant's approved registration statement.

2. Any additional impacts to surface waters associated with this project shall require either a notice of planned change in accordance with 9 VAC 25-680-80 or another VWP permit application.

3. The activities authorized for coverage under this VWP general permit must commence and be completed within five years of the date of this authorization.

B. Reapplication

Application for continuation of coverage under this VWP general permit or a new VWP permit may be necessary if any portion of the authorized activities or any VWP permit requirement (including compensatory mitigation) has not been completed within five years of the date of authorization. Application consists of an updated or new registration statement. Notwithstanding any other provision, a request for a re-issuance of certification of coverage under a VWP general permit in order to complete monitoring requirements shall not be considered an application for coverage and no application fee will be charged.

C. Overall Project Conditions

1. The construction or work authorized by this VWP general permit shall be executed in a manner so as to minimize any adverse impact on instream beneficial uses as defined in § 62.1-10 (b) of the Code of Virginia.

2. No activity may substantially disrupt the movement of aquatic life indigenous to the water body, including those species that normally migrate through the area, unless the primary purpose of the activity is to impound water. Culverts placed in streams must be installed to maintain low flow conditions. No activity may cause more than minimal adverse effect on navigation. Furthermore the activity must not impede the passage of normal or expected high flows and the structure or discharge must withstand expected high flows.

3. Wet or uncured concrete shall be prohibited from entry into flowing surface waters.

4. All fill material shall be clean and free of contaminants in toxic concentrations or amounts in accordance with all applicable laws and regulations.

5. Erosion and sedimentation controls shall be designed in accordance with the Virginia Erosion and Sediment Control Handbook, Third Edition, 1992. These controls shall be placed prior to clearing and grading and maintained in good working order to minimize impacts to state waters. These controls shall remain in place until the area stabilizes.

6. Any exposed slopes and streambanks must be stabilized immediately upon completion of the project at each water body. All denuded areas shall be properly stabilized in accordance with the Virginia Erosion and Sediment Control Handbook, Third Edition, 1992.

7. All construction, construction access (e.g., cofferdams, sheetpiling, and causeways) and demolition activities associated with this project shall be accomplished in a manner that minimizes construction or waste materials from entering surface waters to the maximum extent practicable, unless authorized by this VWP general permit.

8. No machinery may enter flowing waters, unless authorized by this VWP general permit.

9. Heavy equipment in temporarily impacted wetland areas shall be placed on mats, geotextile fabric, or other suitable measures, to minimize soil disturbance to the maximum extent practicable.

10. All non-impacted wetlands within the project or right-of-way limits that are within 50 feet of any clearing, grading, and/or filling activities shall be clearly flagged or marked for the life of the construction activity within that area. The permittee shall notify all contractors that these marked areas are surface waters where no activities are to occur.

11. Temporary disturbances to wetlands during construction shall be avoided and minimized to the maximum extent practicable. All temporarily disturbed wetland areas shall be restored to pre-construction conditions and planted or seeded with appropriate wetland vegetation according to cover type (emergent, scrub-shrub, or forested). The permittee shall take all appropriate measures to promote revegetation of temporarily disturbed wetland areas with wetland vegetation by the second year post-disturbance. All temporary fills must be removed in their entirety and the affected areas returned to the pre-existing contours.

12. All materials (including fill, construction debris, and excavated and woody materials) temporarily stockpiled in wetlands shall be placed on mats or geotextile fabric, immediately stabilized to prevent entry into State waters, managed such that leachate does not enter State waters, and completely removed within 30 days following completion of that construction activity. Disturbed areas shall be returned to original contours, stabilized within 30 days following removal of the stockpile, and restored to the original vegetated state.

13. Continuous flow of perennial springs shall be maintained by the installation of spring boxes, French drains, or other similar structures.

14. The permittee shall employ measures to prevent spills of fuels or lubricants into State waters.

15. The permittee shall conduct his activities in accordance with any time-of-year restrictions recommended by the Department of Game and Inland Fisheries or the Virginia Marine Resources Commission.

16. Immediately downstream of the construction area, water quality standards shall not be violated as a result of the construction activities.

17. Untreated stormwater runoff shall be prohibited from directly discharging into any surface waters. Appropriate best management practices shall be deemed suitable treatment prior to discharge into state waters.

D. Road Crossings

1. Access roads shall be constructed to minimize the adverse effects on surface waters to the maximum extent practicable and to follow as near as possible preconstruction contours and elevations. Access roads constructed above preconstruction contours and elevations in surface waters must be properly bridged or culverted to maintain surface flows.

2. At crossing(s) of perennial streams, pipes and culverts shall be countersunk a minimum of six inches to provide for the re-establishment of a natural stream bottom and a low flow channel. Countersinking is not required for existing pipes or culverts that are being maintained or extended.

3. Installation of road crossing(s) shall occur in the dry via the implementation of cofferdams, sheetpiling, or other similar structures.

4. All surface waters temporarily affected by the construction of a road crossing(s) shall be restored to their original elevations immediately following the construction of that particular crossing.

5. If stream channelization or relocation is required, all work in surface waters shall be done in the dry, unless authorized by this VWP general permit, and all flows shall be diverted around the channelization or relocation area until the new channel is stabilized. This work shall be accomplished by leaving a plug at the inlet and outlet ends of the new channel during excavation. Once the new channel has been stabilized, flow shall be routed into the new channel by first removing the downstream plug and then the upstream plug. The new stream channel shall be constructed following the typical sections submitted with the application. A low flow channel shall be constructed within the channelized or relocated area. The centerline of the low flow channel shall meander, to the extent possible, to mimic natural stream morphology. The rerouted stream flow must be fully established before construction activities in the old streambed can begin.

E. Utility Lines

1. All utility line work in surface waters shall be performed in such a manner as to minimize disturbance, and the area must be returned to its original contours and stabilized, unless authorized by this VWP general permit.

2. Material resulting from trench excavation may be temporarily sidecast into wetlands not to exceed a total of 90 days, provided the material is not placed in a manner such that it is dispersed by currents or other forces.

3. The trench for a utility line cannot be constructed in a manner that drains wetlands (e.g. backfilling with extensive gravel layers creating a French drain effect).

F. Bank Stabilization

1. Riprap bank stabilization shall be of an appropriate size and design in accordance with the Virginia Erosion and Sediment Control Handbook, Third Edition, 1992.

2. Riprap apron for all outfalls shall be designed in accordance with the Virginia Erosion and Sediment Control Handbook, Third Edition, 1992.

3. For bank protection activities, the structure and backfill shall be placed as close to the streambank as practicable. No material shall be placed in excess of the minimum necessary for erosion protection.

4. All bank erosion control structures shall be located so as to eliminate or minimize impacts to vegetated wetlands to the maximum extent practicable.

5. Asphalt and materials containing asphalt or other toxic substances shall not be used in the construction of submerged sills or breakwaters.

6. Redistribution of existing stream substrate for the purpose of erosion control is prohibited.

7. All material removed from the stream substrate shall be disposed of in an approved upland area.

G. Dredging

1. Dredging depths shall be determined and authorized according to the proposed use and controlling depths outside the area to be dredged.

2. Dredging shall be accomplished in a manner that minimizes disturbance of the bottom and minimizes turbidity levels in the water column.

3. If evidence of impaired water quality, such as a fish kill, is observed during the dredging, dredging operations shall cease and the Department of Environmental Quality (DEQ) shall be notified immediately.

4. Barges used for the transportation of dredge material shall be filled in such a manner to prevent any overflow of dredged materials.

5. For navigation channels the following shall apply:

   a. A minimum of 15 feet shall be maintained between the top of the dredge cut and the toe of the bank. This landward limit of encroachment shall be flagged and inspected prior to construction.

   b. A buffer of four times the depth of the dredge cut shall be maintained between the top of the dredge cut and the channelward limit of wetlands or mean low water.

c. Side slope cuts of the dredging area shall not exceed a two-horizontal-to-one-vertical slope to prevent slumping of material into the dredged area.

6. A dredged material management plan for the designated upland disposal site shall be submitted and approved 30 days prior to initial dredging activity.

7. Pipeline outfalls and spillways shall be located at opposite ends of the dewatering area to allow for maximum retention and settling time. Filter fabric shall be used to line the dewatering area and to cover the outfall pipe to further reduce sedimentation to state waters.

8. The dredge material dewatering area shall be of adequate size to contain the dredge material and to allow for adequate dewatering and settling out of sediment prior to discharge back into state waters.

9. The dredge material dewatering area shall utilize an earthen berm or straw bales covered with filter fabric along the edge of the area to contain the dredged material, and shall be properly stabilized prior to placing the dredged material within the containment area.

10. Overtopping of the dredge material containment berms with dredge materials shall be strictly prohibited.

H. <u>Stormwater management facilities</u>

1. Stormwater management facilities shall be designed in accordance with best management practices and watershed protection techniques (i.e., vegetated buffers, siting considerations to minimize adverse effects to aquatic resources, bioengineering methods incorporated into the facility design to benefit water quality and minimize adverse effects to aquatic resources) that provide for long-term aquatic resources protection and enhancement, to the maximum extent practicable.
2. Compensatory mitigation for unavoidable impacts shall not be allowed within maintenance areas of stormwater management facilities.

3. Maintenance excavation shall not exceed the original contours of the facility, as approved and constructed.

4. Maintenance within stormwater management facilities will not require mitigation provided that the maintenance is accomplished in designated maintenance areas as indicated in the facility maintenance plan.

PART II – MITIGATION, MONITORING AND REPORTING

A. Compensatory mitigation

The permittee shall provide appropriate and practicable compensatory mitigation for all impacts meeting the conditions outlined in this VWP general permit. The types of compensatory mitigation options that may be considered under this VWP general permit include wetland or stream creation or restoration, the purchase or use of mitigation bank credits, or a contribution to an approved in-lieu fee fund. Compensation may incorporate preservation of wetlands or streams or preservation or restoration of upland buffers adjacent to state waters when utilized in conjunction with creation, restoration or mitigation bank credits.

1. The site or sites depicted in the conceptual compensatory mitigation plan submitted with the registration statement, shall constitute the compensatory mitigation plan for the approved project.

2. For compensation involving the purchase or use of mitigation bank credits, the permittee shall submit documentation within 60 days of VWP general permit authorization that the USACE has debited the required mitigation credits from the Mitigation Bank ledger. For projects proposing a contribution to an in-lieu fee fund, the permittee shall submit documentation within 60 days of VWP general permit authorization that the fund contribution has been received.

3. All aspects of the compensatory mitigation plan shall be finalized, submitted and approved by the board prior to any construction activity in permitted impact areas. The board shall review and provide written comments on the plan within 30 days of receipt or it shall be deemed approved. The final compensatory mitigation plan as approved by the board shall be an enforceable requirement of this VWP general permit. Any deviations from the approved plan must be submitted and approved in advance by the board.

   a. The final compensatory mitigation plan shall include: narrative description of the plan including goals and objectives, site location, existing and proposed grade, schedule for compensatory mitigation site construction, source of hydrology and a water budget for a typical year, a dry year, and a wet year, plant species, planting scheme indicating expected zonation, planting schedule, an abatement and control plan for undesirable plant species, soil amendments, all structures and features considered necessary for the success of the plan, and number and locations of photographic stations and ground water monitoring wells. Rooted seedlings or cuttings should originate from a local nursery or be adapted to local conditions. Vegetation should be native species common to the area, should be suitable for growth in local wetland conditions, and should be from areas within approximately 200 miles from the project site.

   b. The final compensatory mitigation plan shall include protection of state waters (including compensatory mitigation areas and nonimpact state waters) within the project boundary in perpetuity. These areas shall be surveyed or platted within 120 days of final plan approval, and the survey or plat shall be recorded in accordance with the requirements of this section. The restrictions, protections, or preservations, or similar instrument, shall state that no activity will be performed on the property in any area designated as a compensatory

mitigation area or nonimpact state water, with the exception of maintenance or corrective action measures authorized by the board. Unless specifically authorized by the board through the issuance of a VWP individual permit, modification of this VWP general permit, or waiver thereof, this restriction applies to ditching, land clearing or the discharge of dredge or fill material. Such instrument shall contain the specific phrase "ditching, land clearing or discharge of dredge or fill material" in the limitations placed on the use of these areas. The protective instrument shall be recorded in the chain of title to the property. Proof of recordation shall be submitted within 60 days of survey or plat approval. This requirement is to preserve the integrity of compensatory mitigation areas and to ensure that additional impacts to state waters do not occur.

4. Post-grading elevations for the compensatory mitigation site or sites shall be sufficient to ensure that wetland hydrology will be achieved on the site to support the goals and objectives of the compensatory mitigation plan.

5. All work in permitted impact areas shall cease if compensatory mitigation site construction has not commenced within 180 days of commencement of project construction, unless otherwise authorized by the board.

6. A site stabilization plan shall be provided for compensation sites involving land disturbance.

7. Planting of woody plants shall occur when vegetation is normally dormant unless otherwise approved in the final mitigation plan.

8. Point sources of stormwater runoff shall be prohibited from entering any wetland compensatory mitigation site prior to treatment by appropriate best management practices. Appropriate best management practices may include sediment traps, grassed waterways, vegetated filter strips, debris screens, oil and grease separators, and forebays.

9. The success of the compensatory mitigation shall be based on establishing and maintaining a viable wetland with suitable wetland hydrology, hydric soils or soils under hydric conditions, and hydrophytic plant communities.

10. Wetland hydrology shall be considered established if depths to the seasonal high water table are equal to or less than 12 inches below ground surface for at least 12.5% of the growing season, as defined in the United States Department of Agriculture soil survey for the locality of the compensation site in all monitoring years under normal rainfall conditions, as defined in the water budget of the final mitigation plan.

11. The wetland plant community shall be considered established according to the performance criteria specified in the final mitigation plan and approved by the board. Species composition shall reflect the desired plant community types stated in the final mitigation plan by the end of the first growing season and shall be maintained through the last year of the VWP permit. Species composition shall consist of greater than 50% facultative (FAC) or wetter (FACW or OBL) vegetation, as expressed by plant stem density or areal cover.

12. Noxious weeds shall be identified and controlled as described in the noxious weed control plan, such that they are not dominant species or do not change the desired community structure. The control plan shall include procedures to notify the board of any invasive species occurrences, methods of removal, and successful control.

13. If the compensatory mitigation area fails to be established as viable wetlands, the reasons for this failure shall be determined and a corrective action plan, schedule, and monitoring plan shall be submitted to the board for approval prior to or with the next required monitoring report. All problems shall be corrected by the permittee. Should significant changes be necessary to establish wetlands, the monitoring plan shall begin again, with year one being the year changes are complete.

14. The wetland boundary for the compensatory mitigation site shall be based on the results of the hydrology, soils, and vegetation monitoring data and shall be shown on the site plan. Calculation of total wetland acreage shall be based on that boundary at the end of the monitoring cycle.

15. Herbicides or algicides shall not be used in or immediately adjacent to the compensatory mitigation site or sites without prior authorization by the board. All vegetation removal shall be done by manual means only, unless authorized by the board in advance.

16. This VWP general permit authorization may need to be renewed (or extended) to assure that the compensatory mitigation work has been successful. The request for renewal or extension must be made no less than 60 days prior to the expiration date of this VWP general permit authorization, at which time the board will determine if renewal of the VWP general permit authorization is necessary.

B. <u>Compensatory mitigation site monitoring</u>

1. A post-grading survey, including spot elevations, of the site or sites for wetland compensatory mitigation may be required depending upon the type and size of the compensation site, and shall be conducted by a licensed land surveyor or a professional engineer.

2. Photographs shall be taken at the compensatory mitigation site or sites from the permanent markers identified in the final mitigation plan, and established to ensure that the same locations and view directions at the site or sites are monitored in each monitoring period. These photographs shall be taken after the initial planting and in August or September every monitoring year.

3. Compensatory mitigation site monitoring for hydrology, soils, and hydrophytic vegetation shall begin at the first complete growing season (year 1) following compensatory mitigation site construction. Monitoring shall be required for years 1, 2, 3, and 5. If all success criteria have not been met in the fifth year, monitoring shall be required for each consecutive year until two annual sequential reports indicate that all criteria have been successfully satisfied.

4. The establishment of wetland hydrology shall be measured weekly during the growing season, with the location and number of monitoring wells, and frequency of monitoring for each site, set

forth in the final monitoring plan. All hydrology monitoring well data shall be accompanied by precipitation data, including rainfall amounts, either from on site or from the closest weather station. Once the wetland hydrology success criteria have been satisfied for a particular monitoring year, monitoring may be discontinued for the remainder of that monitoring year.

5. The presence of hydric soils or soils under hydric conditions shall be evaluated in accordance with the final mitigation plan.

6. The establishment of wetland vegetation shall be in accordance with the final mitigation plan. Monitoring shall take place in August or September during the growing season of each monitoring year, unless otherwise authorized in the monitoring plan.

7. The presence of noxious species shall be documented.

C. Stream mitigation, restoration and monitoring

1. Stream mitigation shall be performed in accordance with the final mitigation plan and subsequent submittals, as approved by the board.

2. Stream bank slopes shall be stabilized to reduce stream bank erosion, where practicable.

3. Stream mitigation monitoring shall be conducted in the manner prescribed in the final mitigation plan approved by the board. All monitoring reports shall be submitted by November 30th of the monitoring year. Monitoring reports shall include:

   a. Photographs sufficient to document installation of specific structures and vegetative plantings or where the stream channel banks are reshaped. Permanent markers shall be established to ensure that the same locations and view directions at the site are photographed in each monitoring period.

   b. Discussion of the establishment of vegetation, if applicable.

   c. Any alterations, maintenance, and corrective actions conducted at the stream mitigation site.

D. Construction monitoring

1. Photo stations shall be established to document the construction aspects of project activities within impact areas as authorized by this permit. Photographs should document the preconstruction conditions, activities during construction, and post-construction conditions within one week after completion of construction. Photographs shall be taken during construction at the end of the first, second and twelfth months of construction, and then annually for the remainder of the construction project. Photographs are not necessary during periods of no activity within impact areas.

2. The permittee shall make provisions to monitor for any spills of petroleum products or other materials during the construction process. These provisions shall be sufficient to detect and contain the spill and notify the appropriate authorities.

3. Stream bottom elevations at road crossings shall be measured at the inlet and outlet of the proposed structure and recorded prior to construction and within one week after the completion of construction. This requirement shall only apply to those streams not designated as intermittent or those streams not designated in association with stream channelization.

4. Monitoring of water quality parameters shall be conducted during rerouting of the live streams through the new channels in the following manner:

   a. A sampling station shall be located upstream and immediately downstream of the relocated channel.

   b. Temperature, pH and dissolved oxygen (D.O.) measurements shall be taken once every half-hour for at least three readings at each station prior to opening the new channels.

   c. After opening the new channel, temperature, pH and D.O. readings shall be taken once every half-hour for at least three readings at each station within 24 hours of opening the new channel.

E. Reporting

1. Written communications required by this VWP general permit shall be submitted to the appropriate DEQ office. The VWP general permit authorization number shall be included on all correspondence.

2. The board shall be notified in writing by certified letter at least 10 days prior to the start of construction activities authorized by this VWP general permit. The notification shall include identification of the impact area at which work will occur and a projected schedule for completing work at each permitted impact area.

3. After construction begins, construction monitoring reports shall be submitted to the board within 30 days of each monitoring event. The reports shall include, at a minimum, the following:

   a. A written statement regarding when work started in the identified impact area, where work was performed, what work was performed, and what work was completed.

   b. Properly labeled photographs (to include date and time, name of the person taking the photograph, a brief description, and VWP permit number) showing representative construction activities (including, but not limited to, flagging nonimpact wetland areas, site grading and excavation, installation and maintenance of erosion and sediment controls, culvert installation, bridge and ramp construction, dredging, dredge disposal, etc.).

4. All compensatory mitigation monitoring reports shall be submitted annually by November 30, with the exception of the last year of authorization, in which case the report shall be submitted at least 60 days prior to expiration of authorization under the general permit. Any alterations and maintenance conducted on the compensatory mitigation sites shall be reported. Invasive species occurrences and control of these occurrences shall also be reported to the board.

5. The permittee shall submit a notice of termination within 30 days of final completion in accordance with 9 VAC 25-680-90.

6. The permittee shall notify the board in writing when unusual or potentially complex conditions are encountered which require debris removal or involve potentially toxic substance. Measures to remove the obstruction, material, or toxic substance or to change the location of any structure are prohibited until approved by the board.

7. The permittee shall report any fish kills or spills of oil or fuel immediately upon discovery. If spills or fish kills occur between the hours of 8:15 a.m. to 5 p.m., Monday through Friday, the appropriate DEQ regional office shall be notified; otherwise, the Department of Emergency Management shall be notified at 1-800-468-8892.

8. Violations of state water quality standards shall be reported within 24 hours to the appropriate DEQ office.

9. All submittals required by this VWP general permit shall contain the following signed certification statement:

   "I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violation."

PART III - CONDITIONS APPLICABLE TO ALL VWP GENERAL PERMITS

A. Duty to comply

The permittee shall comply with all conditions of the VWP general permit. Nothing in this VWP general permit shall be construed to relieve the permittee of the duty to comply with all applicable federal and state statutes, regulations and toxic standards and prohibitions. Any VWP general permit noncompliance is a violation of the Clean Water Act and State Water Control Law, and is grounds for enforcement action, VWP general permit authorization, termination, revocation, or denial of a renewal application.

B. Duty to mitigate

The permittee shall take all reasonable steps to minimize or prevent any impacts in violation of the VWP general permit that may have a reasonable likelihood of adversely affecting human health or the environment.

C. Reopener

This VWP general permit authorization may be reopened to modify its conditions when the circumstances on which the previous VWP general permit authorization was based have materially and substantially changed, or special studies conducted by the board or the permittee show material and substantial change since the time the VWP general permit authorization was issued and thereby constitute cause for VWP general permit authorization revocation and re-issuance.

D. Compliance with state and federal law

Compliance with this VWP general permit constitutes compliance with the VWP permit requirements of the State Water Control Law. Nothing in this VWP general permit shall be construed to preclude the institution of any legal action under or relieve the permittee from any responsibilities, liabilities, or other penalties established pursuant to any other state law or regulation or under the authority preserved by § 510 of the Clean Water Act.

E. Property rights

The issuance of this VWP general permit does not convey any property rights in either real or personal property, or any exclusive privileges, nor does it authorize any injury to private property or any invasion of personal property rights, nor any infringement of federal, state or local laws or regulations.

F. Severability

The provisions of this VWP general permit authorization are severable.

G. Right of entry

The permittee shall allow the board or its agents, upon the presentation of credentials, at reasonable times and under reasonable circumstances:

1. To enter the permittee's property, public or private, and have access to, inspect and copy any records that must be kept as part of the VWP general permit conditions;

2. To inspect any facilities, operations or practices (including monitoring and control equipment) regulated or required under the VWP general permit;

3. To sample or monitor any substance, parameter or activity for the purpose of assuring compliance with the conditions of the VWP general permit or as otherwise authorized by law.

For the purpose of this section, the time for inspection shall be deemed reasonable during regular business hours. Nothing contained herein shall make an inspection time unreasonable during an emergency.

H. Transferability of VWP general permit authorization

This VWP general permit authorization may be transferred to another person by a permittee if:

1. The current permittee notifies the board within 30 days of the transfer of the title to the facility or property;

2. The notice to the board includes a written agreement between the existing and new permittee containing a specific date of transfer of VWP general permit authorization responsibility, coverage and liability to the new permittee, or that the existing permittee will retain such responsibility, coverage, or liability, including liability for compliance with the requirements of any enforcement activities related to the permitted activity; and

3. The board does not notify the existing and new permittee of its intent to modify or revoke and reissue the VWP general permit authorization within the 30-day time period.

On the date of the VWP general permit authorization transfer, the transferred VWP general permit shall be as fully effective as if it had been issued directly to the new permittee.

I. Notice of planned change

Authorization under this VWP general permit may be modified subsequent to issuance if the permittee determines that additional wetland and stream impacts are necessary, provided that the cumulative increase in acreage of wetland impacts is not greater than 1/4 acre and the cumulative increase in stream impacts is not greater than 50 linear feet, and provided that the additional impacts are fully mitigated. The permittee shall notify the board in advance of the planned change, and the modification request will be reviewed according to all provisions of this regulation.

J. VWP general permit authorization termination

This VWP general permit authorization is subject to termination. Causes for termination are as follows:

1. Noncompliance by the permittee with any condition of the VWP general permit;

2. The permittee's failure in the application or during the VWP general permit authorization issuance process to disclose fully all relevant facts or the permittee's misrepresentation of any relevant facts at any time;

3. The permittee's violation of a special or judicial order; and

4. A determination by the board that the permitted activity endangers human health or the environment and can be regulated to acceptable levels by VWP general permit authorization modification or termination.

K. Civil and criminal liability

Nothing in this VWP general permit shall be construed to relieve the permittee from civil and criminal penalties for noncompliance.

L. Oil and hazardous substance liability

Nothing in this VWP general permit shall be construed to preclude the institution of legal action or relieve the permittee from any responsibilities, liabilities, or penalties to which the permittee is or may be subject under § 311 of the Clean Water Act or §§ 62.1-44.34:14 through 62.1-44.34:23 of the State Water Control Law.

M. Duty to cease or confine activity

It shall not be a defense for a permittee in an enforcement action that it would have been necessary to halt or reduce the activity for which a VWP permit has been granted in order to maintain compliance with the conditions of the VWP permit.

N. Duty to provide information

1. The permittee shall furnish to the board any information which the board may request to determine whether cause exists for modifying, revoking, reissuing and terminating the VWP permit, or to determine compliance with the VWP permit. The permittee shall also furnish to the board, upon request, copies of records required to be kept by the permittee.

2. Plans, specifications, maps, conceptual reports and other relevant information shall be submitted as required by the board prior to commencing construction.

O. Monitoring and records requirements

1. Monitoring of parameters, other than pollutants, shall be conducted according to approved analytical methods as specified in the VWP permit. Analysis of pollutants will be conducted according to 40 CFR Part 136 (2000), Guidelines Establishing Test Procedures for the Analysis of Pollutants

2. Samples and measurements taken for the purpose of monitoring shall be representative of the monitored activity.

3. The permittee shall retain records of all monitoring information, including all calibration and maintenance records and all original strip chart or electronic recordings for continuous monitoring instrumentation, copies of all reports required by the VWP permit, and records of all data used to complete the application for the VWP permit, for a period of at least three years from the date of the expiration of a granted VWP permit. This period may be extended by request of the board at any time.

4. Records of monitoring information shall include:

   a. The date, exact place and time of sampling or measurements;

   b. The name of the individuals who performed the sampling or measurements;

   c. The date and time the analyses were performed;

   d. The name of the individuals who performed the analyses;

   e. The analytical techniques or methods supporting the information such as observations, readings, calculations and bench data used;

   f. The results of such analyses; and

   g. Chain of custody documentation

P. Unauthorized discharge of pollutants

Except in compliance with this VWP general permit, it shall be unlawful for the permittee to:

1. Discharge into state waters sewage, industrial wastes, other wastes, or any noxious or deleterious substances;

2. Excavate in a wetland;

3. Otherwise alter the physical, chemical, or biological properties of state waters and make them detrimental to the public health, to animal or aquatic life, to the uses of such waters for domestic or industrial consumption, for recreation, or for other uses; or

4. On and after August 1, 2001, for linear transportation projects of the Virginia Department of Transportation, or on and after October 1, 2001 for all other projects, conduct the following activities in a wetland:

   a. New activities to cause draining that significantly alters or degrades existing wetland acreage or functions;

   b. Filling or dumping;

   c. Permanent flooding or impounding; or

   d. New activities that cause significant alteration or degradation of existing wetland acreage or functions.

VWP General Permit Authorization No. WP3-03-0739
Compliance Summary Sheet

The following summarizes typical notification, monitoring, and reporting requirements outlined in the authorization. The permittee should review each condition for specific details. Please note that you are responsible for compliance with all conditions of the authorization and not just the items listed below.

Construction Requirements

Notification of Construction. Submit a notification letter at least 10 calendar days prior to the start of construction activities in permitted areas. (Part II.E.2)

Construction Monitoring Photographs. Photographs of all permitted areas are required to document 1) preconstruction conditions, 2) conditions at the end of the first, second, and twelfth months of construction then annually for the remainder of the construction activities, and 3) within one week following construction completion. (Part II.D.1)

Construction Monitoring Reports. Submit within 30 days of each monitoring event. (Part II.E.3)

Stream Bottom Elevations at Road Crossings. Stream bottom elevations at inlet and outlet of proposed structures must be recorded prior to construction and within one week of construction completion. (Part II.D.3)

Compensation Requirements

Purchase of Mitigation Bank Credits or Contribution to In-Lieu Fee Fund. Submit documentation that the USACE has debited the required mitigation credits from the mitigation bank ledger or documentation that the fund contribution has been received within 60 days of authorization issuance. (Part II.A.2)

General Notifications and Requirements

Notice of Project Termination. Submit within 30 days of final completion of all permitted activities. (Part II.E.5)

Notice of Unusual or Potentially Complex Conditions. Notification is required for unusual or potentially complex conditions that require debris removal or involve potentially toxic substances. (Part II.E.6)

Notice of Fish Kills or Oil or Fuel Spills. Immediate notification is required. (Part II.E.7)

Notice of Violation of State Water Quality Standards. Notification is required within 24 hours of the violation. (Part II.E.8)

Requests for Authorization Changes

Notice of Planned Change. Submit request for additional surface water impacts prior to taking impacts. (Part I.A.2)

Continuation of Coverage. Submit request if all permit conditions can not be completed by expiration date. In accordance with Condition Part II. A.16., the permittee must request the Continuation of Coverage no less than 60 calendar days prior to the authorization expiration date. (Part I.B)

FAIRFAX COUNTY

DEPARTMENT OF PLANNING AND ZONING
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

(703) 324-1210 Fax (703) 324-3056

V I R G I N I A

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, DC 20001-4901

MAR 2 8 2003

Dear Dr. Baummer,

Through this letter, I am transmitting to you comments from the Fairfax County Department of Planning and Zoning regarding the scope of the forthcoming National Environmental Policy Act (NEPA) documentation for the proposed North Construction Access Road and the proposed North Area Roadways Projects, Washington Dulles International Airport. These comments are in response to your March 3, 2003 letter.

With respect to the proposed construction road and the proposed North Area Roadways Projects, standard NEPA information regarding impacts to streams, wetlands, and natural heritage resources should be provided. The NEPA documentation should also address the extent of additional impervious cover that will be provided and how stormwater runoff from these new impervious areas will be conveyed and treated. Stormwater management best management practices designed to minimize both pollutant runoff and downstream erosion potential should be provided. We further recommend that the Airports Authority coordinate closely with the County's Department of Transportation (703-324-1100) regarding the design of the North Area improvements.

If you have any questions about our comments, feel free to contact Noel Kaplan at 324-1210.

I thank you for providing us with the opportunity to provide these comments.

Sincerely,

Fred R. Selden
Director

FRS:NHK

cc:
Board of Supervisors
Fairfax County Airports Advisory Committee
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
James P. Zook, Director, Department of Planning and Zoning
Young Ho Chang, Director, Department of Transportation
Noel H. Kaplan, Environment and Development Review Branch, Department of Planning and Zoning

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
6669 Short Lane
Gloucester, VA 23061

March 20, 2003

Dr. J. Charles Baummer, Jr.
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, DC 20001-4901

Re: North Construction Access Road and North Area Roadways Projects, Washington Dulles International Airport, #2863, Loudoun County, Virginia

Dear Dr. Baummer:

We have reviewed your request for information on Federally listed and proposed endangered and threatened species and designated critical habitat for the above referenced project. The following comments are provided under provisions of the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

The proposed projects are to construct a new seven mile access road for construction projects on the eastern portion of Dulles International Airport and to improve roads near the airport entrance in Loudoun County, Virginia. Based on the project description and location, it appears that no impacts to Federally listed or proposed species or designated critical habitat will occur. Should project plans change, or if additional information on the distribution of listed or proposed species or critical habitat becomes available, this determination may be reconsidered.

If you have any questions or need further assistance, please contact Kerry Linehan of this office at (804) 693-6694, extension 127.

Sincerely,

Karen L. Mayne

Karen L. Mayne
Supervisor
Virginia Field Office

7535 Little River Turnpike, Suite 100
Annandale, Virginia 22003-2937
www.novaregion.org

Voice: 703-642-0700
Fax: 703-642-5077
TDD: 703-642-8061

Northern Virginia Regional Commission

March 17, 2003

J. Charles Baummer, Jr., Ph.D.
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, DC 20001-4901

Re: NEPA documentation for proposed North Construction Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

The Northern Virginia Regional Commission staff has reviewed the application described above and has no comment on the proposal.

A copy of this letter should be included with your submission to indicate that review by this agency has been completed.

Your cooperation in this intergovernmental review process is appreciated.

Sincerely yours,

Katherine K. Mull

Katherine K. Mull
Environmental Planner

Project: North Construction Access Road; North Area Roadways
Sponsor: Metropolitan Washington Airports Authority, Washington Dulles International Airport

Loudoun County, Virginia
Department of Planning
1 Harrison Street, S.E., 3rd Floor, P.O. Box 7000, Leesburg, VA 20177-7000
Telephone (703) 777-0246 • Fax (703) 777-0441

March 25, 2003

J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, DC 20001-4901

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Baummer:

Thank you for the opportunity to provide information as part of the agency coordination process on the above referenced project. The County's Revised General Plan, adopted on July 23, 2001, supports the continued growth and expansion of Washington Dulles International Airport for both passengers and cargo. Subsequently, the County's Revised 1993 Zoning Ordinance was adopted on January 6, 2003 implementing many of the policies outlined in the Revised General Plan. Both the Revised General Plan and the Revised 1993 Zoning Ordinance can be found on the County's website.

- Revised General Plan and Adopted BOS Maps:
  http://inetdocs.loudoun.gov/bos/docs/boscompplanrevi_/index.htm
- Revised 1993 Zoning Ordinance:
  http://inetdocs.loudoun.gov/b&d/docs/1993zoningordin_/index.htm

The County has reviewed the project location maps and does not have any comments at this time. However, the Office of Transportation Services (OTS) notes the western portion of the Proposed North Area Roadway (Figure 5) on airport land is a complicated elongated interchange with possible impacts on roads in Loudoun County. Has a traffic study been performed for this improvement? Please contact Art Smith of the OTS staff (703) 777-0119 regarding this issue. Please direct any other comments to Clark Draper, Senior Planner in the Department of Planning at (703) 777-0246.

Sincerely,

Julie Pastor

Julie Pastor, AICP
Planning Director

cc: Kirby Bowers, County Administrator
Linda Neri, Deputy County Administrator
Sarah Coyle, Community Planning Division Manager
Mark Moszak, Environmental and Historic Resources Program Administrator
John Clark, Director, Office of Transportation Services
Art Smith, Office of Transportation Services
Clark Draper, Senior Planner, Community Planning
Marie Genovese, Planner, Community Planning

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF:

March 28, 2003

Northern Virginia Regulatory Section
03-B0294 (Horsepen Run)

Mr. J. Charles Baummer Jr.
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, DC 20001-4901

Dear Mr. Baummer:

This is in reference to your request for comments relative to proposed National Environmental Policy Act (NEPA) documentation for infrastructure improvements at Dulles International Airport. The project is called Proposed North Construction Access Road and Proposed North Area Roadways projects.

Based on our initial review, the project will impact jurisdictional waters of the United States. Any proposed work that constitutes a discharge of fill material into waters is regulated by Section 404 of the Clean Water Act and would require a permit. By definition, waters of the United States include waterways as well as any intermittent streams and adjacent wetlands.

The decision whether to issue a permit is based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits that reasonably may be expected from the proposal must be balanced against its reasonably foreseeable detriments. All of the proposal's relevant factors will be considered, including conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use classification, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people.

The Environmental Protection Agency's "Guidelines for Specification of Disposal Sites for Dredged or Fill Material" will also be applied (Section 404(b)(1) of the Clean Water Act). These guidelines require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative

to the proposed discharge which would have less adverse impact on the aquatic ecosystem". Practicable alternatives include, but are not limited to the following:

a. Activities that do not involve a discharge of dredged or fill material into waters of the United States,

b. Discharges of dredged or fill material that would have less impact to waters of the United States, and;

c. Discharges of dredged or fill material at other locations in waters of the United States.

Specific alternatives that should be discussed, including the no-action alternative and preferred alternative, are roadway and ramp alignments and wetland and stream mitigation alternatives. In reviewing mitigation alternatives, onsite alternatives should be addressed with documentation as appropriate for minimum distances between airport facilities and mitigation areas.

In accordance with the guidelines contained in 33 CFR 325 published in the Federal Register on November 13, 1986, an investigation to identify any historic and/or prehistoric resources located within the project area should be performed to determine if and how they would be affected by the proposed work. The survey should include all areas that would be impacted as a result of the project.

In addition, the U.S. Fish and Wildlife Service should be contacted to assess potential impacts to endangered species.

We look forward to working with you in the NEPA and permitting process. If you have any questions, please contact Mr. Ron Stouffer at 703-221-6967.

Sincerely,

Bruce F. Williams
Chief, Northern Virginia
Regulatory Section

O. GENE DISHNER
DIRECTOR

DIVISIONS
ENERGY
GAS AND OIL
MINED LAND RECLAMATION
MINERAL MINING
MINERAL RESOURCES
MINES
ADMINISTRATION

COMMONWEALTH of VIRGINIA

Department of Mines, Minerals and Energy
Division of Mineral Resources
P.O. Box 3667
Charlottesville, Virginia 22903-0667
(434) 951-6340

12 March 2003

Dr. J. Charles Baummer
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, D.C. 20001-4901

Re: Proposed North Construction Access Road and Proposed North Areas Roadways

Dear Dr. Baummer.

The Virginia Department of Mines, Minerals and Energy finds no adverse effects to the geology or mineral resources at the proposed site. Subsurface strata consist of Mesozoic-age sandstone and shale that are suitable for construction purposes. There is a possibility of encountering igneous rock (diabase) that would require drilling and/or blasting for removal.

Contact me if further information is required.

Sincerely,

Gerald Wilkes
Geologist Senior, SERP
DMME/DMR

COMMONWEALTH of VIRGINIA

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

CHESAPEAKE BAY LOCAL ASSISTANCE DEPARTMENT
James Monroe Building
101 North 14th Street, 17th Floor Richmond, Virginia 23219
FAX (804) 225-3447 TDD/Voice 1-800-243-7229
www.cblad.state.va.us

C. Scott Crafton
Acting Executive Director
(804) 225-3440

Mach 18, 2003

J.Charles Baummer, Jr., Ph.D.
Environemtnal Planner, MA-32E
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, DC 20001-4901

RE: Washington Dulles International Airport, Proposed Road Projects
CBLAD Review # FSPR-FAA-05-03

Dear Mr. Baummer:

Thank you for your letter of March 3, 2003 in which you requested information regarding interests within this agency's area of responsibility. This information is to assist you in identifying environmental issues that may affect the future implementation of a proposed access road and North Area Roadways serving the airport.

Please be advised that Fairfax County is located in Tidewater Virginia and falls under the CBPA program but Loudoun County does not. The activities proposed within the jurisdictional limits of Fairfax County must be consistent with the provisions of the Fairfax County Chesapeake Bay Program. This program is administered locally. The Fairfax County Department of Public Works and Environmental Services has all of the information that is needed. The contact person at the County is Qayyum M. Khan, Chief Stormwater Engineer. He may be reached at 703-324-1720. For our review of the project, we request that you clearly identify the limits of the project that are within Fairfax County and the on-site location of any Resource Protection Areas (RPA) as established by the County. We also request that you specifically address how the project will comply with the performance criteria contained within the Fairfax County Chesapeake Bay Preservation Ordinance, as they apply to the proposed activity.

We appreciate the opportunity to provide our comments and recommendations in this matter. Please do not hesitate to contact us at 1-900-CHESBAY, should you have any questions or comments.

Sincerely,

David J. Kovacs, Regulatory Planner

Shawn Smith, Principal Environmental Planner

COMMONWEALTH of VIRGINIA

Department of Health
Division of Drinking Water

Main Street Station Building
1500 East Main Street, Room 109
Richmond, VA 23219
Fax: 804/225-4539

March 18, 2003

Mr. J. Charles Baummer, Jr., Ph.D.
Environmental Planner, MA-32E
Ronald Reagan Washington National Airport
Washington, D.C. 20001-4901

Dear Mr. Baummer:

The Virginia Department of Health (VDH) – Office of Drinking Water (ODW) has reviewed the Dulles Airport Construction Access Road and proposed North Area Roadways projects. These projects do not appear to impact public water system facilities.

Sincerely,

Alan D. Weber

Alan D. Weber, P.E., Field Services Engineer
Office of Drinking Water

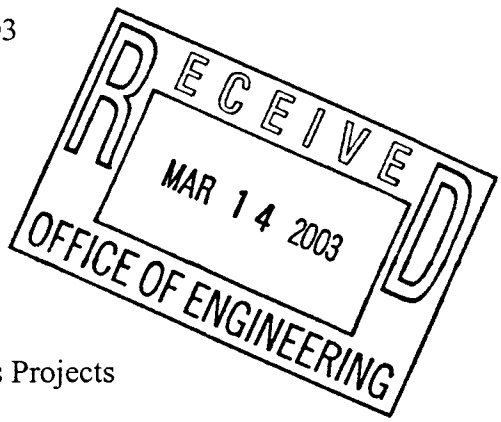
COMMONWEALTH of VIRGINIA

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Department of Game and Inland Fisheries

William L. Woodfin, Jr.
Director

March 11, 2003



J. Charles Baummer, Ph.D.
Environmental Planner
Metropolitan Washington Airport Authority
Ronald Reagan National Airport
Washington, DC 20001-4901

RE: ESSLOG #18608, North Access Road and North Roadways Projects

Dear Dr. Baummer:

This letter is in response to your request for information related to the presence of threatened or endangered species in the vicinity of the above referenced project.

The *state threatened* upland sandpiper (*Bartramia longicauda*) has been documented in the project area. The applicant should coordinate with this Department to evaluate potential impacts to this species.

In addition, this Department has recommended that Cub Run be designated as "Outstanding State Resource Waters—Waters Containing Endangered or Threatened Species" (9 VAC 20-50-80) due to the documented occurrence of the *state threatened* wood turtle (*Clemmys insculpta*). Therefore, the applicant should coordinate with this Department to evaluate potential impacts to this resource.
Information about fish and wildlife species was generated from our agency's computerized Fish and Wildlife Information System, which describes animals that are known or may occur in a particular geographic area. Field surveys may be necessary to determine the presence or absence of some of these species on or near the proposed area. Also, additional sensitive animal species may be present, but their presence has not been documented in our information system.

Endangered plants and insects are under the jurisdiction of the Virginia Department of Agriculture and Consumer Services, Bureau of Plant Protection. Questions concerning sensitive plant and insect species occurring at the project site should be directed to Keith Tignor at (804) 786-3515.

There is no processing charge for our response.

This letter summarizes the likelihood of the occurrence of endangered or threatened animal species

at the project site. If you have additional questions in this regard, please contact me at (804) 367-8001. Please note that this response does not address any other environmental concerns; these issues are analyzed by our Environmental Services Section, in conjunction with interagency review of applications for state and federal permits. If you have any questions in this regard, please contact Brian Moyer at (804) 367-6913.

Please note that the data used to develop this response are continually updated. Therefore, if significant changes are made to your project or if the project has not begun within 6 months of receiving this letter, then the applicant should request a new review of our data.

The Fish and Wildlife Information Service, the system of databases used to provide the information in this letter, can now be accessed via the Internet! The Service currently provides access to current and comprehensive information about all of Virginia's fish and wildlife resources, including those listed as threatened, endangered, or special concern; colonial birds; waterfowl; trout streams; and all wildlife. Users can choose a geographic location and generate a report of species known or likely to occur around that point. From our main web page, at www.dgif.state.va.us, choose the hyperlink to "Wildlife Information Online". For more information, please contact Amy Martin, Online Service Coordinator, at (804) 367-2211.

Thank you for your interest in the wildlife resources of Virginia.

Sincerely,

W. Adam Phelps
Wildlife Biologist

cc: R.T. Fernald, VDGIF

COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.state.va.us

March 20, 2003

Mr. J. Charles Baummer, Jr., Ph.D.
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, DC 20001-4901

Re: Proposed North Construction Access Road
and Proposed North Area Roadways Projects
Washington Dulles International Airport
DHR File # 2003-0238

Dear Dr. Baummer:

We have received your request for our assistance in identifying environmental issues within our jurisdictional interest, which the proposed projects may affect. It is our understanding that the Metropolitan Washington Airports Authority (MWAA) proposes to construct a north access road and to conduct improvements to roads near the Washington Dulles International Airport.

Washington Dulles International Airport is eligible for listing in the National Register of Historic Places. The airport is an important resource for its association with the history of transportation and federal construction programs, and as a work of architectural expression by a recognized master practitioner, Eero Saarinen. Therefore, any new construction within or near the boundary of the airport should preserve the characteristics that make the resource eligible for the National Register. Among these characteristics are the views toward the terminal and control tower experienced by the visitor as he or she approaches the airport by automobile. Saarinen purposely designed the entrance road to provide the visitor with glimpses of his creation at strategic locations along the route. He intended the arrival at the airport to be the beginning of the journey experienced by the airline traveler. The proposed undertakings should respect and preserve these aspects of the original Saarinen design.

We recommend conducting an archive search at the Department of Historic Resources in order to begin the identification process for these projects. In addition to the architectural resource that is Washington Dulles International Airport, there may be archaeological concerns associated with

your undertakings. Please continue to consult with us regarding the proposed North Construction Access Road and Proposed North Area Roadways projects.

If you have any questions about the Section 106 review process or our comments, please call me at (804) 367-2323.

Sincerely,

Marc Holma, Architectural Historian
Office of Review and Compliance

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Joseph H. Maroon
Director

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION
203 Governor Street
Richmond, Virginia 23219-2010
TDD (804) 786-2121

3 April 2003

Mr. J. Charles Baummer, Jr. Ph.D.
Environmental Planner, MA-32E
Metropolitan Washington Airports Authority
Ronald Reagan National Airport
Washington, D. C., 20001-4901

Re: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport

Dear Mr. Baummer,

The Department of Conservation and Recreation (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, white heath aster (*Aster ericoides*, G5/S2/NF/NS), stiff goldenrod (*Oligoneuron rigidum* var. *rigidum*, G5/S2/NF/NS) and hairy beardtongue (*Penstemon hirsutus*, G4/S2/Nf/NS) have been documented in the project vicinity. These rare plants are typically associated with prairie vegetation and inhabit semi-open diabase glades. Diabase glades are characterized by historically fire-dominated grassland vegetation on relatively nutrient-rich soils underlain by Triassic bedrock. Diabase flatrock, a hard, dark-colored volcanic rock, is found primarily in northern Virginia counties and is located within the geologic formation known as the Triassic Basin. Where the bedrock is exposed, a distinctive community type of drought-tolerant plants occurs. Diabase flatrocks are extremely rare natural communities that are threatened by activities such as quarrying and road construction (Rawinski, 1995).

In Northern Virginia, diabase supports other occurrences of several global and state rare plant species: earleaf foxglove (*Agalinis auriculata*, G2/S1/SOC/NS),), blue-hearts (*Buchnera americana*, G3G4/S1/NF/NS), downy phlox (*Phlox pilosa*, G5T5/S2/NF/NS), and marsh

hedgenettle (*Stachys pilosa* var. *arenicola*, G5/S1/NF/NS). Please note that earleaf foxglove is currently tracked as a species of concern by the United States Fish and Wildlife Service (USFWS); however this designation has no official legal status.

Due to the potential for this site to support additional populations of these natural heritage resources, DCR recommends an inventory of suitable habitat in the study area. With the survey results we can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources. DCR-Division of Natural Heritage biologists are qualified and available to conduct inventories for rare, threatened, and endangered species. Please contact J. Christopher Ludwig, Natural Heritage Inventory Manager, at (804) 371-6206 to discuss arrangements for field work.

In addition, the Cub Run Stream Conservation Unit (SCUs) has been documented downstream of the North Construction Access Road Project Area. SCUs identify stream reaches that contain aquatic natural heritage resources, including 2 miles upstream and 1 mile downstream of documented occurrences, and all tributaries within this reach. Stream Conservation Units are also given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain. The Cub Run SCU has been ranked as a B3 conservation site, which indicates it is of high significance. The natural heritage resources associated with this site are:

Elliptio lanceolata	Yellow lance	G2G3/S2S3/NF/SC
Clemmys insculpta	Wood Turtle	G4/S2/NF/LT

The Yellow lance occurs in mid-sized rivers and second and third order streams. To survive, it needs a silt-free, stable streambed and well-oxygenated water that is free of pollutants. In Virginia, the yellow lance is currently known from populations in the Chowan, James, York, Rappahannock, and Potomac river drainages. Please note that the yellow lance is currently classified as a special concern species by the Virginia Department of Game and Inland Fisheries (VDGIF); however, this designation has no official legal status.

The wood turtle inhabits forested floodplains and nearby fields, wet meadows, and farmlands (Mitchell, 1994). As this species overwinters on the bottoms of creeks and streams, a primary habitat requirement is the presence of water (Mitchell, 1994). Please note that the wood turtle is classified as threatened by the VDGIF.
Due to the legal status of the wood turtle, DCR recommends coordination with the VDGIF to ensure compliance with protective legislation. To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR also recommends the implementation of and strict adherence to erosion and sediment control measures during all land disturbing activities.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. New and updated information is continually added to BCD. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

Please note that Federal agencies and their authorized agents conducting regulated land disturbing activities on private and public lands in the Commonwealth of Virginia must comply with the Virginia Erosion and Sediment Control Law and Regulations (VESCL&R), Virginia Stormwater Management Law and Regulations (VSWML&R), and other applicable federal *nonpoint* source pollution mandates (e..g, Clean Water Act-Section 313, Federal Consistency under the Coastal Zone Management Act). Clearing and grading activities, installation of staging areas, parking lots, roads, buildings, utilities, or other structures, soil/dredge spoil areas, or related land conversion activities that disturb 2,500 square feet or more would be regulated by VESCL&R and those that disturb one acre or greater would be covered by VSWML&R. Accordingly, federal agencies should prepare and implement erosion and sediment control (ESC) and stormwater management (SWM) plans to ensure compliance with state law. The federal agency is ultimately responsible for achieving project compliance through oversight of on site contractors, regular field inspection, prompt action against non-compliant sites, and/or other mechanisms consistent with agency policy. Agencies are highly encouraged to contact the appropriate DCR Watershed Office to obtain plan development or implementation assistance to ensure project conformance during and after active construction. *[Reference: VESCL §10.1-567; VSWML §10.1-603.15]*

A copy of the document titled, *DCR Urban Programs Contact Information,* is available at http://www.dcr.state.va.us/sw/e&s.htm for directing requests for assistance to the appropriate DCR office for consideration.

Based on the submitted information the proposed project is not anticipated to have any adverse impacts on existing or planned state recreational facilities. Nor will it impact on any streams on the National Park Service Nationwide Inventory, Final List of Rivers, potential Scenic Rivers or existing or potential State Scenic Byways.

Thank you for the opportunity to comment on this project.

Sincerely,

Derral Jones
Planning Bureau Manager

C: Ray Fernald, VDGIF
Kim Marbain, USFWS

Literature Cited

Mitchell, J. C. 1994. Reptiles of Virginia. Smithsonian Institution Press, Washington. pp. 88-91.

Rawinski, T.J. 1995. Natural communities and ecosystems: Conservation priorities for the future. Unpublished report for DCR-DNH.

Definition of Abbreviations Used on Natural Heritage Resource Lists of the Virginia Department of Conservation and Recreation

Natural Heritage Ranks

The following ranks are used by the Virginia Department of Conservation and Recreation to set protection priorities for natural heritage resources. Natural Heritage Resources, or "NHR's," are rare plant and animal species, rare and exemplary natural communities, and significant geologic features. The primary criterion for ranking NHR's is the number of populations or occurrences, i.e. the number of known distinct localities. Also of great importance is the number of individuals in existence at each locality or, if a highly mobile organism (e.g., sea turtles, many birds, and butterflies), the total number of individuals. Other considerations may include the quality of the occurrences, the number of protected occurrences, and threats. However, the emphasis remains on the number of populations or occurrences such that ranks will be an index of known biological rarity.

S1 Extremely rare; usually 5 or fewer populations or occurrences in the state; or may be a few remaining individuals; often especially vulnerable to extirpation.

S2 Very rare; usually between 5 and 20 populations or occurrences; or with many individuals in fewer occurrences; often susceptible to becoming extirpated.

S3 Rare to uncommon; usually between 20 and 100 populations or occurrences; may have fewer occurrences, but with a large number of individuals in some populations; may be susceptible to large-scale disturbances.

S4 Common; usually >100 populations or occurrences, but may be fewer with many large populations; may be restricted to only a portion of the state; usually not susceptible to immediate threats.

S5 Very common; demonstrably secure under present conditions.

SA Accidental in the state.

S#B Breeding status of an organism within the state.

SH Historically known from the state, but not verified for an extended period, usually > 15 years; this rank is used primarily when inventory has been attempted recently.

S#N Non-breeding status within the state. Usually applied to winter resident species.

SU Status uncertain, often because of low search effort or cryptic nature of the element.

SX Apparently extirpated from the state.

SZ Long distance migrant whose occurrences during migration are too irregular, transitory and/or dispersed to be reliably identified, mapped and protected.

Global ranks are similar, but refer to a species' rarity throughout its total range. Global ranks are denoted with a "G" followed by a character. Note that GA and GN are not used and GX means apparently extinct. A "Q" in a rank indicates that a taxonomic question concerning that species exists. Ranks for subspecies are denoted with a "T". The global and state ranks combined (e.g. G2/S1) give an instant grasp of a species' known rarity.

These ranks should not be interpreted as legal designations.

Federal Legal Status

The Division of Natural Heritage uses the standard abbreviations for Federal endangerment developed by the U.S. Fish and Wildlife Service, Division of Endangered Species and Habitat Conservation.

LE Listed Endangered - threatened with extinction throughout all or a significant portion of its range
LT Listed Threatened - likely to become endangered in the foreseeable future
PE Proposed Endangered
E(S/A) Treat as endangered because of similarity of appearance
PT Proposed Threatened
T(S/A) Treat as threatened because of similarity of appearance
C Candidate - enough information is available to propose for listing, but listing is Aprecluded by other pending proposals of higher priority@
SOC Species of Concern -- species that merit special concern (not a regulatory category)
NF No federal legal status

State Legal Status

The Division of Natural Heritage uses similar abbreviations for State endangerment.

LE Listed Endangered
PE Proposed Endangered
LT Listed Threatened
PT Proposed Threatened
C Candidate
SC Special Concern -- animals that merit special concern according to VDGIF (not a regulatory category)
NS No state legal status

For information on the laws pertaining to threatened or endangered species, contact:
U.S. Fish and Wildlife Service for all FEDERALLY listed species
Department of Agriculture and Consumer Services Plant Protection Bureau for STATE listed plants and insects
Department of Game and Inland Fisheries for all other STATE listed animals
3/99

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

PHILIP A. SHUCET
COMMISSIONER

EARL T. ROBB
STATE ENVIRONMENTAL ADMINISTRATOR

March 25, 2003

Mr. J. Charles Baummer, Jr. Ph.D.
Environmental Planner, MA-32E
Metropolitan Washington Airports Authority
Ronald Regan Washington National Airport
Washington, DC 20001 - 4901

Dear Mr. Baummer:

The Virginia Department of Transportation has reviewed the information provided for the proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington Dulles International Airport. Our review covers impacts to existing and proposed transportation facilities.

The proposed project should have minimal impacts to traffic during construction, with no long-term, negative impacts. All work should be coordinated with the various VDOT resident engineers prior to construction.

Thank you for the opportunity to comment and please call (804) 786-6678 should you have any additional questions.

Sincerely,

David Grimes
Environmental Specialist II
VDOT
1401 East Broad St.
Richmond, VA 23219
804-786-6678 - O
804-786-7401 - FAX

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Street address: 629 East Main Street, Richmond, Virginia 23219
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Fax (804) 698-4500 TDD (804) 698-4021
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Robert G. Burnley
Director

(804) 698-4000
1-800-592-5482

March 25, 2003

J. Charles Baummer, Jr., Ph.D.
Environmental Planner
Metropolitan Washington Airports Authority
MA-32E
Ronald Reagan Washington National Airport
Washington, D.C. 20001

RE: Proposed North Construction Access Road and Proposed North Area Roadways Projects, Washington/Dulles International Airport

Dear Dr. Baummer:

This is in reply to your March 3, 2003 letter requesting scoping comments for your National Environmental Policy Act (NEPA) documents for the above-referenced projects.

The Department of Environmental Quality is responsible for coordinating Virginia's review of federal environmental documents prepared under NEPA and responding to appropriate federal officials on behalf of the Commonwealth. The Department also coordinates the review of federal consistency determinations and certifications submitted pursuant to the Coastal Zone Management Act of 1972, as amended (CZMA), and to its implementing regulations (15 CFR Part 930). Both NEPA and CZMA review requirements apply to projects at Dulles Airport. The state agencies, planning district commission, and localities with which we coordinate the State's review of NEPA documents and consistency documents are those listed in Table 1, attached to your letter (hereinafter "Table 1").

Also, the Department of Environmental Quality (DEQ) has regulatory responsibilities with regard to waste management, water pollution control, and air pollution control. Offices responsible for these activities are included in our environmental and federal consistency reviews.

NEPA Document Preparation. In accordance with the National Environmental Policy Act, the document (Environmental Assessment or Environmental Impact

Statement) must begin with a clear description of purpose and need for the proposed projects and of the affected environment. The purpose may include "efficient movement" as indicated in your March 3 letter, but the NEPA document should elaborate on that term. The environmental analysis should include effective maps of the area showing not only roads but topography, resources, and current land uses, as these exist, and describe the impacts of the proposed action on natural resources. The purpose and need discussion should explain, for people not familiar with airport aims and operations, the need for seven miles of road for the North Construction Access Road and the nature and details of the "connectivity" and infrastructure improvements contemplated for the North Area Roadways project.

The chapter on "Alternatives including the Proposed Action" should include choices that reflect partial fulfillment of MWAA aims as well as the "no-action" alternative, and phased approaches to project development. The alternatives discussion may include mitigation measures not already part of the proposed action (see the Council on Environmental Quality's NEPA regulations at 40 CFR Parts 1500 through 1508, section 1502.14(f), hereinafter described as "NEPA Rules"). Mitigation measures might include pollution prevention concepts such as re-use of materials; contracting for sustainably produced materials; porous pavement; and other ideas; see "pollution prevention" discussion below.

The chapter on "Environmental Consequences" should include careful and comparative analysis of environmental and other impacts of different project proposals or components. As the NEPA Rules state, this chapter should include discussion of direct and indirect impacts and their significance; unavoidable adverse impacts; energy requirements and conservation potential of various alternatives and mitigation measures; and possible conflicts with regional, state, or local plans or policies, *inter alia* (see NEPA Rules, section 1502.16).

Federal Consistency under the Coastal Zone Management Act. Pursuant to the Coastal Zone Management Act of 1972, as amended, the Metropolitan Washington Airports Authority (MWAA) is required to determine the consistency of its activities affecting Virginia's coastal resources or coastal uses with the Virginia Coastal Resources Management Program (VCP) (see section 307(c)(1) of the Act and 15 CFR Part 930, sub-part C, section 930.54(e)). This involves an analysis of the activities in light of the Enforceable Programs of the VCP (first enclosure), and submission of a consistency certification reflecting that analysis and committing the MWAA to comply with the Enforceable Programs. Section 930.58 gives content requirements for the consistency certification. Also, in accordance with section 930.58(a)(3), we recommend that the consistency certification show consideration of the Advisory Programs of the VCP (second enclosure).

The consistency certification may be included in the NEPA document or submitted independently. While the obligations under NEPA and the CZMA are independent, the MWAA may use its NEPA documents as a vehicle for its consistency certification (see the Federal Consistency Regulations at 15 CFR Part 930, section 930.37, relating to federal agency consistency determinations, and the Council on Environmental Quality's NEPA regulations at 40 CFR Parts 1500 through 1508, sections 1500.4(k) and 1502.25(a)). We recommend this integrated approach.

While the Loudoun County portion of the Airport is not directly within Virginia's Coastal Zone, activities in Loudoun County may affect natural resources or land uses in the Coastal Zone. Accordingly, the FAA previously agreed to provide consistency certifications for FAA-sponsored projects located in the Loudoun County portion of the Airport (see enclosed March 8, 1998 letter from DEQ to FAA). The principle holds for consistency determinations for direct federal agency activities.

Pollution Prevention. DEQ advocates that principles of pollution prevention be used in all construction projects as well as in facility operations. Effective siting, planning, and on-site Best Management Practices (BMPs) will help to ensure that environmental impacts are minimized. However, pollution prevention techniques also include decisions related to construction materials, design, and operational procedures that will facilitate the reduction of wastes at the source. We have several pollution prevention recommendations that may be helpful in constructing or operating this project:

- Consider development of an Environmental Management System (EMS). An effective EMS will ensure that the proposed facility is committed to minimizing its environmental impacts, setting environmental goals, and achieving improvements in its environmental performance. DEQ offers EMS development assistance and recognizes facilities with effective Environmental Management Systems through its Virginia Environmental Excellence Program.
- Consider environmental attributes when purchasing materials. For example, the extent of recycled material content and toxicity level should be considered and can be specified in purchasing contracts.
- Consider contractors' commitments to the environment (such as an EMS) when choosing contractors. Specifications regarding raw materials and construction practices can be included in contract documents and requests for proposals.
- Choose sustainable materials and practices for infrastructure and building construction and design. These could include asphalt and concrete containing recycled materials, and integrated pest management in landscaping, among other things.

- Integrate pollution prevention techniques into facility maintenance and operation, to include the following: inventory control (record-keeping and centralized storage for hazardous materials), product substitution (use of non-toxic cleaners), and source reduction (fixing leaks, energy-efficient HVAC and equipment). Maintenance facilities should be designed with sufficient and suitable space to allow for effective inventory control and preventive maintenance.

DEQ's Office of Pollution Prevention provides free information and technical assistance relating to pollution prevention techniques and EMS. If interested, MWAA may contact that Office (Tom Griffin, telephone (804) 698-4545).

Document Submission for State Review. NEPA documents may be sent separately to the agencies listed in Table 1, provided necessary copies are included for each (four for the Department of Conservation and Recreation, for its divisions; five for the Department of Environmental Quality, for its regulatory as well as planning divisions). In the alternative, the total number of copies may be provided to the Department of Environmental Quality's Office of Environmental Impact Review for distribution and coordination. Questions may be addressed to Charles Ellis of this Office at (804) 698-4488.

Sincerely,

Ellie L. Irons
Program Manager
Office of Environmental Impact Review

Enclosure

cc: Reviewing agencies, Table 1

Table 1. Agency Consultation
Proposed North Construction Access Road and North Area Roadways Projects
Washington Dulles International Airport

Fairfax County
Loudoun County
Virginia Chesapeake Bay Local Assistance Department
Virginia Department of Agriculture and Consumer Services
Virginia Department of Aviation
Virginia Department of Conservation and Recreation
Virginia Department of Environmental Quality
Virginia Department of Forestry
Virginia Department of Game and Inland Fisheries
Virginia Department of Health
Virginia Department of Historic Resources
Virginia Department of Mines, Minerals and Energy
Virginia Department of Transportation
Virginia Institute of Marine Science
Virginia Marine Resources Commission
Northern Virginia Regional Commission
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

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W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Robert G. Burnley
Director

(804) 698-4000
1-800-592-5482

Attachment 1

Enforceable Regulatory Programs comprising Virginia's Coastal Resources Management Program (VCP)

a. Fisheries Management - The program stresses the conservation and enhancement of finfish and shellfish resources and the promotion of commercial and recreational fisheries to maximize food production and recreational opportunities. This program is administered by the Marine Resources Commission (VMRC); Virginia Code §28.2-200 to §28.2-713 and the Department of Game and Inland Fisheries (DGIF); Virginia Code §29.1-100 to §29.1-570.

The State Tributyltin (TBT) Regulatory Program has been added to the Fisheries Management program. The General Assembly amended the Virginia Pesticide Use and Application Act as it related to the possession, sale, or use of marine antifoulant paints containing TBT. The use of TBT in boat paint constitutes a serious threat to important marine animal species. The TBT program monitors boating activities and boat painting activities to ensure compliance with TBT regulations promulgated pursuant to the amendment. The VMRC, DGIF, and Virginia Department of Agriculture Consumer Services (VDACS) share enforcement responsibilities; Virginia Code §3.1-249.59 to §3.1-249.62.

b. Subaqueous Lands Management - The management program for subaqueous lands establishes conditions for granting or denying permits to use state-owned bottomlands based on considerations of potential effects on marine and fisheries resources, tidal wetlands, adjacent or nearby properties, anticipated public and private benefits, and water quality standards established by the Department of Environmental Quality (DEQ). The program is administered by the Marine Resources Commission; Virginia Code §28.2-1200 to §28.2-1213.

c. Wetlands Management - The purpose of the wetlands management program is to preserve wetlands, prevent their despoliation, and accommodate economic development in a manner consistent with wetlands preservation.

(1) The tidal wetlands program is administered by the Marine Resources Commission; Virginia Code §28.2-1301 through §28.2-1320.

(2) The Virginia Water Protection Permit program administered by DEQ includes protection of wetlands --both tidal and non-tidal; Virginia Code §62.1-44.15:5 and Water Quality Certification pursuant to Section 401 of the Clean Water Act.

d. Dunes Management - Dune protection is carried out pursuant to The Coastal Primary Sand Dune Protection Act and is intended to prevent destruction or alteration of primary dunes. This program is administered by the Marine Resources Commission; Virginia Code §28.2-1400 through §28.2-1420.

e. Non-point Source Pollution Control – (1) Virginia's Erosion and Sediment Control Law requires soil-disturbing projects to be designed to reduce soil erosion and to decrease inputs of chemical nutrients and sediments to the Chesapeake Bay, its tributaries, and other rivers and waters of the Commonwealth. This program is administered by the Department of Conservation and Recreation; Virginia Code §10.1-560 et.seq.).

(2) Coastal Lands Management is a state-local cooperative program administered by the Chesapeake Bay Local Assistance Department and 84 localities in Tidewater (see i) Virginia; Virginia Code §10.1-2100 –10.1-2114 and 9 VAC10-20 et seq.

f. Point Source Pollution Control - The point source program is administered by the State Water Control Board (DEQ) pursuant to Virginia Code §62.1-44.15. Point source pollution control is accomplished through the implementation of:

(1) the National Pollutant Discharge Elimination System (NPDES) permit program established pursuant to Section 402 of the federal Clean Water Act and administered in Virginia as the Virginia Pollutant Discharge Elimination System (VPDES) permit program.

(2) The Virginia Water Protection Permit (VWPP) program administered by DEQ; Virginia Code §62.1-44.15:5 and Water Quality Certification pursuant to Section 401 of the Clean Water Act.

g. Shoreline Sanitation - The purpose of this program is to regulate the installation of septic tanks, set standards concerning soil types suitable for septic tanks, and specify minimum distances that tanks must be placed away from streams, rivers, and other waters of the Commonwealth. This program is administered by the Department of Health (Virginia Code §32.1-164 through §32.1-165).

h. Air Pollution Control - The program implements the federal Clean Air Act to provide a legally enforceable State Implementation Plan for the attainment and maintenance of the National Ambient Air Quality Standards. This program is administered by the State Air Pollution Control Board (Virginia Code §10-1.1300 through §10.1-1320).

(i) Coastal Lands Management is a state-local cooperative program administered by the Chesapeake Bay Local Assistance Department and 84 localities in Tidewater, Virginia established pursuant to the Chesapeake Bay Preservation Act; Virginia Code §10.1-2100 –10.1-2114 and Chesapeake Bay Preservation Area Designation and Management Regulations; Virginia Administrative Code 9 VAC10-20 et seq.

Attachment 2

Advisory Policies for Geographic Areas of Particular Concern

a. Coastal Natural Resource Areas - These areas are vital to estuarine and marine ecosystems and/or are of great importance to areas immediately inland of the shoreline. Such areas receive special attention from the Commonwealth because of their conservation, recreational, ecological, and aesthetic values. These areas are worthy of special consideration in any planning or resources management process and include the following resources:

a) Wetlands
b) Aquatic Spawning, Nursery, and Feeding Grounds
c) Coastal Primary Sand Dunes
d) Barrier Islands
e) Significant Wildlife Habitat Areas
f) Public Recreation Areas
g) Sand and Gravel Resources
h) Underwater Historic Sites.

b. Coastal Natural Hazard Areas - This policy covers areas vulnerable to continuing and severe erosion and areas susceptible to potential damage from wind, tidal, and storm related events including flooding. New buildings and other structures should be designed and sited to minimize the potential for property damage due to storms or shoreline erosion. The areas of concern are as follows:

i) Highly Erodible Areas
ii) Coastal High Hazard Areas, including flood plains.

c. Waterfront Development Areas - These areas are vital to the Commonwealth because of the limited number of areas suitable for waterfront activities. The areas of concern are as follows:

i) Commercial Ports
ii) Commercial Fishing Piers
iii) Community Waterfronts

Although the management of such areas is the responsibility of local government and some regional authorities, designation of these areas as Waterfront Development Areas of Particular Concern (APC) under the VCRMP is encouraged. Designation will allow the use of federal CZMA funds to be used to assist planning for such areas and the implementation of such plans. The VCRMP recognizes two broad classes of priority uses for waterfront development APC:

i) water access dependent activities;
ii) activities significantly enhanced by the waterfront location and complementary to other existing and/or planned activities in a given waterfront area.

Advisory Policies for Shorefront Access Planning and Protection

a. Virginia Public Beaches - Approximately 25 miles of public beaches are located in the cities, counties, and towns of Virginia exclusive of public beaches on state and federal land. These public shoreline areas will be maintained to allow public access to recreational resources.

b. Virginia Outdoors Plan - Planning for coastal access is provided by the Department of Conservation and Recreation in cooperation with other state and local government agencies. The Virginia Outdoors Plan (VOP), which is published by the Department, identifies recreational facilities in the Commonwealth that provide recreational access. The VOP also serves to identify future needs of the Commonwealth in relation to the provision of recreational opportunities and shoreline access. Prior to initiating any project, consideration should be given to the proximity of the project
site to recreational resources identified in the VOP.

c. Parks, Natural Areas, and Wildlife Management Areas - Parks, Wildlife Management Areas, and Natural Areas are provided for the recreational pleasure of the citizens of the Commonwealth and the nation by local, state, and federal agencies. The recreational values of these areas should be protected and maintained.

d. Waterfront Recreational Land Acquisition - It is the policy of the Commonwealth to protect areas, properties, lands, or any estate or interest therein, of scenic beauty, recreational utility, historical interest, or unusual features which may be acquired, preserved, and maintained for the citizens of the Commonwealth.

e. Waterfront Recreational Facilities - This policy applies to the provision of boat ramps, public landings, and bridges which provide water access to the citizens of the Commonwealth. These facilities shall be designed, constructed, and maintained to provide points of water access when and where practicable.

f. Waterfront Historic Properties - The Commonwealth has a long history of settlement and development, and much of that history has involved both shorelines and near-shore areas. The protection and preservation of historic shorefront properties is primarily the responsibility of the Department of Historic Resources. Buildings, structures, and sites of historical, architectural, and/or archaeological interest are significant resources for the citizens of the Commonwealth. It is the policy of the

Commonwealth and the VCRMP to enhance the protection of buildings, structures; and sites of historical, architectural, and archaeological significance from damage or destruction when practicable.

COMMONWEALTH of VIRGINIA

James S. Gilmore, III
Governor

John Paul Woodley, Jr.
Secretary of Natural Resources

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Thomas L. Hopkins
Director

(804) 698-4000
1-800-592-5482

March 9, 1998

Mr. Steven M. Urlass
Community/Environmental Planner 2
Federal Aviation Administration
Eastern Region - Airports Division
Fitzgerald Federal Building
JFK International Airport
Jamaica, New York 11430

RE: Federal Consistency Certification at Washington Dulles Airport located in Fairfax and Loudoun Counties.

Dear Mr. Urlass:

This letter serves to confirm our telephone discussions with FAA's staff concerning DEQ's approach to federal consistency certification for projects at Washington Dulles International Airport which require FAA's approvals or are supported by funds from the FAA. We believe that it is prudent for the Washington Metropolitan Airport Authority to routinely submit consistency certification for all activities proposed at the Airport which can affect any land or water use or natural resource of Virginia's coastal zone irrespective of whether the proposed activities are located in Fairfax County or Loudoun County. There are several reasons for selecting this approach instead of using different procedures based solely on which county is involved.

First, pursuant to the Coastal Zone Management Act (CZMA) of 1972 (section 307(c)(3)(a) and 15 C.F.R. Part 930, Subpart D) and the Coastal Zone Act Reauthorization Amendments of 1990, federal consistency is applicable to activities **in** or **outside** of the coastal zone if such activities affect land uses, water uses, or natural resources in the coastal zone. Applicants for federal licenses, permits, and other approvals, must certify that the proposed activity will be conducted in a manner which is consistent with the enforceable policies of Virginia's Coastal Resources Management Program (VCRMP). Loudoun County is adjacent to the boundary of Virginia's designated coastal management area and within the same watershed and airshed of the coastal zone. Therefore, projects located within the portion of the Airport which is in Loudoun County are also subject to consistency requirements even though Loudoun County is not included in Virginia's designated coastal management area.

Second, to be in compliance with the CZMA, as amended, the FAA must ensure that applicants for FAA's licenses, approvals, or funds meet the federal consistency requirements, prior to approving or funding the proposed activities. FAA's approval is included in Virginia's "listed" activities requiring consistency certification. Therefore, in keeping with the CZMA, for projects occurring in Fairfax County, the Airport Authority **must** submit a CZMA federal consistency certification to the FAA and the Department of Environmental Quality. In the case of Loudoun County, DEQ must be notified of activities which are likely to affect land and water uses and natural resources in the coastal zone. DEQ's review could follow the procedure described in 15 C.F.R. Part 930.54 for unlisted activities, since Loudoun County is outside the boundaries of the VCRMP and Virginia has not, to date, defined the geographic area outside of Tidewater which is subject to consistency review. However, please be advised that DEQ will request consistency certifications for projects located in Loudoun County which must obtain approval from any of the enforceable programs of the VCRMP.

Third, it is unlikely that the National Oceanic Atmospheric Administration's (NOAA) Office of Coastal Resource Management (OCRM) will deny Virginia the opportunity to review projects outside the coastal zone which can affect the coastal resources and require approvals of programs listed under the enforceable policies of the VCRMP. This has been confirmed in discussions with OCRM staff this week.

Fourth, using different procedures for consistency certification of different projects at the same facility has the potential to be confusing to all parties concerned. The consistency certification for listed activities is straight forward, takes less time than the review of unlisted activities, involves less paperwork, and does not require OCRM involvement for concurrences. In addition, there are no benefits to be derived from using the procedure for unlisted activities since the same criteria --the enforceable policies of the VCRMP-- are used to evaluate the impacts of projects on coastal resources for both listed and unlisted activities in or outside of the coastal zone.

Fifth, DEQ and FAA can agree on the procedure to routinely use for consistency certification for projects located outside the boundaries of Virginia's designated coastal resources management area. In fact, NOAA encourages state and federal agencies to work cooperatively to develop memoranda of understanding addressing federal consistency issues. In this regard, we also discussed with OCRM staff our proposal to use the same review procedure for projects at Dulles Airport irrespective of the locality involved. They were amenable to this approach and reiterated NOAA's support for cooperation between state and federal agencies.

Based on the foregoing, we recommend that FAA and DEQ agree to using the same procedure for reviewing projects at Washington Dulles International Airport whether they are located in Fairfax County or Loudoun County. The need for consistency certification should be based on the effects on the coastal zone rather than just geography. I have enclosed a copy of the Enforceable Policies of the VCRMP as well as the information required for

consistency certification for guidance to airport officials responsible for consistency certification.

The Commonwealth of Virginia appreciates your interest in complying with the requirements of the VCRMP. If you need clarification of these comments, please contact Ellie Irons at (804) 698-4325.

Sincerely,

Michael P. Murphy
Customer Service Director

Enclosure

cc. Gail Butler, FAA
David Kaiser, NOAA
William O'Beirne, NOAA
Harry Gregori, DEQ-OSP
Laura McKay, DEQ-VCRMP

COMMONWEALTH of VIRGINIA

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Marine Resources Commission
2600 Washington Avenue
Third Floor
Newport News, Virginia 23607

William A. Pruitt
Commissioner

April 14, 2003

Mr. J. Charles Baummer, Jr., Ph. D.
Environmental Planner, MA-32E
Metropolitan Washington Airports Authority
Ronald Reagan Washington National Airport
Washington, DC 20001-4901

RE: Proposed North Construction Access road and
Proposed North Area Roadways Projects, Dulles
International Airport

Dear Mr. Baummer:

This will respond to your letter dated March 3, 2003, requesting comments on the above-referenced project.

Based on a desktop review of the documents provided, the proposed project does not fall within the jurisdiction of the Marine Resources Commission. However, due to the small scale, and lack of detail shown on the 8.5 by 11 inch plan sheets, it is difficult to evaluate this projects' potential impacts on State-owned submerged lands. Therefore, we would request that you forward copies of more detailed plans once they are available for review.

If we may be of further assistance, please do not hesitate to call on us.

Sincerely,

Mark C. Eversole
Environmental Engineer

MCE/bac
HM

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

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Robert G. Burnley
Director

Jeffery A. Steers
Regional Director

April 17, 2003

Mr. Charles Baummer
Parsons Management Consultants
West Building, Room 155
Ronald Reagan Washington National Airport
Washington, D.C. 20001

Re: VWP General Permit Authorization Number WP3, Washington Dulles International Airport North-South Construction Service Road, Loudoun County, Virginia, Additional Information and Permit Application Fee Request Letter

Dear Mr. Baummer:

The Virginia Department of Environmental Quality (DEQ) has received your application for the above-referenced project on April 15, 2003. DEQ has determined that this project qualifies for authorization under the Virginia Water Protection General Permit for Linear Transportation Projects (WP3) in accordance with 9 VAC 25-680-10 et seq. This regulation defines the information required for a complete application. Upon review, DEQ has determined that the application is incomplete and additional information is required in order for DEQ to continue the permitting process. I have enclosed a summary of the information required to complete the application package. Please submit the requested information to my attention at the above address.

In addition to the requested information, a permit application fee is required for the proposed activity. The permit application fee for a VWP General Permit Number WP3 is $600.00. Please complete the enclosed Permit Application Fee Form and mail the form with the designated fee to the following address:

DEQ
Receipts Control
Water Division
P.O. Box 10150
Richmond, Virginia 23240

Checks or money orders should be made payable to the Treasurer of Virginia. Please do not send cash.

Because your application has been determined to be incomplete, the 45-calendar day processing period for authorization of a VWP general permit will not commence until you provide the additional information and the required permit application fee is deposited by the DEQ accounting department. Please submit the information and permit application fee within 30 days of the date of this letter so that DEQ can continue a timely review of the application.

Do not hesitate to contact me at (703) 583-3857 or tmbeasley@deq.state.va.us if you have any questions or comments, or if you are having difficulty obtaining the requested information. Thank you for your cooperation in this matter.

Sincerely,

Trisha Beasley

Trisha M. Beasley
Environmental Specialist II

Attachments: Additional Information Request Summary
Permit Application Fee Form

cc: Metropolitan Washington Airports Authority, Mr. Keith Meurlin
U.S. Army Corps of Engineers, Ron Stouffer

Additional Information Request Summary

VWP General Permit Authorization, Washington Dulles International Airport North-South Construction Service Road, Loudoun County, Virginia

Please provide the following information to complete the application package.

1. The impact figures provided in Table 1 of the JPA did not coincide with the impact figures provided in the Appendices. Please correct the discrepancy.

2. Please provide a map identifying the location of all temporary impacts and a statement describing the restoration of the temporary impacts.

3. Please provide documentation that the credits are available and that the appropriate amount of credits will be allocated to this permit authorization.

4. For each impact location where a stream channel is present, please provide the type, acreage and linear feet of the stream impact.

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

MAY - 2 2003

Ms. Trisha M. Beasley
Environmental Specialist II
Department of Environmental Quality
Northern Virginia Regional Office
13901 Crown Court
Woodbridge, VA 22193

RE: VWP General Permit Authorization Number WP3
Washington Dulles International Airport, North-South Construction Service Road
Additional Information and Permit Application Fee Request

Dear Ms. Beasley:

In response to your letter of April 17, I am enclosing the additional information you requested regarding our April 10 permit application for the proposed North-South Construction Service Road at Washington Dulles International Airport. The application fee is being forwarded to the DEQ Water Division Receipts Control office in Richmond.

Please call me at 703-417-8168 if you have any questions or need additional information. Thank you.

Sincerely,

J. Charles Baummer, Jr., Ph.D.
Environmental Planner (MA-32E)

Enclosure

cc: Ron Stouffer, US Army Corps of Engineers

JCB:pp

State Program General Permit Application for Activities in Waters and Wetlands of the Commonwealth of Virginia

Washington Dulles International Airport

North-South Construction Service Road Project

Response to VDEQ Additional Information Request

Submitted by

Metropolitan Washington Airports Authority
Washington Dulles International Airport
PO Box 17045
Washington, D.C. 20042-0045

May 2003

Additional Information Request Summary
VWP General Permit Authorization, Washington Dulles International Airport
North-South Construction Service Road,
Loudoun County, Virginia

Item 1 – Impact Figure Correction

VDEQ Comment:

> **"The impact figures provided in Table 1 of the JPA did not correspond with the impact figures provided in the Appendices. Please correct the discrepancy."**

The impact figure listed in Item 3 of Appendix R was incorrect and has been corrected. The correct impact figure is 9,932 sq. ft. as presented in the Narrative and Appendix G. A corrected Appendix R has been included in this package.

APPENDIX R - ROAD CROSSINGS

Questions:

1. On a separate sheet of paper, describe the materials to be used, the method of construction, and the order in which the construction will be accomplished including cofferdams, if applicable. See narrative attached to this section

2. What is the approximate drainage area and average flow rate of the stream? See List sq mi
1 cfs

Drainage Area - Horsepen Run: 2.08 square miles,
Cub Run: 3.2 square miles, and Dead Run: 1.5 square miles

3. Will any fill will be located on wetlands or subaqueous land? X Yes __ No. If your answer is yes, complete the table below:

	Tidal (sq. ft.)	Nontidal (sq. ft.)
Vegetated	NA	9,932 *
Nonvegetated	NA	NA *
Subaqueous land	NA	NA *

*** If nontidal wetland impacts will occur, please complete Part IV or V of the JPA.**

4. Have you conducted hydrologic/hydraulic studies to verify adequacy of the culverts? __Yes X No. If your answer is "Yes", please attach a copy of the study/report. NOTE: Virginia Department of Transportation (VDOT) standards require that the backwater for a 100 year storm not exceed 1 foot for all road, culvert, and bridge projects within FEMA-designated floodplains.

5. If the project is a bridge crossing and there are similar crossings in the area, what is the vertical distance above mean high/low water or ordinary high water for the other crossings?
N/A

Specific Information for Plan View Drawing:

- width of the waterway, measuring from mean high water to mean high water (tidal areas) or ordinary high water to ordinary high water (nontidal areas)
- location and type of support structures

Specific Information for Cross-Sectional Drawing:

- existing contours of the bottom (depths relative to MLW or OHW)
- height of bridge, if applicable
- culverts and size, if applicable
- culvert invert elevations

Note: *Land disturbance or removal of vegetation associated with projects located in Chesapeake Bay Preservation Areas will require approval from local governments. Please contact your local government to determine local Chesapeake Bay Preservation Act requirements concurrent with this application.*

Additional Information Request Summary
VWP General Permit Authorization, Washington Dulles International Airport
North-South Construction Service Road,
Loudoun County, Virginia

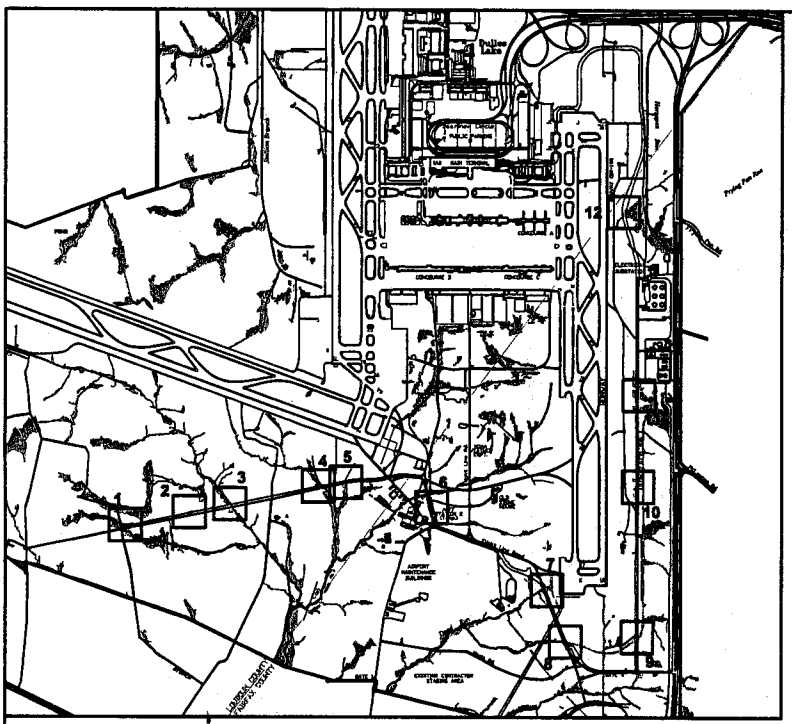
Item 2 – Temporary Wetland Impacts

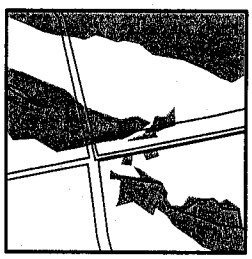
VDEQ Comment:

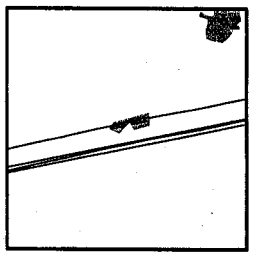
> **"Please provide a map identifying the location of all temporary impacts and a statement describing the restoration of the temporary impacts."**

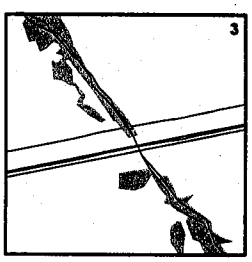
See the attached figure for a presentation of the location of the temporary wetland impacts associated with the North-South Construction Service Road. Panel six in the figure depicts temporary wetland impacts within the road area. At this location, an existing corrugated metal pipe will be replaced with a reinforced concrete pipe of the same dimension, causing only temporary impacts to the wetlands and the stream channel. The pipe is being replaced to allow use of the roadway by heavy equipment.

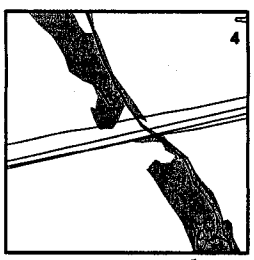
Wetlands temporarily impacted by construction activities will be restored to previous grades and allowed to revegetate naturally.

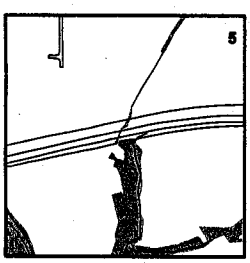


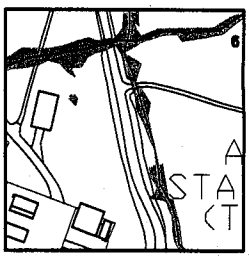


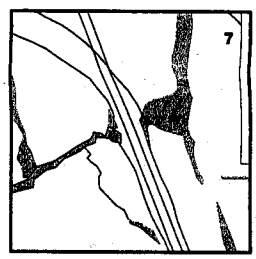


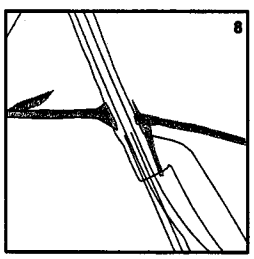


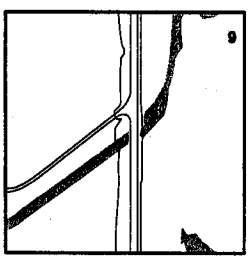


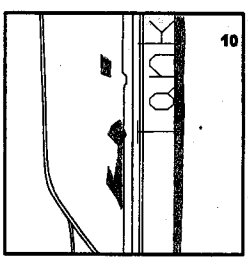


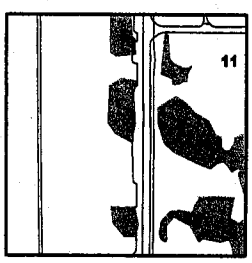


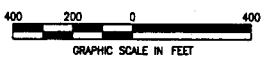












STATEMENT DESCRIBING RESTORATION:
WETLANDS TEMPORARILY IMPACTED BY ROAD CONSTRUCTION/WIDENING ACTIVITES WILL BE RESTORED TO PREVIOUS GRADES AND ALLOWED TO RE-VEGETATE NATURALLY

TEMPORARY WETLAND IMPACTS
WETLANDS
STREAMS
NORTH-SOUTH CONSTRUCTION SERVICE ROAD LIMIT OF DISTURBANCE

FILE: (LOVETON) C:\PROJECTS\13840011\2002\VMF-HAM\2003\REPORT\SPECIAL.DWG

NORTH-SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN AND FAIRFAX COUNTIES, VIRGINIA	LOCATION OF TEMPORARY IMPACTS TO WETLANDS	DRAWN BY WCM	DATE 4-23-03	PROJECT NO. 13840.03
		CHECKED BY CWL	SCALE AS SHOWN	FIGURE –

Additional Information Request Summary
VWP General Permit Authorization, Washington Dulles International Airport
North-South Construction Service Road,
Loudoun County, Virginia

Item 3 – Documentation of Availability of Wetland Credits

VDEQ Comment:

> **"Please provide documentation that the credits are available and that the appropriate amount of credits will be allocated to this permit authorization."**

The table below presents the history and relationships of wetland mitigation credit acquisitions and wetland permits at Washington Dulles International Airport. The Authority purchased 33 wetland credits in 2002. Of the 33 wetland credits, 28.465 were used to mitigate impacts to wetlands associated with the Tier 2 Projects permit, leaving an unused balance of 4.535 wetland credits. A portion of this wetland credit balance will be applied to this permit application. The wetland credit balance will continue to be applied to future permit applications until the balance is exhausted. Proof of purchase of the 33-acre credits is on file with VDEQ. A September 23, 2002 statement, from Wetland Studies and Solutions, Inc., is attached that documents the availability of credits purchased by the Authority in excess of actual mitigation requirements.

WETLAND MITIGATION CREDIT SUMMARY

Permit Number	Project Description	Required Mitigation for Wetland Impacts (acres)	Wetland Credits Purchased (acres)	Wetland Credit Balance Forward (acres)	Provider*
00-V1812	North Employee Parking/Apron VI	10.990	10.990	-----	WSSI
01-0416 01-B0002-40	South Employee Parking/Taxiway F	11.060	11.060	-----	WSSI
02-V0249-40 02-0249	Tier 2 and Associated Projects	28.465	33.000	4.535	WSSI
In Agency Review#	North-South Construction Service Road	0.275	-----	4.26	WSSI
In Agency Review	North Area Roadways	0.524	-----	3.736	WSSI
	Total	51.314	55.050	3.736	

* WSSI = Wetland Studies and Solutions, Inc.
\# Subject of VDEQ Request for Additional Information

Wetland
Studies and Solutions, Inc.

September 23, 2002

VIA EMAIL: hackettm@mwaa.com

Mr. Michael T. Hackett
Metropolitan Washington Airports Authority
Ronald Reagan
Washington National Airport
West Building, Room 156
Washington, DC 20001-4901

Re: Wetlands Contracts Status
WSSI# 6179-LLL

Dear Mike:

Thanks for your nice compliments. I look forward to taking you to our projects many more times so you can see them turn into wetlands – it's exciting.

I signed the contract modification for stream credits – and returned it to Mr. Swennes. We have started final design and will proceed diligently, this week we will complete some more surveying for the designers to use.

As far as credit availability and usage, here is the status:

WSSI	PROJECT NAME	CREDITS PURCHASED	COE PERMIT #	DEQ PERMIT #
3839W	Dulles Airport Taxi:			
	Permitted Portion	10.99	00-V1812	Waived
	Unused Portion	0.01	-	-
6179D	Dulles Airport – Phase 2:			
	Permitted Portion	11.05	01-B0002-40	01-0416
	Unused Portion	0.01	-	-
6179T	Dulles Airport – Phase 3:			
	Permitted Portion	28.465	02-V0249-40	02-0249
	Unused Portion	4.535	-	-
6179LLL	Dulles Airport – Expansion:			
	1st Purchase (completed)	16.80	Un-permitted	Un-permitted
	Fall 2003 Purchase	67.20	Un-permitted	Un-permitted
	Fall 2004 Purchase	28.00	Un-permitted	Un-permitted

Call if you need anything else.

Sincerely,

WETLAND STUDIES AND SOLUTIONS, INC.

Michael S. Rolband, P.E., P.W.S.
President

kr\L:\06000s\6179LLL\ADMIN\092302hackett.doc

14088-M Sullyfield Circle, Chantilly, Virginia 20151
Phone 703.631.5800 Fax 703.631.5804
Web Page http://www.wetlandstudies.com E-mail contactus@wetlandstudies.com

Additional Information Request Summary
VWP General Permit Authorization, Washington Dulles International Airport
North-South Construction Service Road,
Loudoun County, Virginia

Item 4 – Stream Channel Impacts

VDEQ Comment:

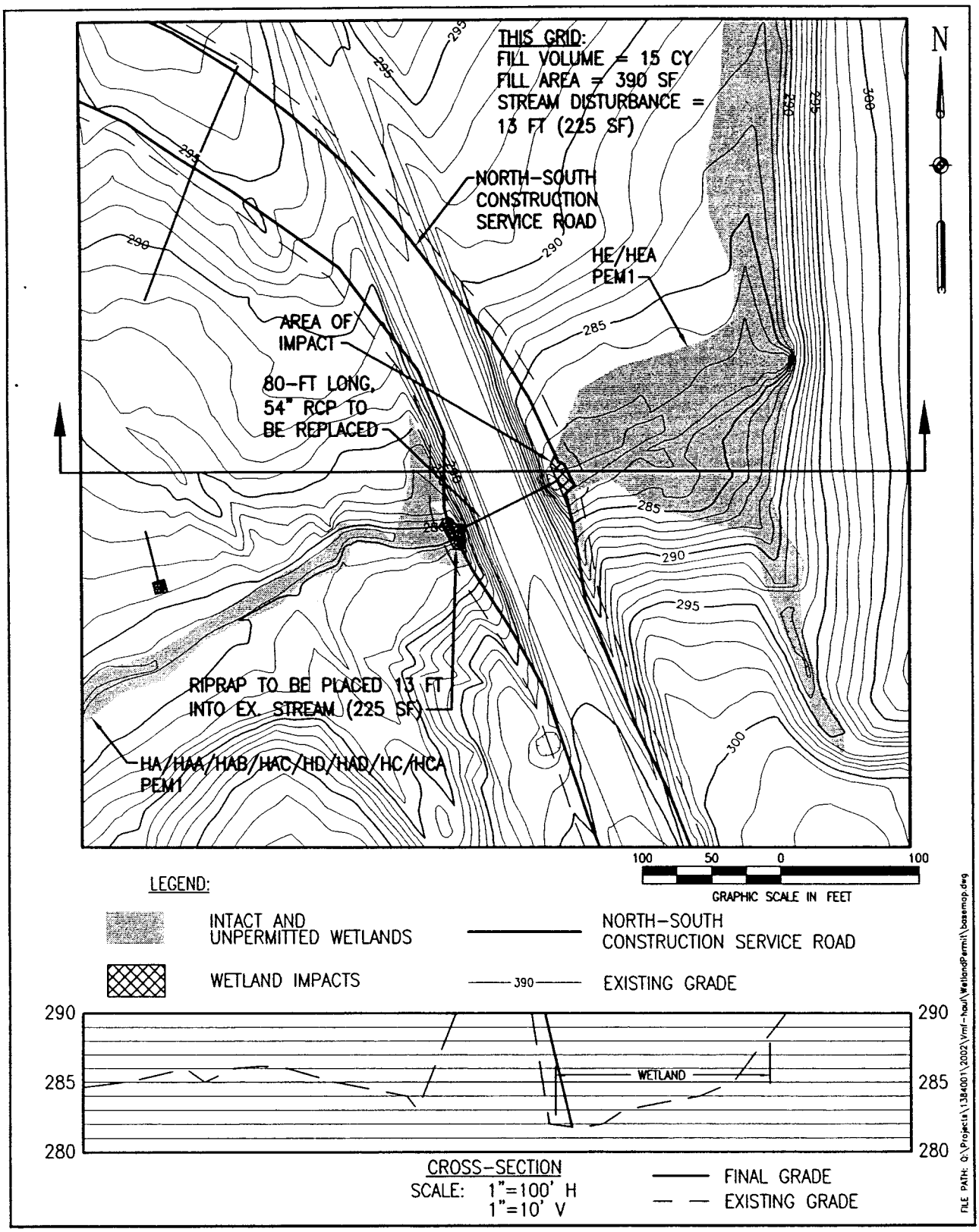
> **"For each impact location where a stream channel is present, please provide the type, acreage and linear feet of the stream impact."**

The North-South Construction Service Road (NSCSR) project consists of the widening or improvement of existing roadways at IAD. A portion of the NSCSR project also consists of the construction of new road segments. The segments to be widened or improved cross stream channels and drainage conveyances at IAD, however, the majority of these crossings do not cause permanent stream impacts. Two existing road crossings to be improved cause minimal permanent channel impacts. The location and type of impacts were presented on Grids G and I in Attachment 5 of the permit application. Additional annotation has been added to Grids G and I and revised copies of these grid sheets have been included with this response to VDEQ's request for additional information. Stream impacts are detailed in the table below. The impacts to the stream resources at IAD have been minimized through the Authority's design review process.

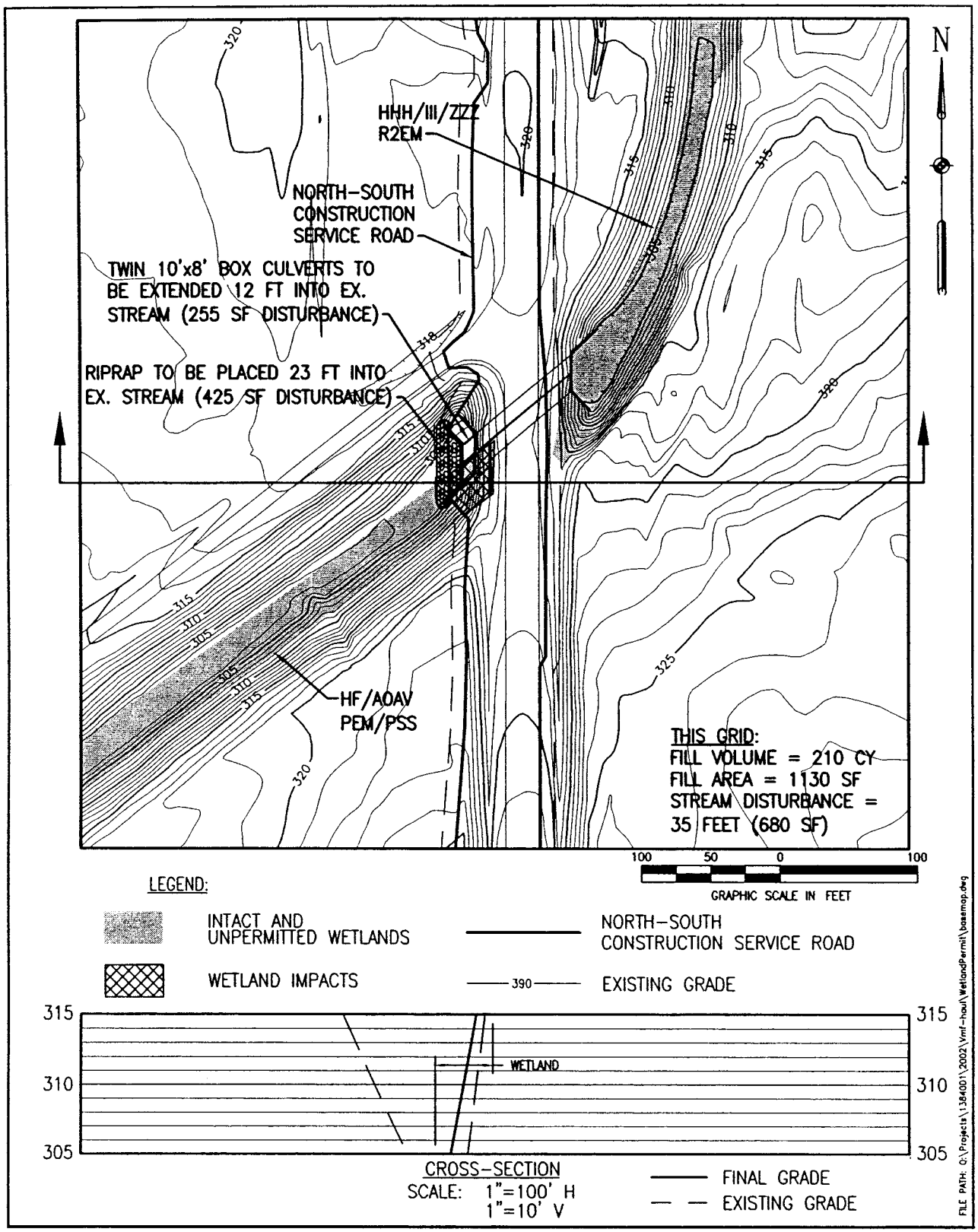
The text for the State Program General Permit (SPGP)-Sub-paragraph "e" under Linear Transportation Projects, Category A states: "mitigate for all stream impacts (e.g., pipes, culverts, relocated streams constructed without natural channel design, riprap, and other fills) of more than 300 linear feet of stream bed for any single crossing. . ." Because none of the crossings associated with the NSCSR project impact greater than 300 linear feet of stream bed, mitigation of 48 linear feet of combined stream impact associated with the proposed NSCSR project is not necessary.

STREAM IMPACT SUMMARY

Grid Sheet	Type of Impact	Impact (linear ft.)	Area of Impact (sq. ft.)
G	Rip Rap Stabilization	13	225
I	Culvert Extension	35	680
	Total	48	905


THIS GRID:
FILL VOLUME = 15 CY
FILL AREA = 390 SF
STREAM DISTURBANCE =
13 FT (225 SF)
NORTH-SOUTH
CONSTRUCTION
SERVICE ROAD
HE/HEA
PEM1
AREA OF
IMPACT
80-FT LONG,
54" RCP TO
BE REPLACED
RIPRAP TO BE PLACED 13 FT
INTO EX. STREAM (225 SF)
HA/HAA/HAB/HAC/HD/HAD/HC/HCA
PEM1
N
100 50 0 100
GRAPHIC SCALE IN FEET
LEGEND:
INTACT AND
UNPERMITTED WETLANDS
WETLAND IMPACTS
NORTH-SOUTH
CONSTRUCTION SERVICE ROAD
390
EXISTING GRADE
290
285
280
WETLAND
CROSS-SECTION
SCALE: 1"=100' H
1"=10' V
FINAL GRADE
EXISTING GRADE
FILE PATH: Q:\Projects\138400\2002\Vnf-haul\WetlandPermit\basemap.dwg

GRID G


N
HHH/III/ZZZ
R2EM
NORTH-SOUTH
CONSTRUCTION
SERVICE ROAD
TWIN 10'x8' BOX CULVERTS TO
BE EXTENDED 12 FT INTO EX.
STREAM (255 SF DISTURBANCE)
RIPRAP TO BE PLACED 23 FT INTO
EX. STREAM (425 SF DISTURBANCE)
HF/AOAV
PEM/PSS
THIS GRID:
FILL VOLUME = 210 CY
FILL AREA = 1130 SF
STREAM DISTURBANCE =
35 FEET (680 SF)
100 50 0 100
GRAPHIC SCALE IN FEET
LEGEND:
INTACT AND
UNPERMITTED WETLANDS
WETLAND IMPACTS
NORTH-SOUTH
CONSTRUCTION SERVICE ROAD
390
EXISTING GRADE
315
310
305
WETLAND
CROSS-SECTION
SCALE: 1"=100' H
1"=10' V
FINAL GRADE
EXISTING GRADE
FILE PATH: O:\Projects\138400\1\2002\Vmf-haul\WetlandPermit\basemap.dwg

GRID 1

COMMONWEALTH of VIRGINIA

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Marine Resources Commission
2600 Washington Avenue
Third Floor
Newport News, Virginia 23607

William A. Pruitt
Commissioner

May 8, 2003

Mr. Keith Meurlin
Metropolitan Washington Airports Authority
c/o J. Charles Baummer, Jr., PhD.
Parsons Management Consultants
West Building Room 155
Ronald Reagan Washington National Airport
Washington, DC 20001

RE: VMRC #03-0739

Dear Mr. Meurlin:

You have inquired regarding a permit to fill and cross Horsepen Run, Club Run, and Dead Run and their intermittent tributaries with the construction of the Dulles Airport North-South Construction Service Road, in Fairfax County.

Your proposed project is in an area over which the Marine Resources Commission is not currently exerting jurisdiction. Therefore, no authorization will be required from this agency.

For your information, however, you may need authorization from the U.S. Army Corps of Engineers, Norfolk District, 803 Front Street, Norfolk, Virginia 23510, and/or your local wetlands board prior to commencing your project. Your application was forwarded to both agencies for their review.

If we may be of further assistance, please do not hesitate to call on us.

Sincerely,

Mark C. Eversole
Environmental Engineer

MCE/ncp
HM
cc: Applicant
Fairfax County Wetlands Board

Baummer Jr., Charley

From: Beasley,Trisha [tmrenaud@deq.state.va.us]
Sent: Wednesday, May 21, 2003 2:01 PM
To: Baummer Jr., Charley
Subject: North - South Service Road

Mr. Baummer,

This e-mail is to follow up on our telephone conversation on May 16, 2003. DEQ has received your information dated May 2, 2003. As we discussed during our telephone conversation, DEQ requests the following information:

* The Location of Temporary Impacts to Wetlands map included in the additional information indicates that temporary impacts will be located within the limits of clearing and grading for the road project. DEQ requests that the wetland areas located within the grading limits be considered permanent.
* Page 6 of the additional information that indicates mitigation for stream impacts will not be required for the stream channel impacts. The DEQ regulations require stream mitigation for all stream channel impacts. Please submit mitigation for the stream channel impacts.
* Please submit a revised impact and mitigation table that represents the most current numbers.

If you have any questions about the requested information then please contact me (703) 583-3857 and tmbeasley@deq.state.va.us.

Trisha Beasley
Environmental Specialist II
Department of Environmental Quality
Northern Virginia Office- (703) 583-3857
Fredericksburg Office - (540) 899-4510

>

Baummer Jr., Charley

From: Baummer Jr., Charley
Sent: Tuesday, June 10, 2003 3:40 PM
To: Trisha Beasley (E-mail)
Cc: Beatty, Thomas; Charles Leasure (E-mail); Callahan, Michael; Lebegern, William
Subject: Dulles North-South Construction Service Road Project

Second Round
/DEQ Comment

Trisha:

The attachment is our response to the questions your raised in your May 21 e-mail and in subsequent telephone conversations.

Regarding the issue of the application fee, your web site indicates that the fee is $600 for VWP General Permit with impacts less than 1/2 acre. This project involves 0.241 acre of permanent impact and 0.18 acre of temporary impact, for a total of 0.42 acre. Thus the $600 fee, which we have paid, appears appropriate.

I would like to confirm that this addresses all remaining issues. Please call me at 703-417-8168.

Thank you.

--Charley Baummer

VDEQ Comment:

- *The Location of Temporary Impacts to Wetlands map included in the additional information indicates that temporary impacts will be located within the limits of clearing and grading for the road project. DEQ requests that the wetland areas located within the grading limits be considered permanent.*

Response:

The figure referenced in the VDEQ comment depicts the location of the design footprint and an additional area labeled as the "Limit of Disturbance". The limit of disturbance is not synonymous with a clearing or grading limit. Areas of wetland impact caused by the permanent grading and/or clearing associated with the construction of the project have been characterized as being permanent impacts to wetlands – See permit application package submitted 10 April 2003.

A limit of disturbance designation was added to the design drawings to connote a region of possible temporary impact to adjacent wetlands during the construction process caused by the incidental egress of construction equipment during construction activities. Impacts to wetlands outside of the design footprint but within the limit of disturbance of the roadway and associated features will be temporary and will be minimized where possible. Any impacts to jurisdictional wetlands outside of the permanent design footprint caused by construction activities will be restored per the regulatory definition of temporary impacts found in the Administrative Code of Virginia (9VAC25-680-10).

The Authority has accurately depicted and accounted for wetland impacts as permanent within the design footprint of the proposed project. Any wetland areas that may be impacted as part of the construction process outside of the design footprint will not be permanent, as these areas will be restored to pre-construction contours and elevations immediately following construction of the proposed project.

VDEQ Comment:

- *Page 6 of the additional information that indicates mitigation for stream impacts will not be required for the stream channel impacts. The DEQ regulations require stream mitigation for all stream channel impacts. Please submit mitigation for the stream channel impacts.*

Response:

From our reading of the State Program General Permit, and consultation (through our subcontractor, EA Engineering) with the Norfolk District of the Corps of Engineers, we had concluded that mitigation was not required for the 48 total linear feet of stream impact related to the project. The text for the State Program General Permit - Sub-paragraph "e" under Linear Transportation Projects, Category A states: "mitigate for all stream impacts (e.g., pipes, culverts, relocated streams constructed without natural channel design, riprap, and other fills) of more than 300 linear feet of stream bed for any single crossing. . ." The impacts of the proposed North-South Construction Service Road project are well below this threshold.

We now understand that VDEQ's request for stream mitigation is based not on the State Program General Permit, but on the regulations implementing the Virginia Water Protection General Permit WP-3. The following is a revised summary of stream impacts:

STREAM IMPACT SUMMARY

Grid Sheet	Type of Impact	Impact (linear ft.)	Area of Stream / Wetland Impact (sq. ft.)	Area of Wetland Impact Accounted for in Application	Area of Stream Impact Remaining to be Mitigated
G	Rip Rap Stabilization	13	225	115	110
I	Culvert Extension	35	680	230	450
	Total	48	905	345	560

The total project impact to streams is 48 linear feet or 905 square feet. Of this, 345 square feet is accounted for in the permanent wetland impacts table contained in our April 10, 2003 application (State Program General Permit Narrative, page 6, Table 1). The Metropolitan Washington Airports Authority proposes to mitigate the remaining 560 square feet (0.013 acre) by using an additional 0.013 acre-credits already purchased at the Cedar Run Wetlands Bank. As indicated

in our April 10 application and our May 2, 2003 response to VDEQ's request for additional information, the credits previously purchased but not used are sufficient to cover the mitigation requirements for this project. A summary of the Authority's wetland mitigation credit status, updated to reflect the additional 0.013 acre-credits, is presented in the table below:

REVISED WETLAND MITIGATION CREDIT SUMMARY

Permit Number	Project Description	Required Mitigation for Wetland Impacts (acres)	Wetland Credits Purchased (acres)	Wetland Credit Balance Forward (acres)	Provider*
00-V1812	North Employee Parking/Apron VI	10.990	10.990	-----	WSSI
01-0416 01-B0002-40	South Employee Parking/Taxiway F	11.060	11.060	-----	WSSI
02-V0249-40 02-0249	Tier 2 and Associated Projects	28.465	33.000	4.535	WSSI
In Agency Review#	North-South Construction Service Road	0.288	-----	4.247	WSSI
In Agency Review	North Area Roadways	0.524	-----	3.723	WSSI
	Total	51.314	55.050	3.723	

* WSSI = Wetland Studies and Solutions, Inc.
\# Subject of VDEQ Request for Additional Information

VDEQ Comment:

- *Please submit a revised impact and mitigation table that represents the most current numbers.*

Response:

A revised table of permanent wetland impacts and projected mitigation requirements, including stream impacts, is presented on the following page. There have been no changes to the calculation of temporary wetland impacts, originally presented as Table 2 in the April 10 permit application

TABLE 1 PERMENANT WETLAND IMPACTS AND THE PROJECTED MITIGATION REQUIREMENTS INCLUDED IN THE NORTH-SOUTH CONSTRUCTION SERVICE ROAD PROJECT, VIRGINIA STATE PROGRAM GENERAL PERMIT

Wetland Name	Wetland Type	Wetland Description	**Stream Impact (linear feet)**	**Impact Area (square feet)**	**Impact Area (acres)**	**Projected Mitigation Ratio**	**Projected Wetland Mitigation (acres)**
TA	PEM 1	Palustrine Emergent Persistent	---	2,600	0.061	1:1	0.061
HF/AOAV	PEM1	Palustrine Emergent, Persistent	---	2,351	0.054	1:1	0.054
AL/IAA/IAB/IC	PEM1	Palustrine Emergent Persistent	---	11	---	1:1	---
HE/HEA	PEM1	Palustrine Forested, Broad-leaved Deciduous	---	251	0.006	1:1	0.006
HA/HAA/HAB/HAC/ HD/HAD/HC/HCA	R3SB	Riverine, Upper Perennial, Emergent*	---	19	---	1:1	---
HA/HAA/HAB/HAC/ HD/HAD/HC/HCA	PEM1	Palustrine Emergent Persistent	---	11	---	1:1	---
AOAR	PEM1 Isolated	Palustrine Emergent	---	4	---	1:1	---
AOAQ	PEM1 Isolated	Palustrine Emergent	---	147	0.003	1:1	0.003
MDB	PFO1	Palustrine Forested, Broad-leaved Deciduous	---	218	0.005	2:1	0.010
MB/MC3/MCF	R2EM	Riverine, Lower Perennial, Emergent*	---	697	0.016	1:1	0.016
MHY	PFO Isolated	Palustrine Forested	---	1,220	0.028	2:1	0.056
MHV	PEM1	Palustrine Emergent Persistent	---	1,166	0.026	1:1	0.026
S	PEM1	Palustrine Emergent Persistent	---	238	0.005	1:1	0.005
MG/MH2/MHA/MHB	PFO1	Palustrine Forested, Broad-leaved Deciduous	---	523	0.012	2:1	0.024
MD	PFO1	Palustrine Forested, Broad-leaved Deciduous	---	131	0.003	2:1	0.006
HA/HAA/HAB/HAC/ HD/HAD/HC/HCA	R3SB	Perennial Stream Channel**	13	225	0.005	1:1	0.005
HF/AOAV	PEM1	Perennial Stream Channel**	35	680	0.016	1:1	0.016
		Totals:	48	10,492	0.241	---	0.288

* Although wetland polygon labeled as a Riverine wetland type per the approved delineation, the designated impact is outside of a channel

** Stream Impacts to be mitigated with emergent wetland credits

Baummer Jr., Charley

From: Baummer Jr., Charley
Sent: Wednesday, June 11, 2003 8:38 AM
To: Trisha Beasley (E-mail)
Subject: Dulles North-South Construction Access Road

Trisha:

This is to confirm your voice mail message from earlier today that the information I provided yesterday addresses all of your questions satisfactorily, that we have paid the correct application fee, and that our application is deemed complete.

I interpret your message to mean that there are no unresolved issues. Thank you for reviewing this information so quickly.

--Charley

NORTH-SOUTH CONSTRUCTION SERVICE ROAD
COASTAL ZONE MANAGEMENT ACT (CZMA) CONSISTENCY CERTIFICATION

This document provides the Commonwealth of Virginia with the Metropolitan Washington Airports Authority's (the Authority) Consistency Certification and necessary data and information under CZMA Section 307(c)(3)(A) and 15 CFR Part 930, sub-part D, for the North-South Construction Service Road Project at Washington Dulles International Airport, Fairfax and Loudoun Counties, Virginia.

Certification:

The Authority certifies that the proposed activity complies with the enforceable programs of Virginia's Coastal Resources Management Program (VCP) and will be conducted in a manner consistent with the VCP.

Necessary Data and Information:

1. The Authority is seeking approval from the Federal Aviation Administration (FAA) for the construction and operation of a Construction Access Road at Washington Dulles International Airport.

2. The project site is located in Fairfax County and Loudoun County. Loudoun County is not part of the Virginia Coastal Zone.

   The proposed North-South Construction Service Road (haul road) will be a support road for near-term construction projects at Washington Dulles International Airport to provide for the efficient movement of excavated materials and supplies for construction projects. The haul road will begin 1,500 ft east of the Main Terminal on the eastern portion of the airport and will terminate at the soil bank located in the southwest area of the airport (Figure 1). It will be a seven-mile road combining new road segments and improvements to existing road segments within Washington Dulles International Airport property. Approximately 1.68 miles of new road will be constructed, the remaining sections will be widened and/or resurfaced. It would begin east of the Main Terminal, run straight north to the edge of the existing contractor staging area and then follow the perimeter of this area where a planned road will exist. The road will continue across the extended centerline of Runway 01R-19L before turning south. The road then follows the eastern Perimeter Road to the south and into Tank Farm Road, and continues to the south to intersect with Flight Line Road and East of Gate 4. At this point the road heads west towards existing haul roads to the Soil Bank site.

   The road will include 2 lanes with a minimum of 14' per lane with erosion control measures. Areas where the road intersects with aircraft operations will be paved. There will be some upgrade, maintenance, repair required to Tank Farm Road due to the heavier use patterns and loads and a new fence will be installed along the eastern edge of Tank Farm Road, in order to maintain the haul road within the airside.

3. An evaluation including findings relating to the probable coastal effects of the project in relation to the nine enforceable policies of the Virginia Coastal Resources Management Program is provided below:

a. Fisheries Management

The Fisheries Management Program stresses the conservation and enhancement of finfish and shellfish resources and the promotion of commercial and recreational fisheries to maximize food production and recreational opportunities. The North-South Construction Service Road Project will not affect these resources and will not use tributyltin (TBT) in any form, nor will it stimulate the use of that chemical by any product users.

b. Subaqueous Lands Management

The management program for subaqueous lands established conditions for granting or denying permits to use state-owned bottomlands based on considerations of potential effects on marine and fisheries resources, tidal wetlands, adjacent or nearby properties, anticipated public and private benefits, and water quality standards. In general, work performed in, over or under water within the Commonwealth of Virginia, including overhead and underground transmission line crossings, requires a permit from the Virginia Marine Resources Commission (VMRC). The North-South Construction Service Road project will permanently impact approximately 0.241 acres of jurisdictional wetlands including 0.013 acres (48 linear feet) of stream. The North-South Construction Service Road project qualifies for a Virginia State Program General Permit (SPGP) which authorizes activities required for construction, expansion, modification, and improvements to roadways. The maximum amount of permanent wetland impacts authorized by the State Program General Permit for linear transportation projects is no greater than 1/3 acre per crossing.

c. Wetlands Management

The purpose of the wetlands management program is to preserve wetlands, prevent their despoliation, and accommodate economic development in a manner consistent with wetlands preservation. The North-South Construction Service Road does not affect tidal wetlands. The North-south Construction Service Road will permanently impact approximately 0.241 acres of jurisdictional wetlands including 0.013 acres (48 linear feet) of stream and qualifies for a Virginia State Program General Permit (SPGP). The impacted wetlands will be mitigated by using 0.288 acre credits previously purchased by the Authority from the Cedar Run Wetlands Bank approved by the U.S. Army Corps of Engineers and Virginia Department of Environmental Quality, whose authorized service area includes Washington Dulles International Airport.

d. Dunes Management

There are no primary dunes that are within the project site or that would be affected by the North-South Construction Service Road Project.

e. Non-Point Source Pollution Control

The Department of Conservation and Recreation administers Virginia's Erosion and Sediment Control Law, which requires soil-disturbing projects to be designed to reduce soil erosion and to decrease inputs of chemical nutrients and sediments to the Chesapeake Bay and its tributaries. The Authority's erosion and sediment control program requires any project that involves excavation, landfilling or disturbance of the existing ground to have erosion and sediment control measures in accordance with the Virginia Erosion and Sediment Control Law and General Criteria, including the *Virginia Erosion and Sediment Control Handbook*. Individuals who are certified by DCR as Program Administrators, Inspectors and Plan Reviewers administer the Authority's program. In addition, the Authority has in place a Stormwater Pollution Prevention Plan (SPPP) under its VPDES permit that includes all major tenants as co-permittees. The SPPP requires any construction project that disturbs 10,000 square feet or more to have its own Stormwater Pollution Prevention Plan.

Additional non-point source pollution control is achieved through the VCP Coastal Lands Management Program discussed below and in Paragraph (i). The Coastal Lands Management program is a state-local cooperative program administered by the Chesapeake Bay Local Assistance Department and localities in Tidewater Virginia including Fairfax County.

All construction and subsequent operational activities will be under restrictions embodied in Washington Dulles International Airport's Virginia Pollutant Discharge Elimination System (VPDES) stormwater discharge permit, as well as pertinent State guidance such as the *Northern Virginia BMP Handbook* and *Virginia Stormwater Management Handbook*. In addition to the management of stormwater runoff via existing and future temporary facilities, each separate construction project will be required to have individual erosion and sediment control plans approved by the Authority's Building Codes/Environmental Branch. With these various restrictions and controls in place, no adverse effects on water quality are expected.

The potential effects on water quality from airport construction and operation relate principally to stormwater runoff. Stormwater runoff and associated erosion and sedimentation may result from the actual construction activities. There will be construction associated with the North-South Construction Service Road Project. At project completion, there may be effects of increased stormwater runoff due to an increase in impervious surfaces.

f. Point Source Pollution Control

The point source program is administered by the State Water Control Board (DEQ) and includes implementation of the VPDES permit program and the Virginia Water Protection Permit.

The Authority's VPDES Permit (No. VA0089541) covers discharges "from all portions of the Washington Dulles International Airport storm sewer system," and the Authority believes that the VPDES permit will apply to the proposed construction of the North-South Construction Service Road Project. Project operation will be in accordance with the airport's VPDES permit and Wastewater Discharge Permit No. 025-5 (District of Columbia Water and Sewer Authority).

g. Shoreline Sanitation

The Shoreline Sanitation Program regulates the installation of septic tanks. As there are no septic systems proposed in the North-South Construction Service Road Project, this program is not relevant.

h. Air Pollution Control

The Air Pollution Control Program implements the Federal Clean Air Act to provide a legally enforceable State Implementation Plan. This program is administered by the State Air Pollution Control Board.

Much of the traffic to be carried by the North-South Construction Service Road will be associated with construction of the Tier 2 and Related Projects. The Dulles Tier 2 and Related Projects Environmental Assessment (September 2002) provided an estimate of projected construction-related emissions and summarized discussions with the Virginia DEQ and Metropolitan Washington Council of Governments (COG), which resulted in the confirmation that the construction emissions for that program were within the budget of the State Implementation Plan. The FAA has issued a General Conformity Determination for Dulles Tier 2 and Related Projects.

Emissions generated by construction equipment for actual construction of the North-South Construction Service Road Project will be insignificant in the context of the overall program and will not represent an adverse impact.

i. Coastal Lands Management

The Coastal Lands Management Program is a state-local cooperative program administered by the Chesapeake Bay Local Assistance Department and localities in Tidewater Virginia including Fairfax County. The portions of the North-South Construction Service Road Project within Loudoun County are not subject to this program. Fairfax County implements the mandates of the Chesapeake Bay Preservation Act and Section 10.1-2100 et seq., of the *Code of Virginia* through its Chesapeake Bay Preservation Ordinance (Chapter 118 of the Code of the County of Fairfax). The ordinance specifies that the Board of Supervisors adopt a map of Chesapeake Bay Preservation Areas. The North-South Construction Service Road and the Resource Protection Areas as defined on the Fairfax County map of CBPA are shown on Figure 2. Undesignated areas are RMAs.

Fairfax County's ordinance is consistent with the Commonwealth of Virginia guidance on structures such as buildings and other impervious surfaces that may be placed in the buffer area. Section 9VAC10-20-130.1 lists the land development activities permitted within the RPA which include redevelopment activities, and roads and drives under certain circumstances.

In Fairfax County, RPAs include Chesapeake Bay tributary stream reaches and any land within 100 feet of the stream. The North-South Construction Service Road has been designed to avoid new construction within the RPAs. The North-South Construction Service Road will pass through one RPA on Cub Run, however the access road follows an area where a road already exists within the RPA. The existing road will be re-paved and the bridge will be re-enforced, but the original footprint of the road will remain unchanged to avoid further encroachment into the RPA.

The alignment of the road was shifted away from the buffer area around Horsepen Run to avoid impacting the RPA on that stream.

The North-South Construction Service Road is a roadway, much of which is improvement to existing roadways. The alternatives to affecting RPAs and minimization of impacts to RPAs were effectively incorporated in the design process in order to comply with the requirements of the Virginia Wetlands Management Program (see Item c above) and the requirements for a State General Permit.

The North-South Construction Service Road Project is consistent with The Chesapeake Bay Preservation Act and the Chesapeake Bay Preservation Area Designation and Management regulations, implemented by the "Chesapeake Bay Preservation Ordinance" in the Code of the County of Fairfax.

By this certification that the North-South Construction Service Road Project at Washington Dulles International Airport is consistent with the Virginia Coastal Resources Management Program, Virginia is notified that it has 6 months from the receipt of this letter and accompanying information in which to concur with or object to the Metropolitan Washington Airports Authority's certification. Pursuant to 15 CFR section 930.63 (b), if Virginia has not issued a decision within 3 months following commencement of State agency review, it shall notify the Authority and the Federal Aviation Administration of the status of the matter and the basis for further delay. The State's concurrence, objection, or notification of review status shall be sent to:

Mr. William C. Lebegern
Metropolitan Washington Airports Authority, MA-32
West Building Room 155
Ronald Reagan Washington National Airport
Washington, D.C. 20001

and

Mr. Frank Smigelski
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, Virginia 20166

CERTIFIED BY

Frank D. Holly, Jr.
Vice President for Engineering

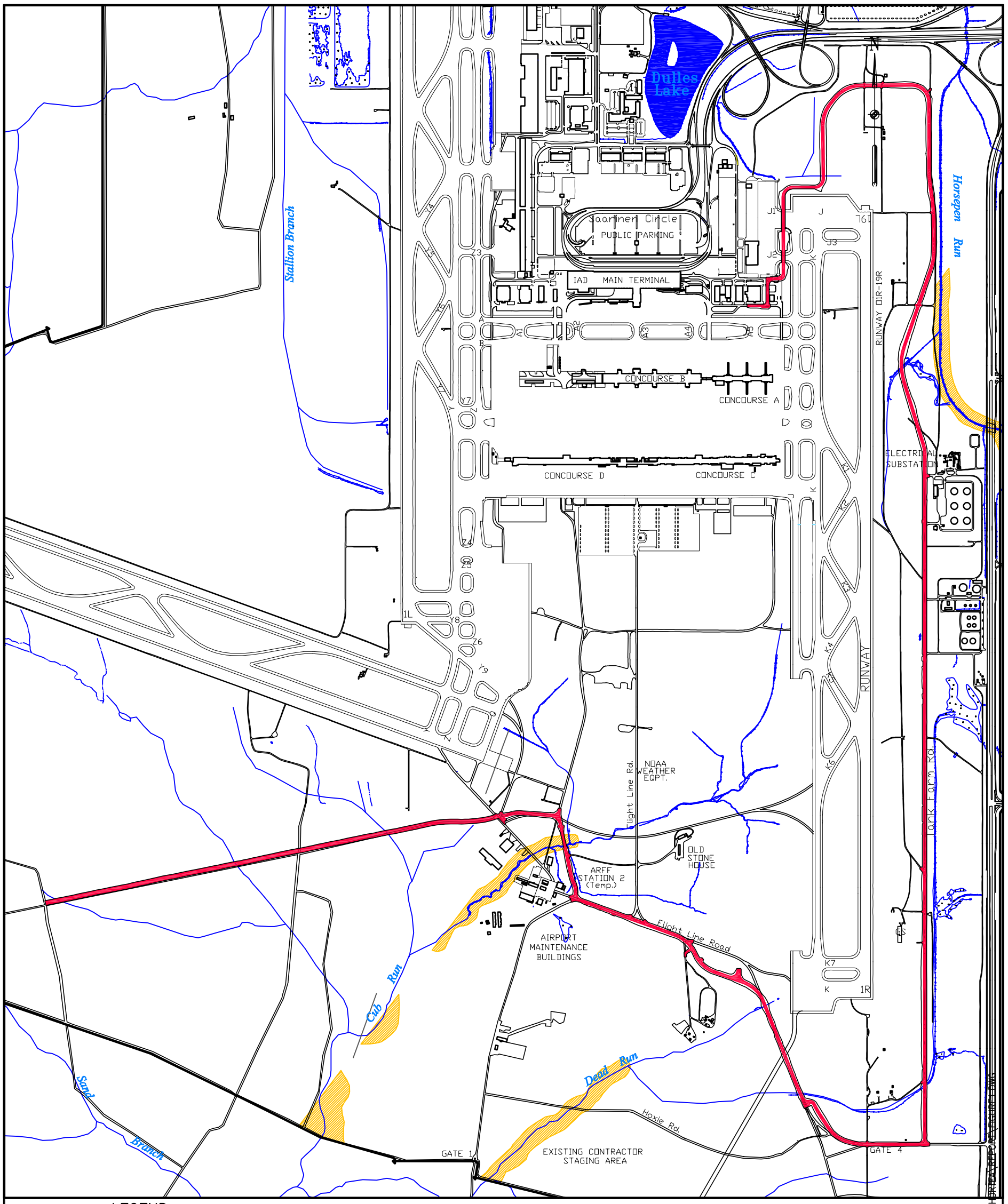
6/16/03
Date

References:

CODE County of Fairfax. 2001. *Chapter 118: Chesapeake Bay Preservation*. Downloaded File 2 May 2001. (www.fws.municode.com)

Metropolitan Washington Airports Authority. September 2002. *Final Environmental Assessment Tier 2 and Related Projects.* Prepared by EA Engineering, Science and Technology.

Northern Virginia Planning District Commission and Engineers and Surveyors Institute (NVPDC & ESI). 1992. *Northern Virginia BMP Handbook: A Guide to Planning and Designing Best Management Practices in Northern Virginia.* Annandale, VA.



LEGEND

STREAMS

NORTH–SOUTH CONSTRUCTION SERVICE ROAD

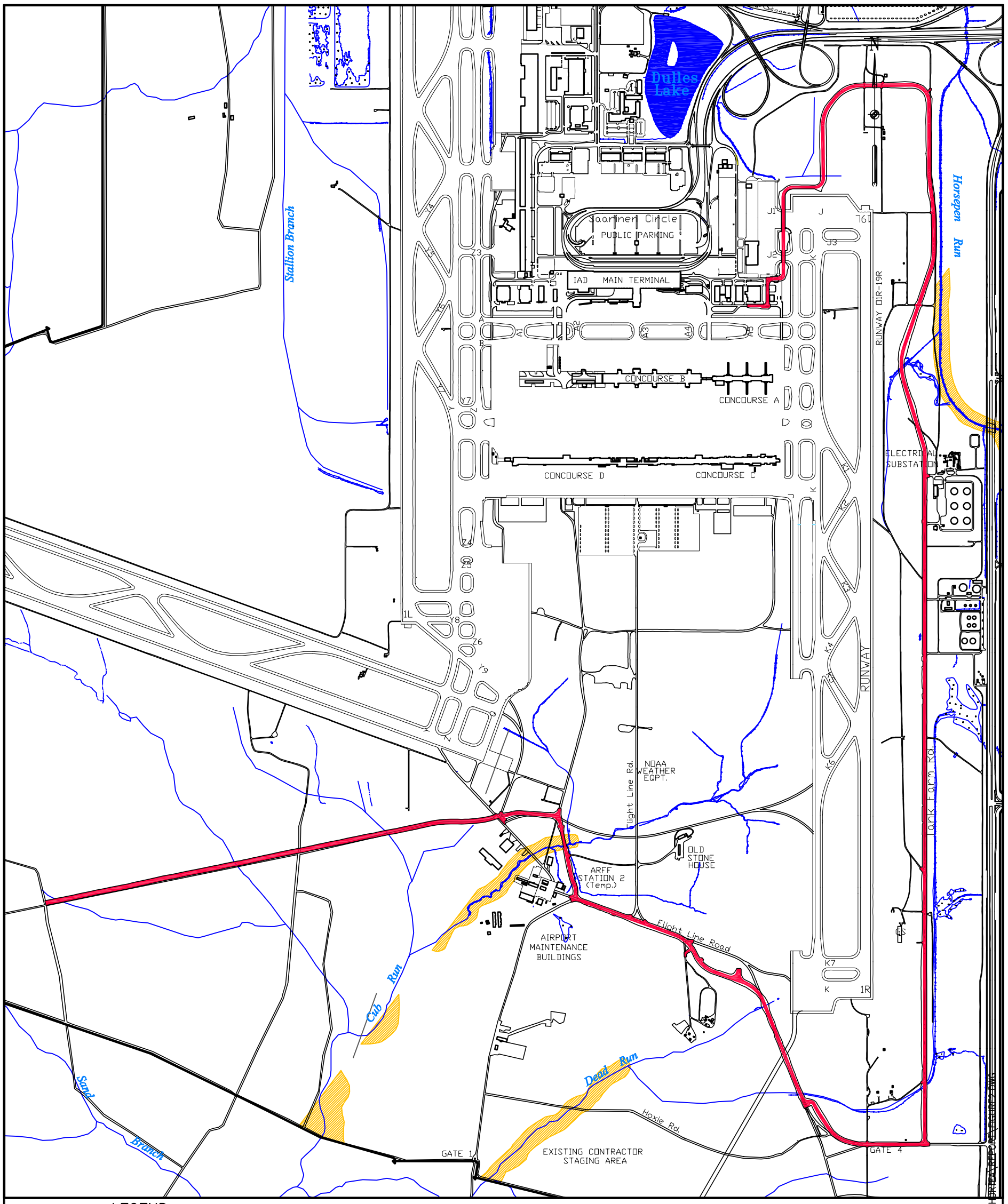
RESOURCE PROTECTION AREAS

1500 750 0 1500

GRAPHIC SCALE IN FEET

FILE: (LOVETON) Q:\PROJECTS\1384001\2002\SHEETS\RPA FIGURE.DWG

NORTH–SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN AND FAIRFAX COUNTIES, VIRGINIA	RESOURCE PROTECTION AREA	DRAWN BY WCM	DATE 1–10–03	PROJECT NO. 13840.01
		CHECKED BY CWL	SCALE AS SHOWN	FIGURE 1



LEGEND

STREAMS

NORTH–SOUTH CONSTRUCTION SERVICE ROAD

RESOURCE PROTECTION AREAS

1500 750 0 1500

GRAPHIC SCALE IN FEET

FILE: (LOVETON) Q:\PROJECTS\1384001\2002\SHEETS\RPA\RPA_FIGURE2.DWG

NORTH–SOUTH CONSTRUCTION SERVICE ROAD WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN AND FAIRFAX COUNTIES, VIRGINIA	RESOURCE PROTECTION AREA	DRAWN BY WCM	DATE 1–10–03	PROJECT NO. 13840.03
		CHECKED BY CWL	SCALE AS SHOWN	FIGURE 2