

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

Washington Dulles International Airport
Dulles, Loudoun and Fairfax County, Virginia

Replacement Access for Sully Historic Site and
the Metropolitan Washington Airports Authority's Southern Parcel

1. **Introduction.** This document is a Finding of No Significant Impact on the environment as a result of a development proposal by the Metropolitan Washington Airports Authority (MWAA), owner and operator of Washington Dulles International Airport (IAD). MWAA's proposed project involves a replacement access road for Sully Historic Site (Sully Access Road) as well as an access road (Dulles South Parcel Access Road) and associated easement for MWAA's Dulles South Parcel property that lies just south of Sully Historic Site. The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal action of further processing of an application for Federal assistance in funding various airport development and for approval of the Airport Layout Plan (ALP) that depicts the proposed airport development projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).
2. **Project Purpose and Need.** The purpose of the proposed projects are to replace the current Route 28 intersection access to Sully Historic Site and to create an access road to MWAA's south parcel. The construction of the Route 28 interchange for the Air and Space Museum Parkway required the closure of the median opening which allowed for access to the Sully Historic Site from southbound Route 28. The closure of the median opening created a lengthy detour for southbound access to the Sully Historic Site.
3. **Proposed Project.** The following is a listing of the various components of the proposed project:
 - Replace access road for Sully Historic Site.
 - Construct an access roadway for MWAA's Dulles South Parcel property.
 - Easement exchange with Fairfax County Park Authority adjacent to the Sully Manor House.
4. **Reasonable Alternatives Considered.** As described in the Final Environmental Assessment (EA), the alternative courses of action evaluated include: (1) West approach from Barnsfield Road south with a bridge overpass of Route 28, (2) Eastern approach from Barnsfield Road south to the Sully Historic Site, (3) Proposed Project – One road from Barnsfield Road south to the cul de sac east of Route 28, one road will continue to the Sully Historic Site while another road continues to south parcel and (4) No Action. Alternative 1 was rejected from further coordination due to the visual impacts to the Sully Manor House from the overpass, potential impacts to an archaeological site and conflicts with future airport development. Alternative 2 was eliminated from further consideration since it may limit the ability of MWAA to develop the south parcel and may result in impacts the Sully Manor House.
5. **Assessment.** The attached EA addresses the effect of the proposed project on the quality of the human and natural environment, and is made a part of this finding. The following impact analysis highlights the more thorough analysis presented in the Final EA prepared in June 2007.

Traffic Congestion. Section 3 of the Final EA describes how the proposed project will reduce traffic congestion on Route 28 and Route 50 by removing the current stoplight and lengthy detour for access to the Sully Historic Site as well as MWAA's south parcel from southbound Route 28.

Water Quality: The Sully Access Road will cross a forested wetland complex, which serves as headwaters to an unnamed tributary to Cub Run. The Dulles South Parcel Access Road will cross an emergent wetland portion of the Sully Access wetland complex, as well as the main channel of Cain Branch, a tributary to Cub Run. Cub Run is a tributary to the Occoquan Reservoir, a public water supply. Cub Run is a site of general significance and is designated as a Threatened and Endangered Species Water because of the potential occurrence of the wood turtle, listed by the Department of Game and Inland Fisheries (DGIF) as a threatened species. Potential impacts to water quality will be avoided by utilizing Best Management Practices which include stormwater management and erosion and siltation measures.

Department of Transportation Section 4(f) lands: Section 7 of the Final EA describes impacts to Department of Transportation Section 4(f) lands. The proposed projects are located within the Sully Historic District and the majority of the Dulles South Access Road is located within the Fairfax County Park Authority (FCPA) property. The proposed Sully Access Road alignment buffers the parking area from the view of the Sully Manor House. The removal of the existing parking and access allow for the FCPA to grade and landscape the area to further isolate it from Route 28. Mitigation for the de minimis finding to the Sully Manor House shall be the easement exchange documentation agreed upon by the FCPA and MWAA. The easement exchange will allow the areas adjacent to the Sully Manor House to be landscaped in a historic manner and provide more information on the barn structures that originally existed, thereby enhancing the cultural and educational value of the site. The Virginia Department of Historic Resources (DHR) and FCPA concurred with this determination (Appendix C of the Final EA).

Historical, Architectural, Archaeological and Cultural Resources: The Sully Historic Site is listed on the National Register of Historic Places (NRHP) and the IAD Historic District is eligible for listing on the NRHP as described in Section 8 of the Final EA. The IAD Historic District includes the original runways, the main terminal and the original Air Traffic Control Tower. The south end of 1R/19L is 0.8 miles from the proposed project. The Main Terminal and the original Air Traffic Control Tower are located 2.5 miles from the proposed project. The proposed project will not have an adverse effect on the Sully Historic Site. The DHR concurred with this determination on May 4, 2006 (Appendix A of the Final EA).

Federal and State Listed Endangered and Threatened Species: Cub Run is a Threatened and Endangered Species Water because of the potential occurrence of the wood turtle (*Glyptemys insculpta*), a state threatened species. A wood turtle habitat assessment was conducted and found that the project site does not exhibit the characteristics necessary to support wood turtles. The Department of Game and Inland Fisheries concurred with the assessment on February 15, 2007. Wood turtles tend to migrate long distances, therefore, MWAA's contractor will be trained in the identification of the wood turtle and in the process for the relocation of any wood turtles found on-site. Any wood turtles encountered will be safely relocated to a suitable habitat within the nearest perennial stream. These relocations will be coordinated with John (JD) Kleopher, DGIF at 804-843-5967.

Wetlands: As described in Section 11 of the Final EA, the proposed Sully Access Road will impact 0.08 acres of palustrine forested wetlands. A Virginia Water Protection Permit has been obtained from the Department of Environmental Quality (DEQ) for the Sully Access Road (Appendix E of the Final EA). The work authorized by this permit satisfies the terms and conditions contained in the Norfolk District, U.S. Corps of Engineers' (COE) State General Permit and no additional authorization from the COE is required.

The proposed Dulles South Parcel Access Road will impact 315 linear feet of perennial stream channel, 0.006 acres of palustrine forested wetlands and 0.088 acres of palustrine emergent wetlands. A Virginia Water Protection Permit has been obtained from the Department of

Environmental Quality (DEQ) for the Dulles South Parcel Access Road (Appendix E of the Final EA). The work authorized by this permit satisfies the terms and conditions contained in the Norfolk District, U.S. Corps of Engineers' (COE) State General Permit and no additional authorization from the COE is required. The required mitigation will be conducted off airport property to ensure compliance with FAA Advisory Circular (AC) 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airport*.

Coastal Zone Management Program: As described in Section 13 of the Final EA, the proposed project is located within the coastal zone. In a letter dated February 7, 2007, the DEQ determined that the proposed project is consistent with the Virginia Coastal Resources Management Program (Appendix E).

6. **Public Participation.** The Draft EA was made available to the public from December 26, 2006 to January 31, 2007. Comments were received from the DEQ and were addressed in the Final EA.
7. **Mitigation Measures.** The FAA will require that MWAA implement the following conservation measures, if they decide to pursue the proposed project:
 1. The proposed Sully Access Road will impact 0.08 acres of palustrine forested wetlands. A Virginia Water Protection Permit has been obtained from the DEQ for the Sully Access Roadway (Appendix E of the Final EA). The work authorized by this permit satisfies the terms and conditions contained in the Norfolk District, Corps of Engineers' State General Permit and no additional authorization from the COE is required.
 2. The proposed Dulles South Parcel Access Road will impact 315 linear feet of perennial stream channel, 0.006 acres of palustrine forested wetlands and .088 acres of palustrine emergent wetlands. A Virginia Water Protection Permit has been obtained from the Department of Environmental Quality (DEQ) for the Dulles South Parcel Access Road (Appendix E of the Final EA). The work authorized by this permit satisfies the terms and conditions contained in the Norfolk District, U.S. Corps of Engineers' (COE) State General Permit and no additional authorization from the COE is required. The required mitigation will be conducted off airport property to ensure compliance with FAA Advisory Circular (AC) 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airport*.
 3. To mitigate impacts to the Sully Historic Site, MWAA shall provide FCPA with an easement for the property adjacent to Sully Historic Site. FCPA will provide MWAA an easement for the Dulles South Parcel Access Road property.
 4. Several cultural sites and some of the wetlands at the Cain Branch crossing are located adjacent to the proposed Dulles South Parcel Access Road. Avoidance measures will be followed during construction (See Figure 2 of the Final EA). The following sites will be avoided: Historic Ice House, the representative slave garden, the cultural site $\frac{3}{4}$ foundation, reconstructed slave dwelling and wattle fence and the old bridge abutments.
 5. MWAA's contractor will be trained in the identification of the wood turtle and in the process for the relocation of any wood turtles found on-site. Any wood turtles encountered will be safely relocated to a suitable habitat within the nearest perennial stream. These relocations will be coordinated with John (JD) Kleopher, DGIF at 804-843-5967.

- 6. A Stormwater Management Plan and Erosion and Sediment Control Plan, utilizing Best Management Practices will be developed to control impacts to water quality due to erosion and sedimentation during the project construction. A Water Quality and Quality Control Plan, consisting of permanent Best Management Practices will also be implemented to enhance water quality and provide water quality control through the attenuation of peak water flow volumes. The plans will comply with FAA Order 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports*.
- 7. All necessary permits for construction of the proposed project shall be obtained prior to construction.

8. Finding of No Significant Impact

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information I find 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). I also find the proposed Federal Action, with the required mitigation referenced above 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, FAA will not prepare an EIS for this action.

APPROVED:



 Terry J. Page, Manager
 Washington Airports District Office

6/7/07

 Date

DISAPPROVED:

 Terry J. Page, Manager
 Washington Airports District Office

 Date