

Project Information

Project Name:	LAP: #SMART20 - Safety and Capacity Enhancements	Federal Project#:	STP-5B01(580)
Project Number:	0236-100-888, C501, P101, R201	Project Type:	Construction
UPC:	115531	Charge Number:	UPC 115331, 600 series activity code

Project Number(Assoc)(UPC):

Route Number:	236	Route Type:	Urban
Project Limit--From:	Duke Street 100' West of W Taylor Run Pkwy	To:	Duke and Dove Street
Additional Project Description:	The project consists of operational and safety enhancements to include: reconfiguring the West Taylor Run Parkway/Duke Street intersection, new access to southbound Telegraph Rd from Duke St via a new ramp and signal. Sidewalks and crosswalks will be upgraded for ADA compliance, including improved accessibility and connectivity.		
Purpose And Need:	The purpose of the project is to improve multi-modal operations and safety. The project is needed to reduce cut-through traffic and congestion, and provide a more walkable environment for pedestrians.		
District:	City/County:	Residency:	
Northern Virginia	Alexandria	Fairfax	

Date CE level document approved by VA Division FHWA:

FHWA Contact:

Project in STIP: Yes **In Long Range Plan?** N/A

CE Category 23 CFR 771.117: c27

Description of Category: Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? No

Comments: The Duke and West Taylor Run Parkway intersection was identified as a high crash location through the City of Alexandria's Vision Zero Program. The Central Alexandria Traffic Study (CATS) Task Force took a comprehensive look at the intersection and recommended that City staff pursue short and long-term improvements to the intersection. The Task Force, comprised of civic association leaders, advocated the City begin to address the recommendations immediately and sought funding for both short and long-term solutions, which included redesign the West Taylor Run/Duke Street intersection, with the primary objectives of reducing cut-through traffic and improving safety. The City then applied for and was awarded \$5.7M funds from Virginia's Smart Scale Program contributing to the redesign of the West Taylor Run Parkway intersection, as well as additional access to the Telegraph Road interchange.

City staff engaged with the community beginning in 2019 to get input on the concerns and issues at the intersection of Duke Street and West Taylor Run Parkway. The concept plan that was included in the grant application was shared, and the community provided feedback on the design. The team discussed the timeline, funding, and process for community engagement for both the short and long-term recommendations for this project. However, the project was put on hold during the COVID-19 pandemic due to staffing needs for other City priorities.

In 2021, in response to community concerns expressed during the Duke Street in Motion visioning process, the City worked with the community to design a two-phase pilot that successfully tested various signal timing and intersection design options to measure the impact of traffic congestion along Duke Street and alleviate cut-through traffic in the neighborhoods. Staff engaged with the community in fall 2022 to discuss various design options for the West Taylor Run and Duke Street project. At the same time, the City was conducting a more holistic evaluation of the entire corridor as part of concept planning for the Duke Street Transitway project.

In 2023, City Council approved the concept design for the Duke Street Transitway as proposed by the Duke Street Advisory Group. Over the

next year, staff continued to work with residents on design elements of the project related to the service roads and intersections. Staff discussed five design options with the community and ultimately recommended a two-way configuration for the Duke Street Service Road to the Traffic and Parking Board in May 2024 that will align with the CATs Task Force Recommendation, the Alexandria Mobility Plan and the goals of Vision Zero.

A minimal Categorical Exclusion (CE) will be prepared due to the limited potential for significant impacts to the human and natural environment other than noise

Typical Section: The proposed typical sections are as follows:

Duke Street west of the West Taylor Run Parkway intersection includes converting one of the three existing westbound travel lanes (closest to median) to a 1 to 6-foot striped median, demoing the existing concrete median and fitting three 11-foot eastbound travel lanes. A striped median 0 to 5-foot and flexible post delineators will separate the outside 12 to 15.5-foot travel lane to the southbound Telegraph Road ramp. Existing sidewalks remain.

Eastbound Duke Street east of the West Taylor Run Parkway intersection includes converting an existing grass median to a second 11-foot travel lane. A 5.6 to 8-foot concrete median will separate eastbound and westbound lanes of traffic. A 2 to 10-foot concrete median will separate the outside travel lane from the 16-foot travel lane to the southbound Telegraph Road ramp. Existing sidewalks remain.

Continuing eastward on Duke Street, the median transitions to grass while maintaining the two 11-foot travel lanes. A 10-foot concrete median separates the 16 to 20-foot eastbound travel lane to the southbound Telegraph Road ramp with an 8-foot sidewalk proposed.

Eastbound Duke Street approaching the Telegraph Road bridge replaces the grass median with a 10 to 12-foot left turn lane to the new Telegraph Road ramp. The two travel lanes remain unchanged at 11.5-feet. The eastbound sidewalk remains but the westbound sidewalk is pushed out to add a buffer and reconstructed to a 6-foot width.

Southbound West Taylor Run Parkway proposes to shift the sidewalk eastward where it can be widened 6.8 – 7.5 feet and will take the place of the existing right turn lane. The single travel lane proposed for southbound West Taylor Run Parkway is 10-foot. The northbound West Taylor Run Parkway travel lane closest to the Duke Street intersection proposes to utilize 17.8-feet of the existing travel and bike lanes with a 6-foot sidewalk but transitions to a 10-foot travel lane with a 5-foot bike lane, 5-foot parking lane, and 6-foot sidewalk.

Structures: The project does not plan to construct any bridges, retaining walls, or noise barriers.

SOCIO-ECONOMIC

Source: City of Alexandria Strategic Master Plan, Virginia Outdoors Foundation, Virginia Department of Conservation and Recreation, VDOT eMaps

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Present with no impact

Consistent with Local Land Use: Yes

Source: Taylor Run/Duke Street Small Area Plan

Existing or Planned Bicycle/Pedestrian Facilities: Present with impacts

Source: Local and state GIS reviews

Socio-Economic Comments: Based on federal direction included in recent Executive Orders and Council on Environmental Quality actions, as well as communication between VDOT and FHWA, information on minority and low-income populations is no longer required to comply with NEPA.

A review of the 2002 City of Alexandria Recreation, Parks & Cultural Activities chapter of the Strategic Master Plan and the City of Alexandria's Geographical Information System (GIS) Interactive Maps webpage determined that the project would not impact the following community facilities: recreational areas, libraries, government institutions, and schools. In addition, the project does not impact community services including: police, fire protection, emergency medical, and school bus operations. Bike and pedestrian facilities located within the NEPA study area along West Taylor Run Parkway and Duke Street will be maintained along with the City of Alexandria DASH bus and Metrobus service that run along Duke Street and through the project study area.

Available maps, GIS, satellite imagery, and the 1992 Taylor Run/Duke Street Small Area Plan amended December 2023 were reviewed to assess land use within the study area. Generally speaking, the existing land use within the study limits is residential on the north side of Duke Street between W. Taylor Run Parkway and Telegraph Road. On the south side of Duke Street, within the same general area, existing land use is commercial. There is no indication that the City of Alexandria plans to alter the existing residential and commercial land use within the study area.

Potential impacts within the study area to recreational and conservation resources were assessed by reviewing GIS and mapping information maintained by the City of Alexandria, VDOT, Virginia Outdoors Foundation (VOF), and Virginia Department of Conservation and Recreation (VDCR) - Virginia Outdoors Plan, Conservation Lands, and State Park Locator Map.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: VDOT eMaps, The Land and Water Conservation Fund, Virginia Outdoors Foundation, Virginia Department of Conservation and Recreation

6(f) Conversion: Acres of Conversion:

4(f) Comments: There is no use of Section 4(f) resources within the project area. Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

6(f) Comments: The project does not impact any Section 6(f) properties within or directly adjacent to the project limits. Under Section 6(f) of the Land and Water Conservation Act, conversion of lands or facilities acquired with Land and Water Conservation Act funds under the State Assistance program are to be coordinated with the National Park Service.

CULTURAL RESOURCES

Section 106 Effect Determination: None

Name of Historic Property:

DHR Concurrence date: None

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

Stip. II.A Determination Date: 06/28/2022

MOA/PA Execution Date: None

Cultural Resource Comments: VDOT Cultural Resources staff made a No Effect determination on 06/28/22 and reported the findings to the Virginia Department of Historic Resources (DHR) in accordance with the efficiencies provided by Stipulation II.A of the 2016 Programmatic Agreement among FHWA, USACE, TVA, ACHP, VA SHPO, and VDOT. On 03/05/25, VDOT Cultural Resources staff performed an update review and found the No Effect determination remained valid based on the following information: The potential effects of the project are limited to existing right of way which has been previously disturbed and does not contain any structures over 50 years old or any archaeological sites or battlefields recorded in the V-CRIS (for Civil War battlefields use ABPP proposed NRHP boundaries if available).

NATURAL RESOURCES

Are Waters of the U.S. present? No

Linear Feet of Impact: 0

Federal Threatened or Endangered Species:

Spotted Turtle (Clemmys guttata)-Federal:CC-

DNH Sites - 100 ft Buffer (-)-Federal:NL-No Effect

Butterfly, monarch (Danaus plexippus)-Federal:FP-No Effect

Tri-colored Bat (Perimyotis subflavus)-Federal:FP-May affect, Not Likely to adversely affect

Northern Long-Eared Bat (Myotis septentrionalis)-Federal:FE-May affect, Not Likely to adversely affect

Based upon review of federal databases including IPaC, federal T&E species have a potential to occur in the project area. 12/12/2025 J McClure

100 Year Floodplain: Not Present

Regulatory Floodway Zone: Not Present

Public Water Supplies: Not Present

Are any tidal waters/wetlands present? No

Wetlands: Not Present

Tidal Acres of Impact: 0

Tidal Wetland Type: None

Are any Non-Tidal Wetlands Present? No

Non Tidal Acres of Impact: 0

Non Tidal Wetland Type: None

Total Wetland Acres of Impacts: 0

Are water quality permits required? No

Natural Resource Comments: Threatened and endangered (T&E) species reviews were most recently conducted on 12/12/25 and will continue to be updated periodically. The US Fish and Wildlife Service (USFWS), Information for Planning and Consultation (IPaC), Official Species List (OSL) identified the federally endangered (FE) Northern long-eared bat (NLEB), the proposed FE Tricolored bat (TCB), and the proposed threatened Monarch butterfly. The project was reviewed through the IPaC decision key for the December 2024 Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana Bat, Northern Long-Eared Bat, and Tricolored Bat. A May Affect, Not Likely to Adversely Affect (NLAA) determination was applied to the NLEB and TCB based on avoidance and minimization measures, including adherence to a time-of-year restriction (TOYR) for tree clearing during the active season (April 1st – November 15th). A USFWS concurrence verification letter for the NLEB and TCB determinations was issued 12/12/25. A No Effect determination was applied to the Monarch butterfly due to the lack of suitable habitat in the project area.

AGRICULTURAL/OPEN SPACE

Open Space Easements:

Agricultural/Forestal Districts:

Source: Project Definition Form

Agricultural/Open Space Comments: No agricultural/forestal or open space easements are present in the project area based on a review of VDOT's eMaps Geographic Information System (GIS). In addition, GIS from the Virginia Department of Forestry, the Virginia Outdoors Foundation, and the Virginia Department of Conservation and Recreation were also reviewed to confirm that there are no agricultural and forestal districts and open space easements within the study area.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

Alternatives Analysis Required? No

Source: VDOT eMaps, Census Reporter

Farmland Comments: Per the Natural Resources Conservation Service (NRCS), if the project is located within a Census designated Urban Area then an evaluation is not needed. A review of eMaps and the censusreported.org website indicates the project is within a large urban area that encompasses Washington DC and surrounding localities in both Virginia and Maryland.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

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

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

Invasive Species Comments:

AIR QUALITY

Air Quality Status and Regional Conformity

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

- ✓ The project is not considered regionally significant and/or is not of a type that would normally be included in the regional transportation model.

Carbon Monoxide

CO Microscale Analysis Required for NEPA? No

- ✓ Per the 2020 FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide and Protocol 4.2.2.2.1 of the VDOT Resource Document", a project-specific analysis for CO is not required.

EPA project-level ("hot-spot") transportation conformity requirements for CO do not apply as the project is located in a region that is in attainment of the NAAQS. A project-specific analysis or assessment for CO is also not needed for NEPA per the programmatic approach specified in the VDOT Resource Document (Protocol 4.2.2.2). Based on the overall weight-of-evidence, it may reasonably be concluded that the CO NAAQS will be met given: •Continued implementation of effective emission control technology, increasingly more stringent motor vehicle emission and fuel quality standards implemented over the past few decades by the Environmental Protection Agency (EPA) that have had the combined effect of substantially reducing CO emission rates nationwide, resulting in long-term downward trends in emissions and near-road ambient concentrations of CO despite increasing vehicle-miles-travelled (VMT)•Extensive experience in project-specific modeling for CO for a wide variety of project types, configurations and operating conditions in which compliance with the national ambient air quality standards (NAAQS) established by EPA for CO is readily demonstrated given the substantially reduced CO emission rates, and despite the use of multiple worst-case assumptions for emission and dispersion modeling that have a compounding effect such that emissions and near-road ambient concentrations are substantially over-estimated; and •Extensive experience in programmatic agreements for project-level agreements for CO that established ever-increasing thresholds for such analyses given the substantially reduced emission rates.

Particulate Matter

This project is located in: A PM2.5 Attainment Area

PM Hotspot Analysis Required? No

The final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in Fine Particulate Matter (PM2.5) nonattainment and maintenance areas was published on March 10, 2006. This project is located in a PM2.5 attainment area and therefore no further discussion of PM2.5 is necessary.

Mobile Source Air Toxics

This project requires: No Analysis Necessary

- ✓ The project qualifies for a categorical exclusion under 23 CFR 771.117.

This project is excluded from further analysis following FHWA's Interim Guidance Update on MSAT Analysis in NEPA dated October 18, 2016 for projects qualifying as a categorical exclusion under 23 CFR 771.117.

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? No

Noise Comments: In accordance with 23 CFR 772.5, the proposed improvements of the Telegraph Road on-ramp are defined as a Type I Project due to the addition of “interchange lanes or ramps added to a quadrant to complete an existing or partial interchange,” which complies with the Federal Highway Administration (FHWA) rules to qualify for a noise study.

The project area is composed of predominantly single-family and multifamily residences, public recreation areas (i.e., sports fields), and commercial/business uses. The project study area was segmented into six (6) discrete Common Noise Environments (CNEs), CNE-A through CNE-F.

Traffic noise levels for the Existing 2018 and Build 2036 alternative have been predicted at all receptor locations identified within the study area limit. Under existing conditions, noise levels ranged from 42 to 68 dB(A). The Build condition noise levels ranged from 42 to 68 dB(A). The Design Year 2036 Build Alternative is predicted to result in thirteen (13) traffic noise impacts. Most of the impacts warrant highway traffic noise abatement consideration, but due to design/construction considerations, it would not be feasible to implement noise abatement measures. Additionally, some of the impacts are related to the railway that runs east to west within the proximity of the project. These impacts would require mitigation of railway noise, which is not a requirement of VDOT or FHWA.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 0.001

Temporary Easement: 0.019

Permanent Easement: 0.005

Utility Easement:

Amount of Right of Way Acreage: 0.025

Septic Systems or Wells: Not Present

Hazardous Materials: Not Present

Source: July 2025 60% plans submittal

ROW and Relocations Comments: Right-of-way data sheet in the July 2025 plans shows 56 SF of fee take, 238 SF permanent easement, and 812 SF temporary easement. Please note that these right-of-way quantities are considered preliminary and subject to change as the project progresses into the detailed design phase.

The project does not impact any private septic systems or wells, and does not impact public water supplies.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts):

Indirect (Secondary) impacts:

Source: 2008 Transportation Master Plan, 2012 Transit Corridors Feasibility Study, 2021 Alexandria Mobility Plan

Cumulative and Indirect Impacts Comments: The proposed improvements to the Duke Street and West Taylor Run Parkway intersection as well as the connection to Telegraph Road are located within the Duke Street Transitway corridor. This corridor was first identified in the 2008 Transportation Master Plan and then reaffirmed in the 2012 Transit Corridors Feasibility Study and the 2021 Alexandria Mobility Plan as one of the City’s three high-capacity transit corridors. The Northern Virginia Transportation Authority has awarded the City a total of \$87 million dollars for the planning, design, and construction of a transitway along the Duke Street Corridor from Landmark Mall to King Street Metro Station.

From the summer of 2021 to the summer of 2023, the City worked with the community and the Duke Street in Motion Advisory Group to identify a vision for the corridor and develop some concept plans for implementation with NVTA funds.

The intersection and transit improvements are both part of Duke Street In Motion, which is a multi-phased effort focused on ensuring that transit improvements in the Duke Street corridor, from West End Alexandria to the King Street Metro Station, provide transportation options that align with the community’s needs, provide efficient transportation choices, and keep the region moving. There are no reasonable and foreseeable impacts associated with the proposed project that would impact future transit improvements.

Recent Executive Orders directed the Council on Environmental Quality (CEQ) to rescind its regulations for implementing the National Environmental Policy Act (NEPA). This action removed the definitions of both “indirect” and “cumulative” effects from the regulations implementing NEPA. As such, related language and analyses has been removed from the NEPA record for this Categorical Exclusion.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source:

Public Hearing:

Other Public Involvement Activities: Yes

Type of Public Involvement: The Duke Street and West Taylor Run Parkway intersection improvement concept plans reflect the goals identified through comprehensive community outreach conducted in 2021 for the Duke Street Transitway planning efforts. During this outreach phase, residents across Alexandria voiced clear priorities, including keeping traffic moving efficiently on Duke Street, reducing cut-through traffic in adjacent neighborhoods, and designing safer intersections for pedestrians, cyclists, and drivers. In May and June 2024, the City of Alexandria Traffic and Parking Board (“Board”) held public hearings to discuss proposals for the Duke Street service road design, which included the adjacent intersections at Cambridge Road/Roth Street and West Taylor Run Parkway.

Public Involvement Comments: The public will be given the opportunity at a future date to review and comment on the design plans for the Duke Street and West Taylor Run Parkway intersection improvements and connection to Telegraph Road. If the City of Alexandria intends to notify the public of the project design through a willingness, then the CE may be available by the closing date of the willingness. If the CE is not available at that time, an additional public notice will be necessary and will specify a 10-business-day availability of the CE. If the City of Alexandria intends to hold a design public hearing, then a statement of availability of project information (i.e., CE document) will be made available to the public a minimum of 15 days before the hearing, with 30 days being ideal. This information is available in Section 4 of VDOT’s National Environmental Policy Act (NEPA) Program Manual, September 2025.

COORDINATION

State Agencies:

Department of Conservation and Recreation
Department of Historic Resources

Federal Agencies:

U.S. Fish and Wildlife Service

Local Entity:

Alexandria Office of Transportation

Other Coordination Entities:

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.