

TO: Amanda Heath, FHWA
FROM: Palmer Stearns, VDOT Richmond District Environmental Manager
DATE: 9/2/2026

CATEGORICAL EXCLUSION (CE)

Date CE level document approved by VA FHWA Division: 6/23/25

FHWA Contact: Amanda Heath

Project Name: Shockoe Valley Streets Improvement Project

Route: U.S. 360

Route Type: Urban

Project Type: Construction

State Project Number: U000-127-972, C501, P101, R201

Federal Project Number: NHFP-5A27 (488)

UPC: 109310

From: Various

To: Various

County/City: City of Richmond

District / Residency: Richmond District / Ashland Residency

Project in STIP: Yes ☒ No ☐

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

Next Phase of Funding Available: Yes ☒ No ☐

Project Description: The project includes a comprehensive set of improvements to the Shockoe Valley area where the ramp from Interstate 95 exits onto Oliver Hill Way leading to East Broad Street. The project would convert Oliver Hill Way and 18th Street from one-way streets to two-way streets. Roundabouts would be installed at the intersections of Oliver Hill Way and Venable Street, 18th Street and Venable Street, Mosby Street and Venable Street, and Mosby Street/East Leigh Street/O Street. Turn lanes would be provided on Broad Street at the Broad Street/Oliver Hill Way intersection. Upgraded bicycle and pedestrian facilities would be installed throughout the project. Streetscaping would include street trees, new sidewalks, decorative lighting, and other complete street and pedestrian enhancements. Landscape design would be provided for the four roundabouts and in the sidewalk areas of the streetscape improvements.

CE Category 23 CFR 771.117: (d)(13)

Description of CE Category: Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section. (e) Actions described in (c)(26), (c)(27), and (c)(28) of this section may not be proceed as CEs under paragraph (c) if they involve:

- (1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements;
- (2) An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899;
- (3) A finding of "adverse effect" to historic properties under the National Historic Preservation Act, the use of a resource protected under 23 U.S.C. § 138 or 49 U.S.C. § 303 (Section 4(f)) except for actions resulting in *de minimis* impacts, or a finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act;

- (4) Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions;
- (5) Changes in access control;
- (6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); or construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.

USGS Map Attached Yes ☒

Logical Termini and Independent Utility:

Yes ☒

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

Purpose and Need Statement: The purpose of the project is to improve multimodal safety, mobility, and circulation. The improvements are needed as poor bicycle and pedestrian route connectivity exists and conflicts occur at points in the project area for vehicles, bicycles, and pedestrians.

Comments: This project is grouped in the Statewide Transportation Improvement Program (STIP) under "Construction: Safety/ITS/Operational Improvements" and therefore meets the fiscal constraint requirements.

Typical Section:

Oliver Hill Way: Between E Grace Street and E Broad Street there is one 11-foot travel lane in each direction with a 12-foot right turn lane heading north. Southbound has a standard City curb with a 7-foot sidewalk that is curb adjacent. Northbound has a 2-foot concrete median separating the travel lane and a 10-foot cycle track with brick sidewalk outside. Between E Broad Street and E Marshall Street there are 11-foot travel lanes in each direction with a lane configuration of two right turns and one thru-left in the southbound direction. Between E Marshall Street and E Clay Street there are two 11-foot lanes in the southbound direction and one 11-foot lane in the northbound direction separated by a 9-foot raised median. From E Broad St to E Clay Street, there is a 7-foot parking lane, 10-foot cycle track, and brick sidewalk in the northbound direction while the southbound provides a 7-foot sidewalk. E Clay Street to the proposed roundabout at Venable Street has one 12-foot lane in each direction separated by a 6-foot raised grass median. The southbound also has an 18-foot on-ramp from the interstate that merges in. Northbound has a 10-foot shared use path. The roundabout at Oliver Hill Way and Venable Street provides an 18-foot lane and 10-foot shared use path around the outside. Oliver Hill Way North of the roundabout has 11-foot travel lanes in each direction. Northbound has a 6-foot curb abutted sidewalk. Southbound has a 4-foot painted buffer with a 10-foot cycle track, and a 6-foot curb abutted sidewalk.

18th Street: E Broad Street to E Marshall Street provides one 12-foot lane in the northbound direction. Southbound provides one 12-foot left turn lane and one 12-foot thru/left/right. Brick sidewalk matching existing widths would be put back on both sides of 18th Street. E Marshall Street to E Clay Street provides 11-foot travel lanes in each direction with 7-foot parking lanes on each side and brick sidewalk. E Clay Street to the roundabout at Venable Street provides one travel lane in each direction that varies from 11 feet to 16 feet. One parking lane is provided on both sides of the roadway as well as curb abutted brick sidewalk. The roundabout at 18th Street and Venable Street provides a 17-foot travel lane with standard City curb and gutter with either 6-foot sidewalk or 10-foot shared use path. North of the roundabout

provides one 11-foot travel lane in each direction with 7 parking lanes on each side. Everything outside of pavement is remaining as it is for the block of 18th Street.

Venable Street: Between Oliver Hill Way and 18th Street provides one 12-foot travel in each direction separated by 6-foot grass median. Eastbound Venable Street has a 6-foot sidewalk while westbound Venable Street has a 10-foot shared use path. There is one 11-foot travel lane in each direction between 18th Street and Mosby Street. Eastbound Venable Street has an 8-foot parking lane and 6-foot sidewalk while westbound Venable Street has an 8-foot parking lane and 10-foot shared use path. Roundabout at Venable Street provides a 17-foot travel lane with a combination of standard City curb and standard City curb and gutter. Beyond the curb, a variance of pedestrian facilities including sidewalk and shared use path would be provided.

Mosby Street: Mosby Street north of Venable Street provides one 11-foot travel lane in each direction. There is a 7.5-foot parking lane in both directions with sidewalk in the northbound and cycle track in southbound direction. Roundabout at Leigh Street provides one 17-foot travel lane with a 15-foot dedicated right-turn lane heading south on Mosby Street. Pedestrian facilities are provided throughout the roundabout. North of the roundabout provides one 11.5-foot left turn lane and one 12-foot travel lane and 6-foot sidewalk in the northbound direction. Southbound Mosby Street provides one 12-foot through lane and one 11-foot dedicated right turn lane as well as a 10-foot shared use path.

Leigh Street: Proposed features tie into existing features outside of the roundabout.

Oliver Hill Way/18th Street at Balding Street: Oliver Hill Way and 18th Street merge heading north at Balding Street to provide two 12-foot lanes in the northbound direction. Raised grass median ranging from 4 to 16 feet wide separates northbound Oliver Hill Way after the merge. Southbound Oliver Hill Way at the merge provides one 11-foot travel lane and a second lane that varies from 0-11 feet. A 4-foot painted buffer and 10-foot on street bike line are provided on the west side that tie into existing features north of merge.

Structures: N/A

SOCIO-ECONOMIC	PRESENT		IMPACTS	
	YES	NO	YES	NO
Minority/Low Income Populations:	☒	☐	☒	☐
Disproportionate Impacts to Minority/Low Income Populations: Yes ☐ No ☐				
Existing or Planned Public Recreational Facilities:	☒	☐	☐	☒
Source: City of Richmond Comprehensive Plan (2023), City of Richmond GeoHub Parks , City of Richmond Parks and Open Space online Geographic Information System (GIS) mapper (2026), Shockoe Small Area Plan (2024), Virginia Department of Conservation and Recreation Virginia Outdoors Plan Mapper online GIS mapping tool (2026), EJScreen+ (2026), UPC 109310 Shockoe Valley Streets – Demographic Review Memorandum (2026)				
Community Services:	☒	☐	☒	☐
Source: City of Richmond Comprehensive Plan (2023), City of Richmond Parcel Map online GIS mapper (2026), City of Richmond GeoHub Fire Stations (2026), City of Richmond GeoHub Police Stations (2026), City of Richmond GeoHub Libraries (2026), City of Richmond GeoHub Public Schools (2026)				
Consistent with Local Land Use: Yes ☒ No ☐				

Source: [City of Richmond Comprehensive Plan](#) (2023), [City of Richmond GeoHub Zoning Districts](#) (2026), [City of Richmond Existing Land Use online GIS mapper](#) (2026), [City of Richmond Master Plan Future Land Use online GIS mapper](#) (2026), [City of Richmond Zoning Map online GIS mapper](#) (2026), [City of Richmond Parcel Map online GIS mapper](#) (2026), [Shockoe Small Area Plan](#) (2024)

Existing or Planned Bicycle/Pedestrian Facilities:

☒	☐	☒	☐
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Source: [City of Richmond Comprehensive Plan](#) (2023), [BikePedRVA 2045](#) (2022), [Richmond Regional Bicycle & Pedestrian Infrastructure online GIS mapping tool](#) (2026), [Richmond Regional Bicycle & Pedestrian Plan](#) (2021)

Comments:

Minority/Low-Income Populations

U.S. Census Bureau American Community Survey data confirms the presence of minority and low-income populations in the project area. These populations may experience temporary impacts commonly associated with active roadway construction, such as construction noise, temporary detours, and the presence of physical work zone and safety alerts such as cones and barrels, warning signs, rumble strips, and/or flaggers during the construction period. The project will require right-of-way and easement acquisition, including the total take of one parcel (commercial relocation). Once the proposed improvements are operational, the Project is expected to provide benefits to all users of the transportation network, including improved safety, mobility, and connectivity.

Existing or Planned Public Recreational Facilities

Existing recreational ballfields are located on the property of Martin Luther King Middle School. There would be no impact to the recreational resources on this property. No impacts to planned recreational facilities, local parks, or public access lands would occur with the project.

Community Services

Martin Luther King Middle School is located adjacent to the project area. Minor right-of-way acquisition and easements would be required without impacts to the educational or safety operations at the school. No impacts to fire stations, libraries, post offices, emergency medical centers, hospitals, community centers, or museums would occur.

Consistent with Local Land Use

The project is consistent with existing and planned local land use and is mentioned in the *Shockoe Small Area Plan* as it helps meet the priority of linking existing trails and bike infrastructure and creating landscape improvements.

Existing or Planned Bicycle/Pedestrian Facilities

There are existing bike paths in the project area. Proposed pedestrian facilities are shown in the *Shockoe Small Area Plan* but these are being implemented by this project. The project proposes to construct a cycle track from Leigh Street to Venable Street along Mosby Street as shown in the Richmond Regional Bicycle & Pedestrian Infrastructure Mapper. A shared use path would be constructed from this point along Venable Street from Mosby Street to Oliver Hill Way. The cycle track would begin again on Oliver Hill Way and extend from Broad Street to the north end of the project area and would replace existing bike lanes along Oliver Hill Way. The existing bike path on 18th Street would be relocated to use the proposed cycle track on Oliver Hill Way. This will be a beneficial impact because the cycle track would provide a more direct connection between the Virginia Capital Trail south of the project and the Canyon Creek Greenway north of the project. Beneficial sidewalks will be constructed by the project where none currently exist and existing sidewalks will be improved and/or upgraded to meet current standards.

The project would require minor vehicular detours and would not result in major traffic disruptions. Detours would be in place for approximately two (2) months and would take approximately 90 seconds to complete. This is a downtown City grid of streets with many alternate parallel routes to the affected corridors. The Maintenance of Traffic (MOT) plan shows proposed detours with minimal rerouting and/or extended travel time per the table below. Accessible routes would be maintained during construction of the project for pedestrians and existing pedestrian routes would be maintained without detours to adjacent streets.

Construction Phase	Duration (days)	Length of Detour (ft)	Detour Travel Time (sec)
1B Detour	42	1,930	52 sec
2 Detour	70	3,100	86 sec
5 Detour	70	3,100	86 sec

SECTION 4(f) and SECTION 6(f)	YES	NO
Use of 4(f) Property: Acres of use: 0.16	☒	☐
Name of Resource: Mosby Court (Department of Historic Resources [DHR] ID 127-7199)		
Type of Resource:		
Individually Eligible Historic Property:	☒	☐
Contributing Element to Historic District	☐	☒
Public Recreation Area:	☐	☒
Public Park:	☐	☒
Public Wildlife/Waterfowl Refuge:	☐	☒
Planned Public Park, Recreation Area, Wildlife or Waterfowl Refuge:	☐	☒
Source: DHR, 70% plans dated September 2022, City of Richmond Comprehensive Plan (2023), City of Richmond GeoHub Parks (2026), City of Richmond Parks and Open Space online GIS mapper (2026), Virginia Department of Conservation and Recreation Virginia Outdoors Plan Mapper online GIS mapping tool (2026)		
De Minimis:	☒	☐
Type of Use:		
Permanent:	☒	☐
Temporary:	☒	☐
Section 4(f) Evaluation Attached:	☐	☒
Conversion of 6(f) Property: No Acres of Conversion: N/A	☐	☒
Source: Virginia Department of Conservation and Recreation Virginia Outdoors Plan Mapper online GIS mapping tool (2026), Land and Water Conservation Fund online GIS mapping tool (2026), City of Richmond Comprehensive Plan (2023), City of Richmond GeoHub Parks (2026), City of Richmond Parks and Open Space online GIS mapper (2026), 70% plans dated September 2022		

Comments: There is a parcel owned by the City of Richmond Department of Parks, Recreation, and Community Facilities adjacent to the proposed improvements that will not be impacted by the project. No use of the ballfields at Martin Luther King Middle School would occur. No other public park, recreation area, wildlife or waterfowl refuge lands occur in the project area. No planned public park, recreation area, wildlife or waterfowl refuge land would be impacted by the project.

Seven (7) historic architectural Section 4(f) resources were identified for the project. These include the National Register of Historic Places (NRHP)-eligible Mosby Court (DHR ID 127-7199), NRHP-listed Shockoe Valley and Tobacco Row Historic District (DHR ID 127-0344), NRHP-listed Union Hill Historic District (DHR ID 127-0815), NRHP-listed Main Street Station and Trainshed (DHR ID 127-0172), NRHP-eligible Winfree Cottage (DHR ID 127-6129), NRHP-eligible Seaboard Air Line and Railroad Corridor (DHR ID 127-6271), NRHP-listed Oliver Chilled Plow Works Branch House/Herod Seeds Inc. (DHR ID 127-6914). The project would not require right-of-way acquisition or easements from the contributing resources to the Shockoe Valley and Tobacco Row Historic District and Union Hill Historic District or from Main Street Station and Trainshed, Winfree Cottage, Seaboard Air Line and Railroad Corridor, or Oliver Chilled Plow Works Branch House/Herod Seeds Inc.; therefore, there would be no Section 4(f) use of those properties. The project would require right-of-way acquisition and/or temporary easements from NRHP-eligible Mosby Court. The project will have no adverse effect on Mosby Court. On March 31, 2026, FHWA concurred with a Section 4(f) *de minimis* impact determination for Mosby Court.

Six (6) NRHP-eligible archaeological sites (44HE1229, 44HE1230, 44HE1231, 44HE1232, 44HE1233, 44HE1234) were identified for the project. There is no use of 44HE1232. Five (5) of the archaeological sites 44HE1229, 44HE1230, 44HE1231, 44HE1233, and 44HE1234 derive their significance through their informational potential and have minimal value for preservation in place. FHWA concurred on March 31, 2026, that the project qualifies for a Section 4(f) exception in accordance with 23 CFR § 774.13(b) and as such, the five archaeology sites are not considered Section 4(f) resources.

No Section 6(f) resources were identified; therefore, no conversion of Section 6(f) property would occur.

CULTURAL RESOURCES		COMPLETE	N/A
Source: DHR Effect Determination dated 5/10/2024			
"No historic properties present or affected in accordance with the 2016 Federal PA"		☐	☒
Phase I Architecture Conducted		☒	☐
Phase II Architecture Conducted		☐	☒
Phase I Archaeology Conducted		☒	☐
Phase II Archaeology Conducted		☒	☐
Section 106 Effect Determination: Adverse Effect			
DHR Concurrence on Effect:	Yes ☒	Date: 5/10/2024	
MOA Attached:	Yes ☒ N/A ☐	Execution Date: 8/21/2025	
Name of Historic Property: Main Street Station and Trainshed (DHR ID 127-0172), Shockoe Valley and Tobacco Row Historic District (DHR ID 127-0344), Union Hill Historic District (DHR ID 127-0815), Winfree Cottage (DHR ID 127-6129), Seaboard Air Line and Railroad Corridor (DHR ID 127-6271), Oliver Chilled Plow Works Branch House/Herod Seeds Inc. (DHR ID 127-6914), Mosby Court (DHR ID 127-7199), and archaeological sites 44HE1229, 44HE1230, 44HE1231, 44HE1232, 44HE1233, and 44HE1234.			

Comments: Consultation completed under Section 106 of the National Historic Preservation Act of 1966 resulted in a finding of Adverse Effect due to the project's adverse effect on two (2) NRHP-listed historic districts (Shockoe Valley and Tobacco Row Historic District [DHR ID 127-0344] and Union Hill Historic District [DHR ID 127-0815] and five (5) NRHP-eligible archaeological sites (44HE1229, 44HE1230, 44HE1231, 44HE1233, 44HE1234).

The project was determined to have no adverse effect to multiple resources: Main Street Station and Trainshed (DHR ID 127-0172); Winfree Cottage (DHR ID 127-6129); Seaboard Air Line and Railroad Corridor (DHR ID 127-6271); Oliver Chilled Plow Works Branch House/Herod Seeds Inc. (DHR ID 127-6914); Mosby Court (DHR ID 127-7199); and archaeological site 44HE1232.

A Memorandum of Agreement (MOA) between VDOT, FHWA, the City of Richmond, and DHR was executed on 8/21/2025 and stipulates mitigation measures to resolve the project's adverse effect on historic properties.

NATURAL RESOURCES	PRESENT		IMPACTS	
	YES	NO	YES	NO
Surface Water (Name: N/A)	☐	☒	☐	☒
Source: <i>United States Army Corps of Engineers Approved Jurisdictional Determination NAO-2018-00985 dated 8/29/2025, Virginia Marine Resources Commission scoping response dated 9/12/2025</i>				
Federal Threatened or Endangered Species: Terrestrial: Tricolored Bat and Monarch Butterfly Aquatic: N/A Plants: N/A	☒ ☐ ☐	☐ ☒ ☒	☒ ☐ ☐	☐ ☒ ☒
Source: United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) Official Species List (OSL) dated 3/31/2026, USFWS's Virginia Critical Habitat online GIS mapper (2026), Virginia Department of Wildlife Resources (VDWR) Virginia Fish and Wildlife Information Service dated 3/31/2026, VDWR's Threatened and Endangered Bats online GIS mapper dated 3/31/2026, Virginia Department of Conservation and Recreation Natural Heritage Data Explorer dated 3/31/2026				
100 Year Floodplain: If "Yes" then identify the regulatory floodway zone: Zone AE, Zone X	☒	☐	☐	☒
Source: Federal Emergency Management Agency (FEMA) National Flood Hazard Layer Firmette dated 3/31/2026				
Tidal Waters/Wetlands: N/A	☐	☒	☐	☒
Wetlands: N/A	☐	☒	☐	☒
Source: National Wetlands Inventory online mapping tool (2026), <i>United States Army Corps of Engineers Approved Jurisdictional Determination NAO-2018-00985 dated 8/29/2025</i>				
	Yes		No	
Permits Required	☐		☒	
Source: <i>United States Army Corps of Engineers Approved Jurisdictional Determination dated 8/29/2025</i>				

Comments: The project is located within a regulatory floodzone, but the proposed action does not require work that would cause an increase of the flood level by more than one foot within a regulatory floodway. There are no Waters of the U.S. present, no tidal waters, wetlands, or non-tidal wetlands present or impacted in the project area, and no water quality permits would be required. Through completion of the determination key utilizing the *FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat*, the project May Affect, Not Likely to Adversely Affect the tricolored bat (not currently listed but may be uplisted in the future). The project would have No Effect to the monarch butterfly (not currently listed but may be uplisted in the future). A USFWS Self-Certification Letter was prepared for the project on 4/7/2026 and it was submitted to the USFWS Virginia Field Office for review and comment. No response was received from the USFWS to contest the determinations made.

AGRICULTURAL/OPEN SPACE	PRESENT		IMPACTS	
	YES	NO	YES	NO
Open Space Easements	☐	☒	☐	☒
Source: Virginia Outdoors Foundation Conservation Land online GIS mapper (2026), Virginia Department of Conservation and Recreation Virginia Outdoors Plan Mapper online GIS tool (2026), Virginia Department of Conservation and Recreation Natural Heritage Data Explorer online GIS tool (2026)				
Agricultural/Forestal Districts: N/A	☐	☒	☐	☒
Source: Virginia Outdoors Foundation Conservation Land online GIS mapper (2026), Virginia Department of Conservation and Recreation Virginia Outdoors Plan Mapper online GIS tool (2026), Virginia Department of Conservation and Recreation Natural Heritage Data Explorer online GIS tool (2026), Virginia Department of Forestry Agricultural Forestal District Layer (2026)				
Comments: A review of the Virginia Department of Forestry Agricultural Forestal District GIS Layer indicates that no agricultural or forestal districts are present within the project area. Given the project's location in the City of Richmond, no impacts to agricultural or forestal districts or open space easements are anticipated.				

FARMLAND	YES	NO
NRCS Form CPA-106 Attached: Rating: N/A	☐	☒
Alternatives Analysis Required:	☐	☒
If Form CPA-106 is not attached check all that are applicable:		
Land already in Urban use:	☒	☐
Entire project in area <i>not</i> zoned agriculture:	☒	☐
NRCS responded within 45 days:	☐	☐
NRCS Determined no prime or unique farmland in the project area.	☒	☐
Source: City of Richmond Zoning Map online GIS mapper (2026), City of Richmond Zoning Ordinance (2020), Natural Resources Conservation Service Web Soil Survey (2026), <i>Natural Resources Conservation Service (NRCS) scoping response dated 9/3/2025</i>		
Comments: There is no farmland within the project area, and no farmland soils would be affected as the entire project area is contained within a U.S. Census Urban Area as determined by the NRCS in their comment responses received in 2025.		

INVASIVE SPECIES	PRESENT		
	YES	NO	UNKNOWN
Invasive Species in the project area:	☐	☐	☒
There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications (2016) includes provisions intended to control noxious weeds (which includes non-native and invasive species). While rights-of-way 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 (BMPs) for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.			
Comments: No comments.			

AIR QUALITY		
Carbon Monoxide (CO)	Yes	No
This project is located in a CO ☒ Attainment Area ☐ Maintenance Area		
CO Hotspot Analysis Required? (if "Yes", please attach analysis) ☐ ☒		
If "No", indicate which exemption it falls under:		
☐ Exempt project under 40 CFR 93.126.		
☒ Exempt project based on traffic volumes below thresholds in the current VDOT Project Level Air Quality Studies Agreement with FHWA/EPA.		
Ozone		
This project is located in an Ozone ☐ Attainment Area ☐ Maintenance Area ☒ Nonattainment Area ☐ Early Action Compact Area		
Only projects located in ozone nonattainment or maintenance areas must complete this box		
☐ Exempt from regional emissions requirements under 40 CFR 93.126 or 40 CFR 93.127.		
☒ Properly programmed in the 2045 CLRP and FY 2024 - 2027 TIP.		
☐ The project is not regionally significant and/or is not of a type that would normally be included in the regional transportation model.		
☐ This project is regionally significant; however the project was not modeled, or the scope of the project is not consistent with what was modeled in the currently conforming CLRP and TIP.		
Fine Particulate Matter (PM_{2.5})	Yes	No
This project is located in a PM _{2.5} ☐ Nonattainment Area ☐ Maintenance Area ☒ Attainment Area		
PM _{2.5} Hotspot Analysis Required? (If "Yes", Please Attach Analysis) ☐ ☒		
Check all that apply;		
☐ A. Exempt project under 40 CFR 93.126, Table 2.		
☒ B. Not a project of air quality concern under 40 CFR 93.123(b)(1)(i) thru (v).		
☐ C. Properly programmed in the CLRP and FY - TIP.		
☐ D. This project is regionally significant; however the project was not modeled, or its scope is not consistent with what was modeled, in the currently conforming CLRP and TIP.		
If "B" is checked above, please indicate the following for highway projects; Design Year 2044, Peak AADT 31,420 Peak Diesel Truck % 2.5		

Mobile Source Air Toxics (MSAT)	
This project	☒ is exempt with no meaningful potential MSAT effects ☐ is one with low potential MSAT effects (attach qualitative MSAT analysis) ☐ is one with high potential MSAT effects (attach quantitative MSAT analysis)
Check all that apply;	
☐ Exempt project under 40 CFR 93.126, or qualifies as a CE under 23 CFR 771.117(c). ☒ Project with no meaningful impact on traffic volumes or vehicle mix.	
If a qualitative MSAT analysis is required, please indicate the following for highway projects; Design Year: N/A Peak AADT: N/A	
Source: Shockoe Valley Streets Improvement Project Air Quality Technical Report (November 2025), Shockoe Valley Streets Improvement Project Air Quality Protocol (November 2025)	
Comments: The project meets all applicable federal and state transportation conformity requirements and is included in the [currently conforming] ConnectRVA 2045 Long-Range Transportation Plan. The project would not cause or contribute to a new violation of the National Ambient Air Quality Standards (NAAQS), and Environmental Protection Agency (EPA) transportation conformity requirements for carbon monoxide do not apply since the project is located in a NAAQS attainment region. Construction emissions from heavy equipment and fugitive dust sources are short-term and temporary in nature. All construction activities would be performed in accordance with VDOT Road and Bridge Specifications and applicable Department of Environmental Quality (DEQ) air pollution regulations, including 9 Virginia Administrative Code (VAC) 5-130 (Open Burning), 9 VAC 5-45 Article 7 (Cutback Asphalt), and 9 VAC 5-50 Article 1 (Fugitive Dust).	

NOISE	YES	NO
Type I Project:	☐	☒
Source: VDOT Highway Traffic Noise Policy and Guidance Manual (2026) , VDOT Central Office (CO) Air/Noise Section		
Noise Analysis Attached:	☐	☒
Barriers Under Consideration:	☐	☒
Source: VDOT Highway Traffic Noise Policy and Guidance Manual (2026) , VDOT CO Air/Noise Section		
Comments: The project is a Type III project; therefore, a noise analysis is not required per VDOT's Highway Traffic Noise Policy and Guidance Manual.		

RIGHT OF WAY AND RELOCATIONS	YES	NO
Residential Relocations: If "Yes", number:	☐	☒
Source: 70% plans dated September 2022		
Commercial Relocations: DPC LLC, 1700 Venable Street. If "Yes", number: 1	☒	☐
Source: 70% plans dated September 2022		
Non-profit Relocations: If "Yes", number:	☐	☒
Source: 70% plans dated September 2022		
Right of Way required:	☒	☐

If "Yes", acreage amount: 3.44 ac Fee Taking; Permanent Easements (0.34 ac) and Temporary Easements (2.04 ac)			
Source: 70% plans dated September 2022			
	PRESENT		IMPACTS
	YES	NO	YES NO
Septic Systems, Wells, or Public Water Supplies	☒	☐	☐ ☒
Source: Virginia Energy Virginia Water Wells Database (2026), City of Richmond Service Line Inventory Map online GIS tool (2026), Virginia Department of Health (VDH) scoping response (2025), 70% plans dated September 2022			
Hazardous Materials:	☒	☐	☒ ☐
Source: Shockoe Valley Street Improvements – UPC 109310 Hazardous Materials Memorandum dated 10/9/2025, Virginia DEQ Environmental Data Mapper (2025), EPA Cleanups in My Community (2025), EPA EnviroAtlas (2025), 70% plans dated September 2022			
Comments: No water wells occur in the project's vicinity according to GIS data obtained from the Virginia Water Wells database maintained by Virginia Energy. Public water supplies are present in the project area according to the City of Richmond's Service Line Inventory Map online GIS tool. One commercial relocation is required (Parcel 017 of the 70% plans dated September 2022) for the address 1700 Venable Street. According to VDH, the nearest downstream raw water intake facility (PWSID 3670800) is located approximately 34 miles from the construction area. VDH concluded that the project has no potential to contaminate the public water supply and does not anticipate adverse impacts to local sanitary facilities. VDH also stated that it has no public health concerns associated with the proposed project. The potential for hazardous materials impacts has been identified. If further design review confirms hazardous materials impacts, those impacts would be avoided or minimized where practicable and managed in accordance with all applicable rules and regulations.			

CUMULATIVE AND INDIRECT IMPACTS	PRESENT		
	YES	NO	N/A
Present or reasonably foreseeable future projects (highway and non-highway) in the area:	☒	☐	☐
Impact same resources as the proposed highway project (i.e. cumulative impacts):	☐	☒	☐
Indirect (Secondary) impacts:	☐	☒	☐
Source: VDOT Six-Year Improvement Plan , City of Richmond Comprehensive Plan (2023), Shockoe Small Area Plan (2024)			
Comments: Per the VDOT NEPA Manual, the reasonably foreseeable effects of the project have been considered as part of this document. The impact-causing activities proposed as part of this project are not great enough to result in measurable reasonably foreseeable effects to the surrounding environment. While there are possible future, separate projects planned in the project area (Coalter Street Traffic Calming Project and Richmond Connects Equity-Driven Sidewalk Repair along 18th Street) these are not reasonably foreseeable due to a lack of next stage funding. The City's Shockoe Bottom BRT Streetscape Improvements Project is reasonably foreseeable as it is partially funded in the City's Capital Improvement Program and would have possible improvements occurring in the southern portion of the Shockoe Valley Streets Improvement Project's project area but would not impact the same resources. The proposed project evaluated			

in this document would contribute negligible increments to the effects of past, present, and other reasonably foreseeable future projects including the Shockoe Bottom BRT Streetscape Improvements Project.

PUBLIC INVOLVEMENT	YES	NO
Substantial Controversy on Environmental Grounds:	☐	☒
Source: <i>At the time of the NEPA document completion, no issues have been raised that represent substantial controversy on environmental grounds.</i>		
Public Hearing: If "Yes", type of hearing: Design	☒	☐
Other Public Involvement Activities: If "Yes", type of Involvement: N/A	☐	☒
Source: City of Richmond Shockoe Valley Streets Improvement Project webpage , <i>Public Hearing Comments</i>		
Comments: Public Information Meetings were held on 5/1/2018 and 5/9/2019, and a Design Public Hearing was held on 11/18/2025 at the Main Street Station in the City of Richmond.		
No environmental or NEPA-related comments were received resulting from the public information meetings and design public hearing.		
As a design hearing has already been conducted for the project, a public notice of availability of the CE will be posted specifying a 10-business day review period after FHWA CE approves the CE for public availability.		

COORDINATION

The following agencies were contacted during development of this study:

Agencies

United States Army Corps of Engineers
 U.S. Fish and Wildlife Service
 Virginia Department of Conservation and Recreation
 Virginia Department of Historic Resources
 Virginia Department of Wildlife Resources
 City of Richmond Police Department
 City of Richmond Mayor's Office
 City of Richmond Department of Economic Development
 City of Richmond Department of Planning and Development Review
 City of Richmond Department of Parks, Recreation and Community Facilities
 City of Richmond Public Schools
 City of Richmond Department of Public Utilities
 City of Richmond Department of Public Works
 City of Richmond Fire Department
 Virginia Department of Environmental Quality
 Virginia Marine Resources Commission
 Virginia Department of Health
 Virginia Department of Forestry
 Virginia Outdoors Foundation
 Natural Resources Conservation Service

Section 106 Invited Consulting Parties

Federal Tribes

Chickahominy Indian Tribe
Chickahominy Indians Eastern Division
Upper Mattaponi Indian Tribe
Monacan Indian Nation
Nansemond Indian Nation
Pamunkey Tribe
Rappahannock Tribe
Delaware Nation

State Tribes

Cheroenhaka (Nottoway) Indian Tribe
Mattaponi Tribe
Nottoway Indian Tribe of Virginia
Patawomeck Indian Tribe of Virginia

Community Organizations and Agencies

Bike Walk RVA
Church Hill Association of RVA
East View Civic Association
Historic Richmond
Mosby Court Tenant Council
New Visions Civic League of the East End
Partnership for Smarter Growth
Preservation Virginia
Richmond City Council
Richmond School Board
Slave Trail Commission
RVA Archaeology
Sacred Ground Historical Reclamation Project
Shockoe Alliance
Shockoe Bottom Neighborhood Association
Shockoe Business Association
Shockoe Partnership
Union Hill Civic Association
VCU Health System
VCU Planning & Design

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.



