

Environmental Assessment Alternatives for Construction of a Large Vehicle Inspection Station (LVIS) and Access Control Point (ACP) at Joint Base Anacostia-Bolling (JBAB)

No Action Alternative:

Proposed large vehicle inspection station (LVIS) would not be built at the Firth Sterling Gate and would remain at the South Gate.

Alternative 1 - Firth Sterling Gate LVIS Design A:

LVIS would be constructed at Firth Sterling Gate with two privately owned vehicle (POV) lanes and three commercial truck lanes. A conceptual layout is further described in the EA and shown below.

Alternative 2 - Firth Sterling Gate LVIS Design B (Preferred Alternative):

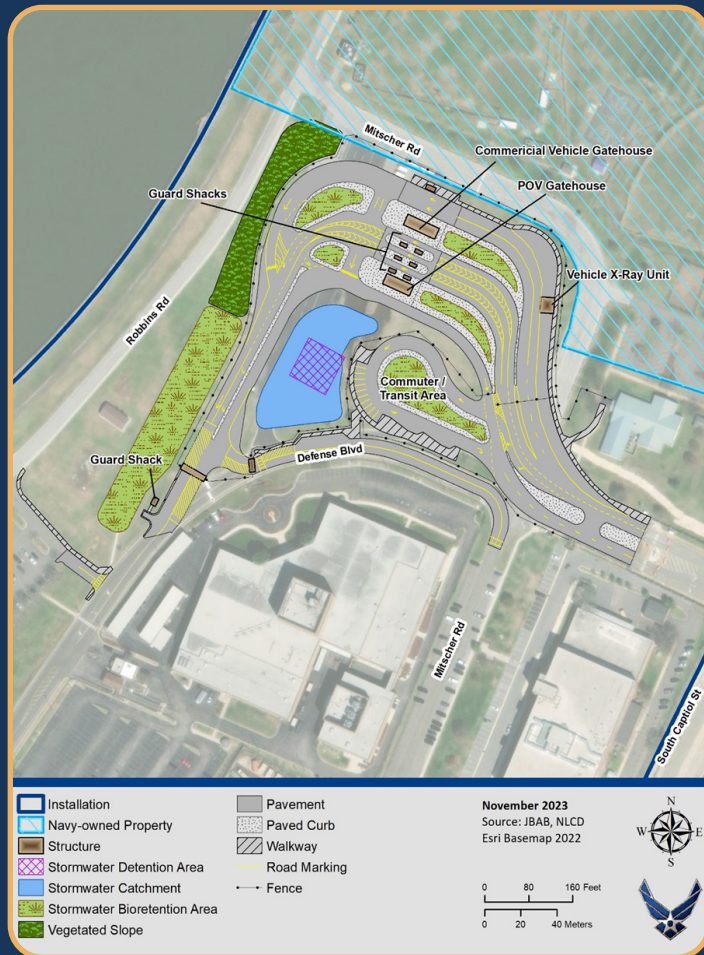
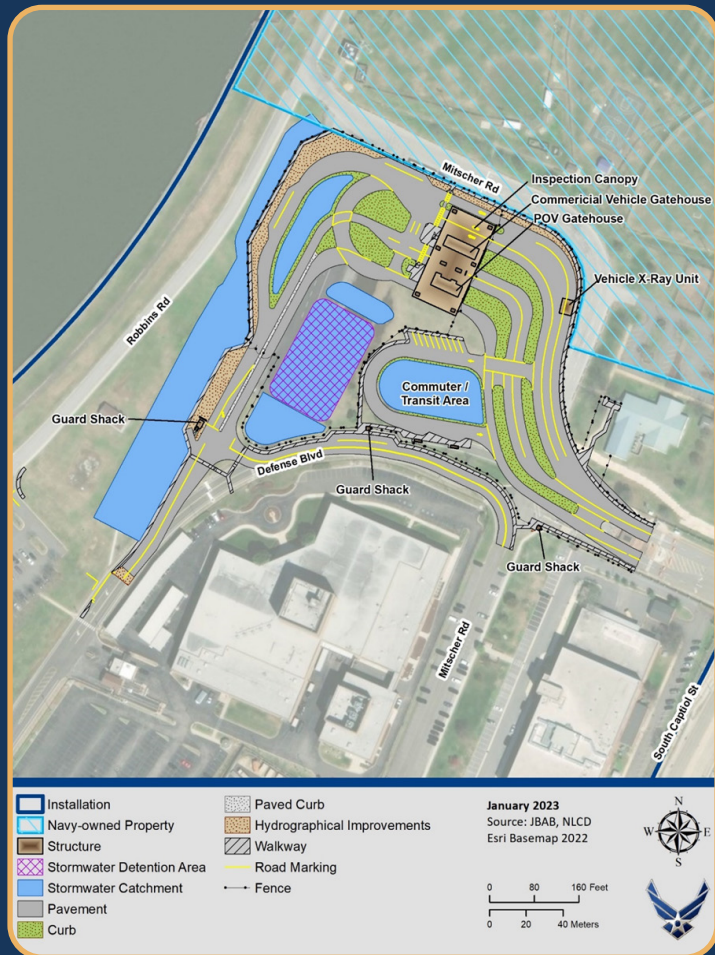
LVIS would be constructed with a slightly different layout than Alternative 1, with three POV lanes and two commercial truck lanes. A conceptual layout is included in the EA and shown below.

Alternative 3 - Close Firth Sterling Gate:

JBAB would close the gate to vehicle access and traffic would be diverted to the other two gates.

Figure 2-1: Conceptual Site Plan for Alternative 1 (Design A)

Figure 2-2: Conceptual Site Plan for Alternative 2 (Design B)



Note: these are a conceptual design depicting the number of POV and commercial truck lanes considered in this analysis; the exact layout of the LVIS may vary.

Resource	No Action Alternative	Action Alternatives: Alternatives 1, 2, and 3
Air Quality	No changes	<ul style="list-style-type: none"> • Short-term, minor emissions during construction • Long-term, minor emissions from operations • Slightly fewer emissions under Alternatives 2 and 3 compared to Alternative 1 • No significant impacts
Water Resources	No changes	<ul style="list-style-type: none"> • Short- and long-term, minor impacts due to site's location in the 100-year floodplain • No significant impacts
Soil & Geological Resources	No changes	<ul style="list-style-type: none"> • Short-term, minor erosion and sedimentation impacts during construction • Changes to topography under Alternatives 2 and 3 would not alter the overall hydrology of the site • Slightly fewer impacts under Alternative 3 as compared to Alternatives 1 and 2 • No significant impacts
Cultural Resources	No changes	<ul style="list-style-type: none"> • No impacts on archaeological resources • Long-term, minor impacts on visual resources under Alternatives 1 and 2 • No impacts under Alternative 3 • No significant impacts • DC SHPO concurred with findings of no adverse effects on historic properties at the Proposed Action area
Noise	No changes	<ul style="list-style-type: none"> • Short-term, minor impacts from construction • Long-term impacts from traffic noise • No significant impacts
Public Health & Safety	<ul style="list-style-type: none"> • Long-term, moderate to major safety impacts • No significant impacts 	<ul style="list-style-type: none"> • Short-term, negligible-to-minor impacts from construction and demolition activities • Long-term, moderate beneficial impacts from relocation under Alternatives 1 and 2 • Long-term, moderate to major safety impacts under Alternative 3 compared to Alternatives 1 and 2 • No significant impacts
Hazardous Materials & Waste	No changes	<ul style="list-style-type: none"> • Short-term, negligible-to-minor impacts from construction • Long-term, negligible, beneficial impacts from removal of asbestos-containing material • No significant impacts
Environmental Justice	No changes	<ul style="list-style-type: none"> • No significant impacts
Transportation	<ul style="list-style-type: none"> • Minor adverse impacts from traffic backups would continue • No significant impacts 	<ul style="list-style-type: none"> • Short-term, adverse impacts from construction • Long-term traffic impacts (some adverse, some beneficial) would occur at several intersections under Alternatives 1 and 2 • Minor adverse impacts from traffic backups under Alternative 3; mitigation would be needed to offset traffic impacts at three intersections • No significant impacts

