



Categorical Exclusion Documentation Form (CE Form)

Project: 15th Street Cycle Track Removal and road repaving

PEPC Project Number: 134934

Description of Action (Project Description): The work consists of removing existing cycle-track and bicycle-related traffic control features and restoring the roadway to a conventional lane configuration within the existing curb lines along three segments—15th St NW / Raoul Wallenberg Pl SW (Constitution Ave NW to Maine Ave SW), Maine Ave SW (15th St NW to Ohio Dr SW/East Basin Dr SW—southbound), and Ohio Dr SW/East Basin Dr SW (Maine Ave SW to the Jefferson Memorial Food Kiosk—southbound)—including removal of cycle track barriers/delineator posts and anchor bolts with restoration of resulting voids; milling and overlaying asphalt within curb faces to a maximum treatment depth of ≤ 4 inches; grinding/removing existing pavement markings within concrete bus laybys; removing bicycle signal faces and retiming/rephasing traffic signals as needed; removing bicycle route signage and installing new signage (and striping transitions) at the north and south project limits to safely transition bicyclists; and restriping the corridor to a typical cross-section of two northbound lanes and two southbound lanes (plus turn lanes where feasible), with crosswalk markings replaced in-kind on asphalt and new stop bars and lane-use arrows installed at intersection approaches as warranted.

The impacts of this project were previously reviewed and documented in a CE Form signed on February 23, 2026. The February CE Form considered the impacts of the project based on the assumption that it would start on or around that date. Since that form was signed, the project was delayed. The February CE Form assumed that all work would be completed prior to the National Cherry Blossom Festival, or would not interfere with the National Cherry Blossom Festival, which has already begun and will run through April 12, 2026. The project is now anticipated to begin on April 23, 2026, and to conclude by May 14, 2026. In this CE Form, the NPS is reanalyzing the impacts of the project given this revised window for work activity, which will occur in advance of a number of special events celebrating the 250th birthday of the United States, beginning in mid-May 2026 and lasting through August 2026, at which the NPS expects significant attendance.

Shifting work from the pre-National Cherry Blossom Festival window assumed in the February CE Form to an April 23–May 14, 2026 work window changes the impact context primarily by moving the work into the early peak visitor/event season and immediately ahead of the planned U.S. Semiquincentennial (250th) special events period (mid-May through August 2026). With the Festival underway (through April 12, 2026), the revised window avoids direct overlap with Cherry Blossom Festival events, but it increases the likelihood of higher baseline traffic volumes, tour activity, and pedestrian/bicycle demand than typical shoulder-season conditions. The revised schedule also tightens the buffer between completion and the start of major 250th-related events. The NPS will work with the Federal Highways Administration to mitigate impacts during this higher visitation period.

This proposed project supports implementation of Executive Order 14252, “Making the District of Columbia Safe and Beautiful,” Secretarial Order 3428 “Making the District of Columbia Safe and Beautiful,” and Executive Order 14189 “Celebrating America’s 250th Birthday.” The upcoming events celebrating America’s 250th birthday (beginning in mid-May and lasting through August 2026) will bring large numbers of Americans and international visitors to the National Mall, parks in the National Capital Region, and Washington, D.C., in general.

The proposed project will also improve the visual quality of these prominent federal public spaces through removal of roadway appurtenances and restoration of a standardized, maintainable corridor configuration. Improvements made in anticipation of nationally significant events celebrating the America’s 250th birthday will also benefit future visitors to the National Mall and Memorial Parks.

Project Location:

County, State: District of Columbia, DC

Mitigation(s):

There are no required mitigations identified.

CE Citation: 516 Departmental Manual 1, DOI NEPA Handbook, Appendix 2, 16.1(G)(5) (Feb. 2026).

Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the actions meet the constraints below. Actions may not be processed as CEs 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; *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.

Actions may be designated as CEs only after documentation demonstrates that the specific conditions or criteria for these CEs are satisfied, and that significant environmental effects will not result. If the action triggers a constraint (1)-(6) above, the CE can still be applied if the documentation demonstrates that the action fits within the CE and significant environmental effects will not result.

CE Justification: Based on the limited scope, confined limits of disturbance, and use of standard resurfacing and traffic-control methods, the action fits DOI CE 16.1(G)(5), formerly numbered as 12.6(13), and, as documented below, does not trigger any of the constraints of the CE such that significant environmental effects would be expected.

1. **An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements**

All work is confined to the existing paved roadway area within existing curbs. No new right-of-way is needed and no acquisitions are proposed. The action does not require relocation of residences or businesses and does not change adjacent land uses.

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**

The action is roadway surface work and traffic-control equipment removal/adjustment within an existing roadway, with no bridge work and no in-water work. No dredge/fill discharge to waters of the U.S. is proposed and no structures are proposed in navigable waters.

3. **A finding of “adverse effect” to historic properties under the NHPA, the use of a resource protected 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**

NHPA - The project removes appurtenant features (barriers, delineators, bicycle signal faces, bicycle signs), restores the roadway surface, and restripes within the existing paved roadway. As detailed in the February 23, 2026 “Assessment of Actions Having an Effect on Historic Properties,” the project will have “No Adverse Effect” on historic properties.

Section 4(f) - The action is within an existing transportation facility and does not convert parkland to transportation use; it changes lane configuration/operations on existing roadway pavement.

ESA - The action is within an existing transportation facility and does not convert existing habitat to transportation use. As a resurfacing/stripping/signals action within existing roadway, there are no effects on threatened or endangered species or critical habitat.

4. Construction of temporary access or the closure of existing road, bridge, or ramps that would result in major traffic disruptions

The proposed action is confined to the existing roadway prism and will be implemented using standard paving and traffic-control methods (lane shifts, short-duration lane closures, and/or off-peak work) to maintain traffic circulation and emergency access through the corridor. Any temporary restrictions needed to complete resurfacing, striping, and signal work would be limited in duration and extent, would not require construction of temporary access routes, and would not involve closure of a road, bridge, or ramp in a manner that causes major traffic disruptions.

5. Changes in access control

The action does not introduce access control features such as new medians restricting turning movements, new gates, restricted-access designation, or conversion to controlled-access facility. It is operational striping/signal timing within the existing roadway.

6. A floodplain encroachment

The work is confined to an existing roadway prism. If any portion of the roadway is within a mapped floodplain, resurfacing within the existing footprint is typically treated as maintenance of an existing functionally dependent facility (transportation infrastructure) and does not create a new encroachment. No work is proposed in or across a designated/proposed Wild & Scenic River segment.

Extraordinary Circumstances:

If implemented, would the proposal...	Yes/No	Explanation
A. Have significant impacts on public health or safety?	No	<p>Removal of the separated bicycle facility will have an operational effect on bicyclists, including a change in facility type and user experience on a corridor that has been documented as carrying more than 2,000 bicycle users per day. However, this change will not result in significant impacts on public health or safety because cyclists will continue to have the choice to ride on either the roadway or the adjacent sidewalks, consistent with Section 3(i)(i)(A) of the National Mall and Memorial Parks Superintendent’s Compendium (Jan. 13, 2026), available at https://www.nps.gov/nama/learn/management/superintendent-s-compendium.htm. As a result, cyclists will continue to have a route to travel through the project area outside the motor vehicle roadway. Cyclists who prefer to ride in the roadway instead of on the sidewalk will be able to do so.</p> <p>The proposed project will not have other significant impacts on public health or safety because it is confined to the existing roadway prism and consists of resurfacing/rehabilitation and traffic-control changes (striping, signing, and signal adjustments) without expanding the transportation footprint or inducing land use change. The project includes traffic-control measures, clear transition signing/markings at the project termini, and coordination with the local transportation agency to maintain bicycle accommodation and manage operational transitions. With these measures, the action is not expected to cause significant environmental impacts or constitute an extraordinary circumstance.</p>

If implemented, would the proposal...	Yes/No	Explanation
		The project does not eliminate bicycle travel in the corridor; it changes the facility type. NPS will implement transition signing/markings and will monitor operations after implementation and adjust striping/signals as warranted to address observed operational issues.
B. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands; floodplains; national monuments; migratory birds; and other ecologically significant or critical areas?	No	The proposed work is confined to the existing curb-to-curb roadway prism and consists of removing existing cycle track appurtenances (barriers/delineators and anchor bolts), resurfacing (mill-and-overlay, with a stated maximum treatment depth), restriping, and related signal/sign removals/adjustments. Because the project does not expand the roadway footprint, does not involve new ground disturbance outside the paved section, and does not propose in-water work, effects to the listed resource categories are expected to be temporary, localized, and not significant.
C. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?	No	These are standard, well-understood roadway activities with predictable, short-term effects (temporary work noise, dust, traffic control, and material handling) and established best management practices. The action does not introduce new technology, new access routes, in-water work, excavation beyond the stated pavement treatment depth, or expansion into undeveloped areas that would create unknown risk pathways. The action will revert the roadway to pre-2021 conditions.
D. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	No	It does not approve, commit, or predetermine any broader transportation program, corridor-wide redesign, roadway expansion, or land use change. Any future transportation or multimodal changes in the memorial core would require their own purpose-and-need, design development, and separate compliance review based on the specifics of those proposals and their potential effects.
E. Have a direct relationship to other actions that implicate potentially significant environmental effects?	No	While the project is being coordinated with routine roadway preservation and near-term work scheduling in the vicinity, those activities are of the same general type (pavement rehabilitation/traffic control) and do not constitute a larger connected action that would trigger or depend on a separate action with potentially significant effects. The removal and resurfacing action has independent utility and does not rely on, commit the agency to, or predetermine any broader transportation program, footprint expansion, or land-use change.
F. Have significant impacts on properties listed, or eligible for listing, on the National Register of Historic Places as determined by the bureau?	No	The project occurs in a historically sensitive setting; however, it is confined to the existing curb-to-curb roadway prism and consists of removal of existing cycle track appurtenances with surface restoration, mill-and-overlay resurfacing (limited to the specified maximum depth), restriping, and minor signal/sign adjustments. The project will restore the roadway to its previous condition before the cycle track was installed in 2021. The action does not expand the roadway footprint or disturb areas outside the existing paved facility. Section 106 documentation is completed for this undertaking; with a finding of no adverse effect.
G. Have significant impacts on species listed, or proposed to be listed, on the List of Endangered or Threatened Species or have	No	The project does not include vegetation clearing, tree removal, habitat conversion, excavation outside the paved roadway section, or in-water work. Because effects are limited to temporary disturbances (noise, equipment presence, localized dust) within an already developed roadway, the action is not

If implemented, would the proposal...	Yes/No	Explanation
significant impacts on designated Critical Habitat for these species?		anticipated to adversely affect listed/proposed species or designated critical habitat, and significant impacts are not expected.
H. Significantly limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites?	No	The project does not expand the transportation footprint, does not involve ground disturbance outside the paved roadway, and does not change public access to adjacent park areas beyond short-term, managed construction traffic control. Because the action occurs within an already developed roadway corridor and does not affect natural features, landscape elements, or access routes associated with ceremonial practice, it is not expected to limit access to or ceremonial use of Indian sacred sites, nor to adversely affect the physical integrity of such sites.
I. Contribute to potentially significant effects resulting from the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or from other actions that promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act)?	No	The project does not include vegetation clearing, soil disturbance in landscaped areas, off-road staging, or import of fill/soil to vegetated areas—activities that typically create pathways for invasive plant introduction. Because disturbance is limited to paved surfaces and work areas can be kept on asphalt/concrete, the action is not expected to introduce, spread, or expand noxious weeds or non-native invasive species, and potentially significant effects are not anticipated.

Decision: I find that the action fits within the categorical exclusion(s) above. Therefore, I am categorically excluding the described project from further NEPA analysis. No extraordinary circumstances apply.

Superintendent

Signature: _____

Kevin Griess

Date: _____