

MEETING AGENDA

Telegraph Road Intersection Design Workshop #1

Route 1 Improvements at Fort Belvoir

January 29, 2013, 10 AM

Location: Fairfax County Department of Transportation, 4050 Legato Road, Suite 400, Fairfax, VA

Purpose: FHWA and County staff will review the approved project alignment and major features. Attendees will have the opportunity to provide input about site details including sound walls, landscaping, fencing, pedestrian accessibility, and storm water management. The workshop is focused on updating participants about historic preservation issues and the design details listed below.

- I. Welcome (VanDop)
 - a. Project Overview
 - b. Telegraph Road Intersection Overview
 - c. HOA/local access circulation patterns
 - d. Request for Proposal/Contract Award Process
 - e. Timeline
 - f. Future Transit
 - g. Planning and Zoning comments (Blank)
 - i. General
 - ii. Pohick Church Historic Overlay District
 - h. Architectural Review Board comments (Bierce)
- II. Review of Programmatic Agreement Content for Telegraph Road Area (Kimberley)
 - a. Protective Measures For Pohick Church
 - b. Telegraph Road Intersection Design Workshops/Charette
 - c. Determination of Effect for Pohick Church
 - d. Additional Testing for Archaeological Properties
- III. Sound Walls (VanDop, moderator-led group discussion)
 - a. Process
 - i. Noise study
 - ii. Role of landowners
 - iii. Design charette and Section 106 influence
 - b. Proposed locations
 - c. Proposed Types
 - i. Piles with panels
 - ii. Other types
 - iii. Vibration implications
 - d. Aesthetics
 - i. Facing (Stone, brick, stucco, wood, etc.)
 - ii. Front vs. back

- iii. Variation within project area
- IV. BREAK FOR LUNCH (45 Minutes)
- V. Focus Groups* (These discussions may occur in smaller groups, or as one large group, depending on the group's interest)
 - a. Landscaping
 - b. Signs/Wayfinding
 - c. Fencing
 - d. Pedestrian Accessibility (sidewalks, trails, and crosswalks)
 - e. Storm Water Management
 - f. Lighting
 - g. HOA gateways/entrances
 - h. Effects on Pohick Church
 - i. Assessment of possible impacts
 - ii. Strategies to avoid, minimize and mitigate impacts
- VI. Summary (FHWA)
- VII. Questions
- VIII. Next Steps/Adjourn

*Attendees are requested to review these design topics. Please bring any materials that may be helpful for the discussion; if possible, please submit any such materials to FHWA prior to the meeting so that they can be distributed and/or included in the presentation. If you have suggestions for additional topics, please submit them prior to the meeting.



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Meeting Notes

Meeting Date: January 29, 2012
Attendees: See attached list
Subject: **Route 1 Widening – Telegraph Road Design Charrette #1**

1. Welcome

Jack reviewed the schedule. After award, targeted for April 2013, there will be a period of design and right-of-way acquisition. Some portions would start construction before others. This is a design-build project, which allows contractors to bring ideas to the project.

This is the first of two design charrettes for this area. This one is for input and maybe narrowing down selection. The second meeting will be for decisions and will include the contractor.

Noise wall will be a voting process – conducted by the contractor. Owners of properties that are affected will be asked via certified mail whether they want a wall or not.

We need to deal with two scenarios – 1) if there are walls, 2) if there are no walls – if there are no walls, there may be a greater focus on landscaping.

This is an informal meeting. Rather than break out into groups, we may do in one big group (this is what ended up happening). Focus is not necessarily to make decisions today.

Ryan Kimberley described the project. South of the project limits, Route 1 has already been widened. Constraints include Pohick Episcopal Church, Colchester Road, a couple of archaeological sites. The alignment seeks to reduce impacts to historic sites and Inlet Cove HOA property. Intersection improvements at Telegraph and Route 1 are included.

Linda Blank talked about the historic overlay district for Pohick Church. Heritage Resources have been recognized in the county for 40 years. There are eleven functional areas including education, transportation, and others with goals, objectives and policies to follow. The requirements ensure that roadway system provides adequate connection and capacity and encourage use of context sensitive design solutions to integrate roads into the physical environment and community, minimize community disruption and adverse impacts, protect significant heritage resources (Programmatic Agreement process), avoid adverse impacts unless there is no prudent and feasible alternative, mitigate adverse effects, and protect and enhance significant heritage resources. The Board of Supervisors (BOS) established overlay districts and the Architectural Review Board to oversee the districts. Pohick Church was the first district established in 1970. The purpose and intent was to protect against destruction of the landmark, among other things. FHWA is not subject to the local land use regulations, but the core purpose of the policies can provide a guide to development. Jack confirmed that the federal process is intended to address these issues and that the project has received BOS approval. FHWA and VDOT are not subject to county requirements, but are subject to other similar requirements and we have common interests.

The State Historic Preservation Office (SHPO) boundary and county boundary of the Pohick Church Historic District is different. Route 1 itself was considered for a historic district – determined that it didn't have sufficient integrity from any one time period. There are a couple of older structures and archaeology that were investigated.

2. Review of Programmatic Agreement Content for Telegraph Road Area

Ryan briefly reviewed the Programmatic Agreement and what it contains

- Vibration Monitoring
- Telegraph Road/ Route 1 Intersection (access, traffic signal poles, crosswalks). Anything 'special' is subject to VDOT approval
- Determination of effect for Pohick Church will not be done until after construction to ensure any damage during construction is addressed.
- Additional testing for archaeological sites – Marc Holma asked if more archaeology is required for the SWM as shown. Ryan said if they're constructed as shown in the plans, then the survey is complete.

Q – Marc asked for confirmation that improvements are away from the church and Old Colchester Road. A – Jack confirmed – then the alignment shifts to avoid Inlet Cove.

3. Sound Walls

Mary Anne Hesch with Inlet Cove said the Board had contacted their attorney and because the walls would go on common property, the Board of Directors would have final say about noise walls.

Q - Inlet Cove also asked for more information – specifically, if someone fails to vote, does it count as a yes, no?
A – VDOT policy is that people who are directly impacted by noise get to vote – need at least 50% to decide one way or another. A no-vote (failure to vote) counts as a Yes vote (for the wall). The HOA Board only gets a vote if Board controlled property (clubhouse, pool, etc) are affected.

Q – Inlet Cove may be willing to maintain landscaping if they can have better landscaping in the median and along the shoulder. Is this possible?

A – VDOT indicated a permit is required, and that there are training requirements and maintenance agreement required that would bind the HOA to perform the maintenance.

Q – Marc asked about height of wall across from Pohick Church.

A – It's in the noise report, but the thought is they are 8-10 feet – maybe 12-14'.

Q – Marc asked if berming is allowed?

A – Jack said it will depend on the contractors' proposals – but if the group wants to pull the wall away from road it can be a topic for the next meeting. Walls and berms can be combined with landscaping to minimize visual impacts.

Jack noted the best approach would be to have a single wall selection so there's a uniform appearance. Maybe could have one wall for Route 1 and another for Telegraph since they are geographically separate.

Q – Inlet Cove asked about maintenance – are there some types of walls that are more easily maintained?

A – VDOT said walls are spray painted when defaced. This may preclude selection of certain wall types. Todd Minnix noted that the more texture there is in the wall, the less likely it is to be tagged.

Q – Inlet Cove asked about access to utilities on the back side of the wall - will there be doors in the wall?

A – VDOT said this would be decided during design in meetings with the utility companies. Later in the meeting, additional discussion was that maintenance is typically 10-15', but VDOT said they typically don't use private property to access behind walls – they can maintain from the front side.

Q – Maintained by VDOT – what does that mean?

A – VDOT would fix walls if they fall into disrepair and paint if they are defaced – if there is money to do it. Graffiti is dealt with right away – repairing crumbling walls is more difficult and expensive to do and takes longer.

Q – Inlet Cove asked, what are the landscaping requirements?

A – Generally, stay 10 feet from the wall for maintenance.

Q – Inlet Cove said plantings are closer.

A – VDOT agreed there are plantings closer, but you need avoid the wall footers and provide for some space for maintenance. Planting in the right of way requires a permit and maintenance agreement. Ellen Vogel is VDOT's Landscape Architect.

Q - Inlet Cove noted that street lights look like they'll be on the same alignment as future wall.

A – This will be a design issue. Most street lights in the county are owned and maintained by the county.

Crosswalks are design issues that VDOT traffic engineering would review.

Q – When does polling of residents for sound walls happen?

A – This will be the contractors' responsibility and will probably be in the June/July timeframe.

Q – Inlet Cove asked if someone could identify VDOT's lawyer for the sound wall issues.

A – Tom Fahrney said he'll send VDOT policy on sound walls. Share with your attorney. If you have questions, we can discuss them.

C – Inlet Cove board wants to vote on behalf of the affected residents.

R – Ryan commented that the project team can't usurp landowners decision.

If Inlet Cove wanted to use a non-VDOT approved wall, VDOT will review and decide if they will accept it for maintenance.

Pohick Church has said they don't want a wall on their side. They also said they didn't want to look out on a wall across the street.

Q - Sally asked if the walls absorb noise, or reflect noise.

A – They absorb noise, so there wouldn't be bounce back to the church.

Q – Is there additional analysis required for the impact of noise walls to the church

A – Yes.

Q – There was a question about signage and visibility of signage. Inlet Cove talked about tapering down the wall to make signage more visible at the entrances.

A – Jack cautioned that this would need to still meet the noise mitigation requirements for the individual land owners to the extent possible.

C – There were some comments about the appearance of the walls. There is a wall south of Pohick Road that is very unattractive – walls proposed on this project should not match it.

R – Michelle Aubry responded that the County has guidelines that govern the historic overlay district for type of construction (brick in certain colors). There are also recommendations for plantings in the district. In addition, the County doesn't see a distinction between county facilities and federal – county thinks the historic district speaks to the spirit of the district.

Q – Inlet Cove asked what will cover the median.

A – Grass – VDOT will maintain.

Q – Inlet Cove said if they agree to maintain, they want a say in what goes in there.

A – Native plantings are always preferable.

The attendees were asked to provide feedback about their preferred soundwall styles, based on the graphics shown at the meeting. The most popular choices, and the group(s) that like them, were as follows (see related images in presentation slides, also see SHPO comments at end of these meeting notes):

New England Dry Stacked (red)- FCHC, ARB and Inlet Cove HOA

Brick (red)- FCHC, ARB

Boundary Concrete Wall (lighter color fake stone)- ICHOA

Stone Perimeter Security Wall (similar to above)- ICHOA

4. Focus Groups - Afternoon

a. Landscaping

Reviewed slides of native vegetation and natural landscape techniques

Inlet cove wants crepe myrtle in the median

b. Signs/Wayfinding

Discussed signs embedded in the noise wall at the entrance to communities – maybe at Lyndham Hill and Inlet Cove.

FHWA requested comments on the National Park Service brown signs.

- c. Fencing
- d. Pedestrian/Bike Accessibility- 5' sidewalk on south side, 10' multi-use trail on north.

e. Storm Water Management

Discussed what the ponds look like, fencing, landscaping, maintenance access. Need to tone down the ponds in the historic district. Pawan (VDOT) said that there is a toolbox of best management practices that are acceptable for maintenance by the state. Bio-retention, dry detention, and extended dry detention are currently the best options. Underground BMPs are double the cost to maintain, so if you have available land for surface measures, that is preferable. If there is a constraint on right of way, then you can consider underground. VDOT policy says to avoid underground, not that it's not allowed. Assumed this is a dry detention pond, but concept was done without soil borings, so need those to confirm groundwater elevations.

For the next charrette, a plan showing where plantings can be, what type of plantings.

Pawan said Contractor could address requirements within the hydrologic code area and not propose what is shown on the plan. PB confirmed that the ponds are designed very conservatively – the plans indicate outside limits. For example, Pond 1B is not required for quality – only for quantity.

VDOT wants ponds close to the road for accessibility, but also prefers that there not be a pond at every outfall, rather combine several outfalls.

Considerations for the SWM pond at Woodlawn should be the same requirements for this location because of its proximity to Pohick Church.

Fencing requirements are very clear in the VDOT requirements.

RFP plans are best guess of worst case. DB plans that come in will be more definitive. Suggestion was to review plans by DB before the next charrette.

- f. Lighting (lighting proposals will be seen at next meeting)
- g. HOA Gateways/Entrances (no HOA reps were present at this time, topic not discussed)

h. Effects on Pohick Church (this topic was not discussed)

i. Signal poles

What do they look like? At Fairfax County Parkway/Route 1 and at Telegraph Road/Route 1, use Millerbernd monopole or approved equal to avoid having a pole in the median. Linda suggested both options be presented at the next meeting – VDOT said it's a safety issue to have a signal pole in the median.

Q - Archaeology – there was a significant find on the Lyndham Hill site – county will have interest in archaeological studies at entrance to Lyndham Hill. Will the archaeological studies be coordinated with cultural resources?

A - Yes

The project team has had lots of pressure to provide full-width bike lanes rather than wider outside lanes. This is competing with efforts to narrow the lanes for more green space in the historic districts.

FOLLOW UP COMMENTS PROVIDED BY SHPO/VDHR:

- Locate the sound wall as far away from Pohick Church as possible, that is, behind the storm water management pond.
- Construct a berm as high as the area between the wall and pond will allow. This will limit the size of the sound wall necessary.
- Include as much plantings in front of the sound wall as the space will allow in order to mask it as much as possible.
- With respect to materials and color; I am uncertain at this point. What would be helpful is for FHWA to conduct a number of mock up photos showing various types of walls in different colors to give an idea of the appearance. My initial thoughts are that the sound wall should be textured as to break it up visually (rather than a monolithic brick wall for example). This will also create shadowing on the wall which will also help to “hide” it. My first reaction to color is something on the lighter side rather than a red brick. The hope in this is that a more neutral color will not draw the eye to it and it will blend more easily into the background. However, it must be a color that is not reflective to light. *
- The design and appearance of the storm water management pond is important. As with the wall, it must be designed in a manner that blends into the landscape to the point that it is easily overlooked. This means a gentle slope and little to no rip-rap.

* see sound wall aesthetic preferences of other attendees at end of section 3 above

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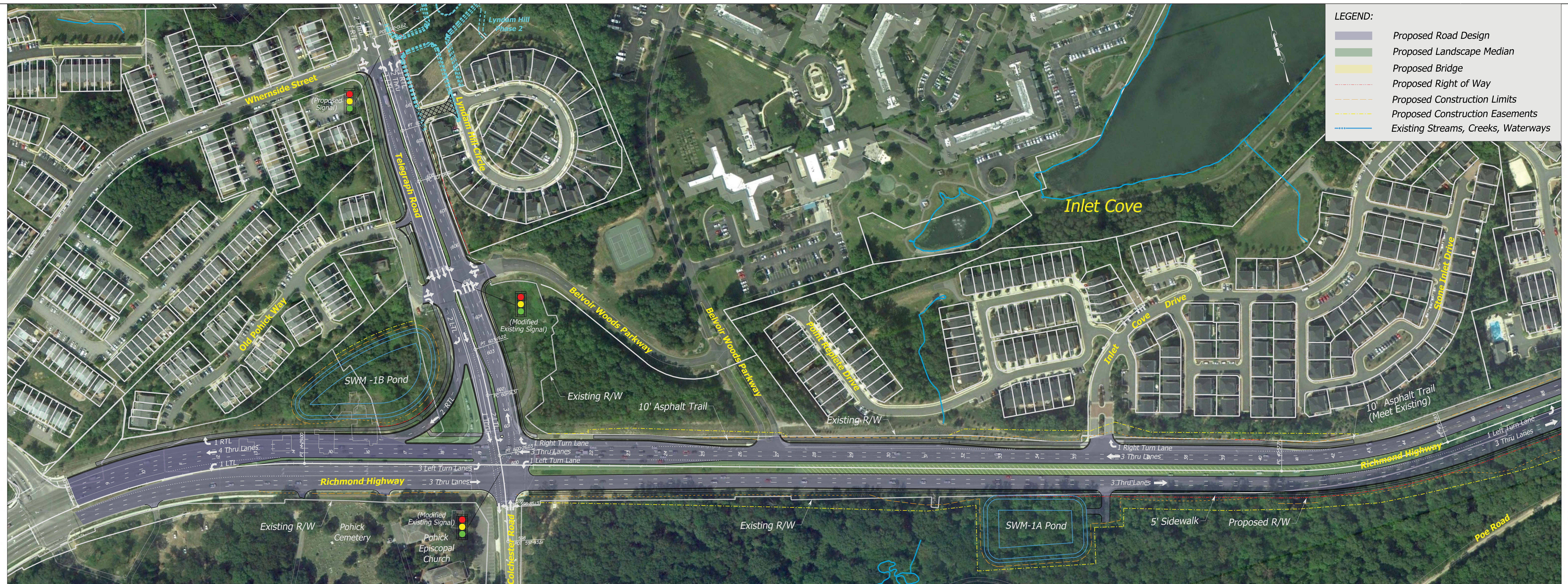
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Route 1 - Southern Bypass Alternative

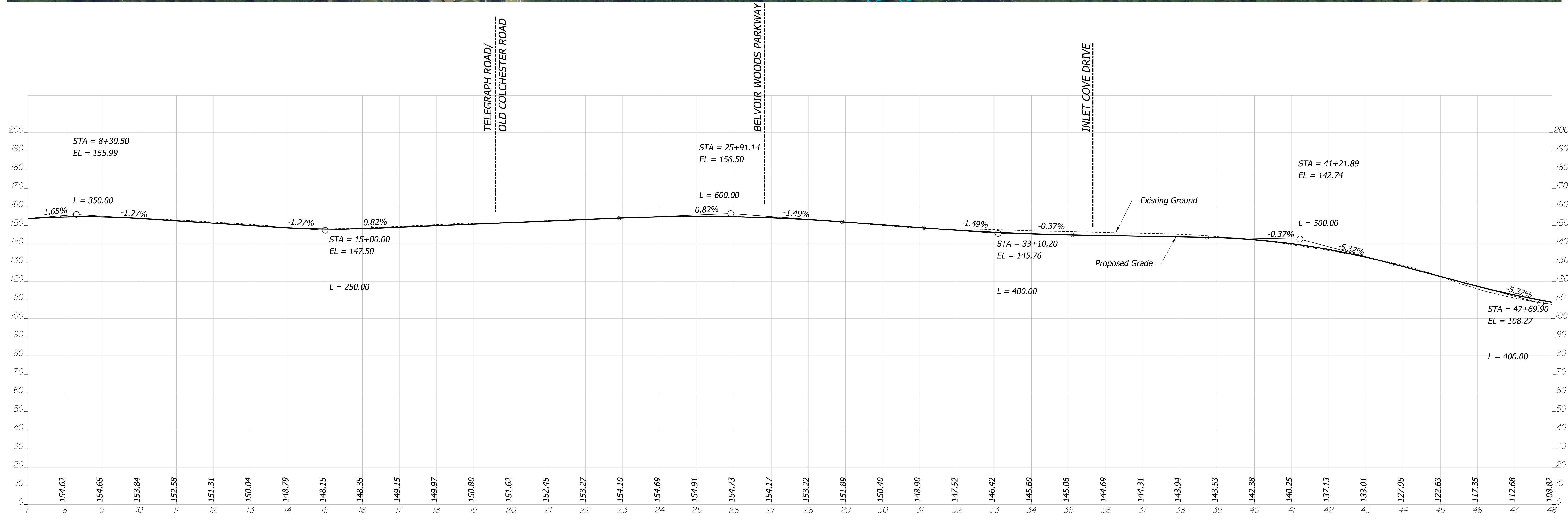
Legend

- Construction Limits
- Archaeological APE
- Architectural APE





- LEGEND:**
- Proposed Road Design
 - Proposed Landscape Median
 - Proposed Bridge
 - Proposed Right of Way
 - Proposed Construction Limits
 - Proposed Construction Easements
 - Existing Streams, Creeks, Waterways

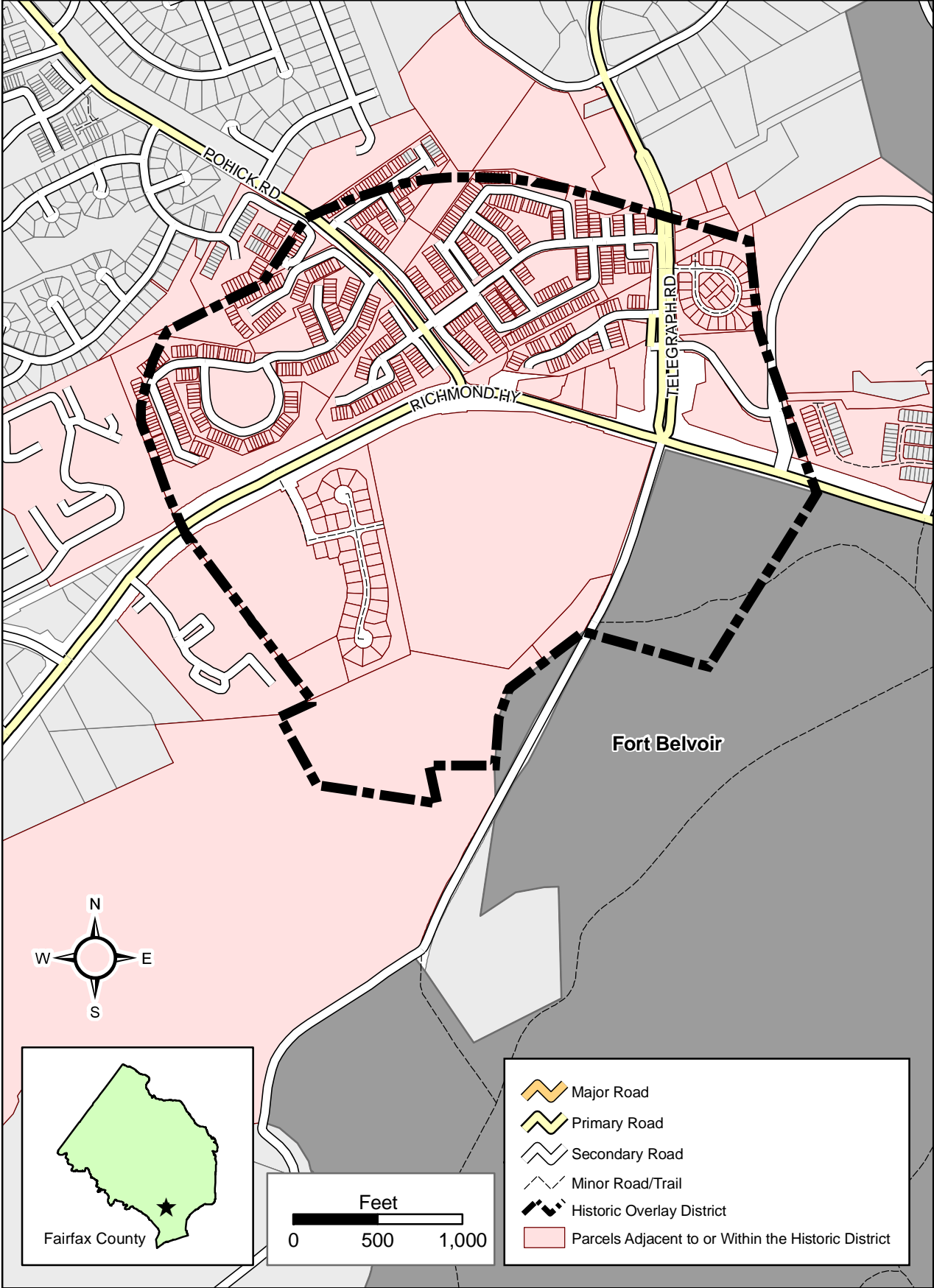


RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B - SHEET 1

Pohick Church Historic Overlay District

Parcels Affected by Historic Overlay District

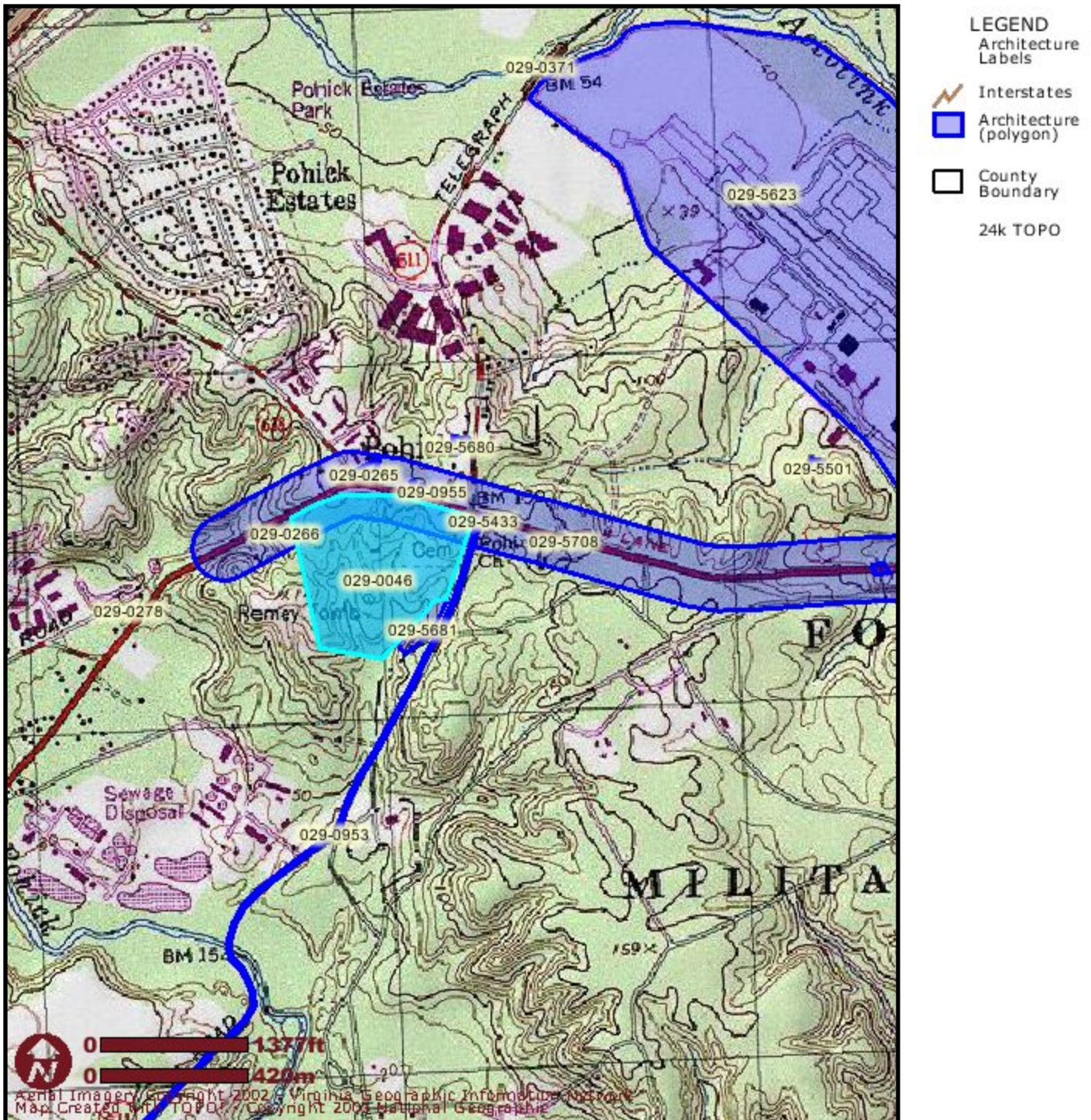
October 26, 2006



Wetland Studies and Solutions, Inc.



Virginia Department of Historic Resources Data Sharing System, 01/28/2013



Virginia Department of Historic Resources - January 25, 2013 4:25 pm

Pohick Architectural Map



E 72

POHICK CHURCH

THIS BUILDING WAS BEGUN IN 1769 AND COMPLETED BY 1774, SUCCEEDING AN EARLIER CHURCH TWO MILES TO THE SOUTH. IT WAS THE LOWER CHURCH OF TRURO PARISH, ESTABLISHED IN 1732, THE PARISH OF MOUNT VERNON AND GUNSTON HALL. GEORGE WILLIAM FAIRFAX, GEORGE WASHINGTON AND GEORGE MASON, VESTRYMEN, WERE MEMBERS OF THE BUILDING COMMITTEE UNDER WHICH THE CHURCH WAS CONSTRUCTED.

CONSERVATION & DEVELOP-

MENT COMMISSION 1984

TELEGRAPH OFFICE
FROM WASHINGTON TO

- 837 shall provide this payment only on a reimbursement basis for funds already
838 expended by the new owner on the relocation and preservation plan.
839
- 840 G. The portions of the FBMRR track bed north of Telegraph Road have suffered
841 erosion damage due to severe weather in 2011. FHWA shall repair and stabilize
842 the damaged sections of the track bed. Repairs shall meet all necessary storm
843 water regulations and the standards outlined in Stipulation X of this Agreement.
844
- 845 H. FHWA and the Army shall develop and install six (6) Fort Belvoir historic
846 markers at key locations along the route of the Fort Belvoir Military Railroad
847 (FBMRR) which will interpret the history of the route. The markers will conform
848 to the style of the existing Fort Belvoir historical sign program using upright cast
849 metal markers. Marker locations shall include the crossings at Telegraph Road,
850 John J. Kingman Road, Pohick Road, 21st Street, Rail Bridge 1433, which will be
851 demolished as a part of the widening, and Rail Bridge 2298, which crosses over
852 Beulah Road in Accotink Village. Fort Belvoir will provide FHWA with a copy
853 of the FBMRR Multi-Property National Register Nomination to assist FHWA in
854 the development of the signage. FHWA shall submit a draft historic marker
855 development plan to the SHPO and Fort Belvoir for review and comment. This
856 plan will include, but is not limited to, design graphics, draft language, and site
857 plans for marker location. This mitigation will be implemented within twenty-four
858 (24) months of this Agreement. FHWA shall submit to the SHPO and other
859 parties to this Agreement drafts of the markers texts and design for their review
860 and comment. The SHPO and other parties of this Agreement shall have thirty
861 (30) days upon receipt of complete information in which to respond. If the SHPO
862 or another party to this Agreement does not respond within thirty (30) days
863 FHWA may assume that the non-responding party(ies) has no comment. FHWA
864 shall fund the fabrication and installation of the historic markers.
865

866 **IV. Protective Measures and Determination of Effects for Pohick Episcopal**
867 **Church**
868

869 A. VIBRATION MONITORING
870

- 871 1) Prior to beginning construction, FHWA shall contract the services of a
872 qualified individual or firm to conduct a Pre-Construction Survey of Pohick
873 Episcopal Church. The contractor must demonstrate experience in working
874 with historic masonry buildings, and have at least five (5) years of
875 professional experience as a Building Conservation Specialist. The
876 contractor will have successfully completed at least three (3) building
877 conservation projects where he/she has taken into account the effects of
878 different levels of vibration on historic masonry and frame buildings.
879 FHWA shall ensure that all contract documents contain the specifications
880 described in this stipulation.

- 881 2) The Pre-Construction Survey shall establish baseline conditions for
882 monitoring vibration impacts during construction, and shall:
883 a) Establish an area of vibration impact;
884 b) Establish existing vibration levels unrelated to construction activity
885 from the Undertaking;
886 c) Provide details about fragility of building materials and the existing
887 conditions of the foundation and masonry/brick structure using
888 photographs, measurements, and other documentation, as appropriate;
889 d) Specify site-specific environmental conditions in the area of impact
890 that would affect the transmission of vibrations including geology, soil
891 types, water table, etc.;
- 892 e) Recommend appropriate vibration thresholds for monitoring during
893 construction to prevent damage Pohick Episcopal Church; and
894 f) Recommend appropriate vibration mitigation strategies that may be
895 incorporated into the Vibration Monitoring Plan (herein “VMP”).
- 896 3) Prior to beginning construction, FHWA shall prepare a VMP based on the
897 findings from the Pre-Construction Survey. The VMP shall include the
898 following:
899 a) Construction activities that require monitoring;
900 b) General timeframes for monitoring; and
901 c) Thresholds of vibration levels that should not be exceeded during
902 construction in the vicinity of Pohick Episcopal Church..
- 903 4) FHWA shall submit the VMP to the SHPO and Pohick Episcopal Church
904 for review and comment prior to beginning construction. The SHPO and
905 Pohick Episcopal Church shall have fifteen (15) days for review and
906 comment. If the SHPO and Pohick Episcopal Church do not respond within
907 fifteen (15) days, FHWA may assume that the non-responding party has no
908 comment. FHWA shall submit any modifications to the VMP to the SHPO
909 and Pohick Episcopal Church for review and comment. The SHPO and
910 Pohick Episcopal Church shall have fifteen (15) days for review and
911 comment. If the SHPO and Pohick Episcopal Church do not respond within
912 fifteen (15) days, FHWA may assume that the non-responding party(ies)
913 have no comment.
- 914 5) If vibrations are found to exceed the thresholds established for protection of
915 the church, the work causing that vibration will cease and corrective action
916 shall be taken to return the vibration level to acceptable thresholds.
- 917 6) FHWA shall be responsible for any repairs to damage to the church
918 resulting from construction activities within the vibration monitoring area,
919 in accordance with *The Secretary of the Interior’s Standards for*
920 *Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1994).

921 Before initiating repairs, FHWA shall, in consultation with Pohick
922 Episcopal church, develop specifications for repair work. FHWA shall
923 submit rehabilitation plans to the SHPO, for a period not to exceed thirty
924 (30) calendar days, for review and comment. If no comments are received
925 from the SHPO with thirty (30) days, FHWA can assume concurrence.

926
927 B. TELEGRAPH ROAD INTERSECTION DESIGN WORKSHOPS

928
929 FHWA shall facilitate two (2) design workshops among VDOT, the County, the
930 SHPO, the Army, Pohick Episcopal Church and representatives of the Inlet Cove
931 Board of Directors or Home Owners Association to evaluate alternative designs at
932 the intersection of Telegraph Road and Route 1. The first design workshop shall
933 take place within three (3) months of execution of this Agreement. The date and
934 location of the second workshop shall occur at a mutually agreeable time and
935 place among the workshop participants, and shall occur no later than six (6)
936 months after the first workshop. Other consulting parties may participate in the
937 design workshops. ARB and the Fairfax County History Commission shall be
938 included among the County's representatives invited to attend the workshops.
939 FHWA shall provide notification to all of the Signatories and Consulting Parties,
940 including ARB and the Fairfax County History Commission, regarding the
941 workshops.

942
943 FHWA and the County, in consultation with workshop participants, shall develop
944 and submit design plans for review and comment by workshop participants.
945 Designs may be distributed to workshop participants electronically, by mail, or at
946 workshop meetings, as determined appropriate by workshop participants. FHWA
947 shall provide design plans to workshop participants at least fifteen (15) days prior
948 to each workshop. Workshop participants shall provide comments on preliminary
949 design plans within thirty (30) calendar days of receipt. If no comments are
950 received from the workshop participants, FHWA may assume that the non-
951 responding party has no comments.

952
953 Any mitigation proposed as a result of the workshops would require land owner
954 approval. Any mitigation proposed within VDOT Right-of-Way as a result of the
955 workshops would be subject to VDOT regulations and approval.

956
957 FHWA and the County shall amend and submit revised design plans within thirty
958 (30) days after the end of a comment period. Plan review and submittal deadlines
959 may be changed with the agreement of all workshop participants but in no event
960 shall any comment period be less than two (2) weeks after receipt. If the relevant
961 issues cannot be resolved after two design workshops have been conducted,
962 FHWA may schedule additional workshops.

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964 If conflicts arise that cannot be resolved to the satisfaction of all parties, they will
965 be addressed through the dispute resolution process outlined in Stipulation XII.

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C. DETERMINATION OF EFFECT FOR POHICK CHURCH

A determination of effect cannot be made at this time due to uncertainty related to the final design, particularly the potential construction of sound walls, and the possibility of damage resulting from construction vibration. When the design plans are more fully developed a determination of effect based on visual impacts will be made by FHWA in consultation with the parties to this Agreement. If the project will have an adverse effect on Pohick Church, an appropriate minimization and mitigation strategy will be developed in consultation with the parties to the Agreement. If construction vibration results in an adverse impact, corrective action will be taken as described in Stipulation IV.A.

V. Additional Testing of Archaeological Properties

- A. FHWA acknowledges that identification surveys have not been conducted in all portions of the APE, including the vicinity of Accotink Village and near Telegraph Road. All areas within the archaeological APE shall be surveyed prior to construction in accordance with the stipulations of this agreement.
- B. An archaeological survey of the entire Trust property was conducted by the Chicora Foundation in 1999; however the survey recommendations and results did not receive SHPO concurrence. Within six (6) months of the execution of this agreement, FHWA shall review and update the Chicora survey, as necessary, to identify and evaluate archaeological sites throughout the entire Trust property. This will help guide the design of mitigation measures so that impacts to any significant deposits can be avoided or minimized, including the archaeological deposits associated with the NHL (44FX1146).
- C. FHWA shall evaluate sites 44FX1810 and 44FX1936 for NR eligibility. FHWA shall consult with the Signatories, and other consulting parties, regarding the NR eligibility of the sites, and seek concurrence and development of avoidance, minimization, or mitigation measures.
- D. If activities related to the implementation of the Undertaking, and having the potential to impact archaeological resources, are to occur outside the previously identified APE, FHWA shall identify and evaluate archaeological properties prior to initiation of any land disturbing construction activities. If, as a result of testing, archaeological sites are identified that are eligible for listing in the NR, a plan for their treatment will be developed as described under Stipulation VII.
- E. FHWA shall ensure that archaeological properties occurring within the APE that are to be impacted by activities related to the implementation of the Undertaking (including, but not limited to, construction of stormwater management measures, borrow and staging areas, or tree removal and revegetation) are evaluated for NR eligibility by FHWA in consultation with SHPO. Evaluation shall be accomplished

Legend

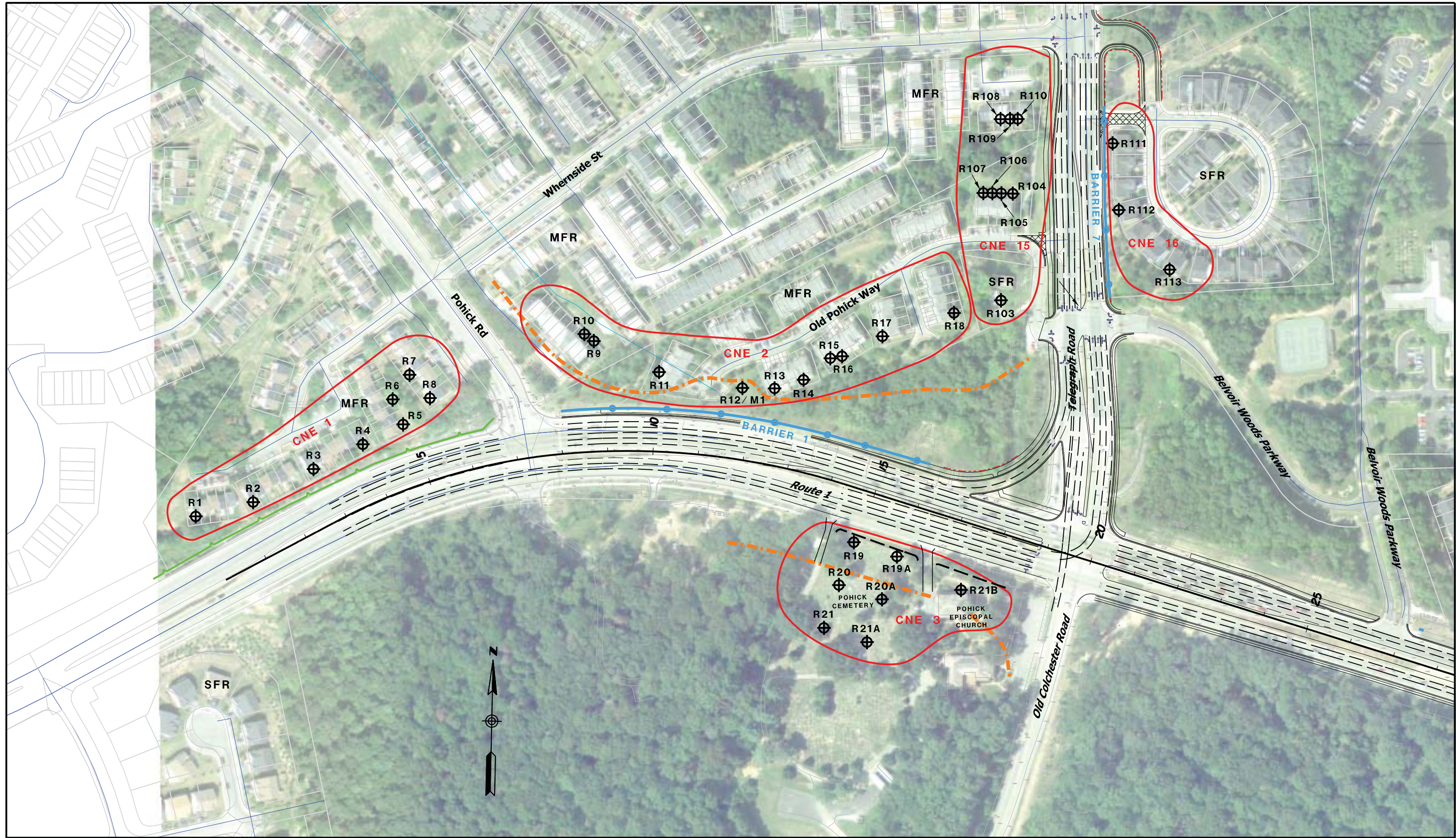
- Proposed Storm Water Management Area
- Intersection Improvements
- Proposed 10 ft. Trail
- Proposed 5 ft. Sidewalk
- Proposed Noise Wall



Route 1 / Telegraph Road

Design Items

January 29, 2013



LEGEND
 ⊕ R_{xx} - RECEIVER SITE
 ⊕ M_{xx} - NOISE MONITORING LOCATION

SFR - SINGLE FAMILY RESIDENCE
 MFR - MULTI-FAMILY RESIDENCE
 COMM - COMMERCIAL
 ○ - CNE BOUNDARY

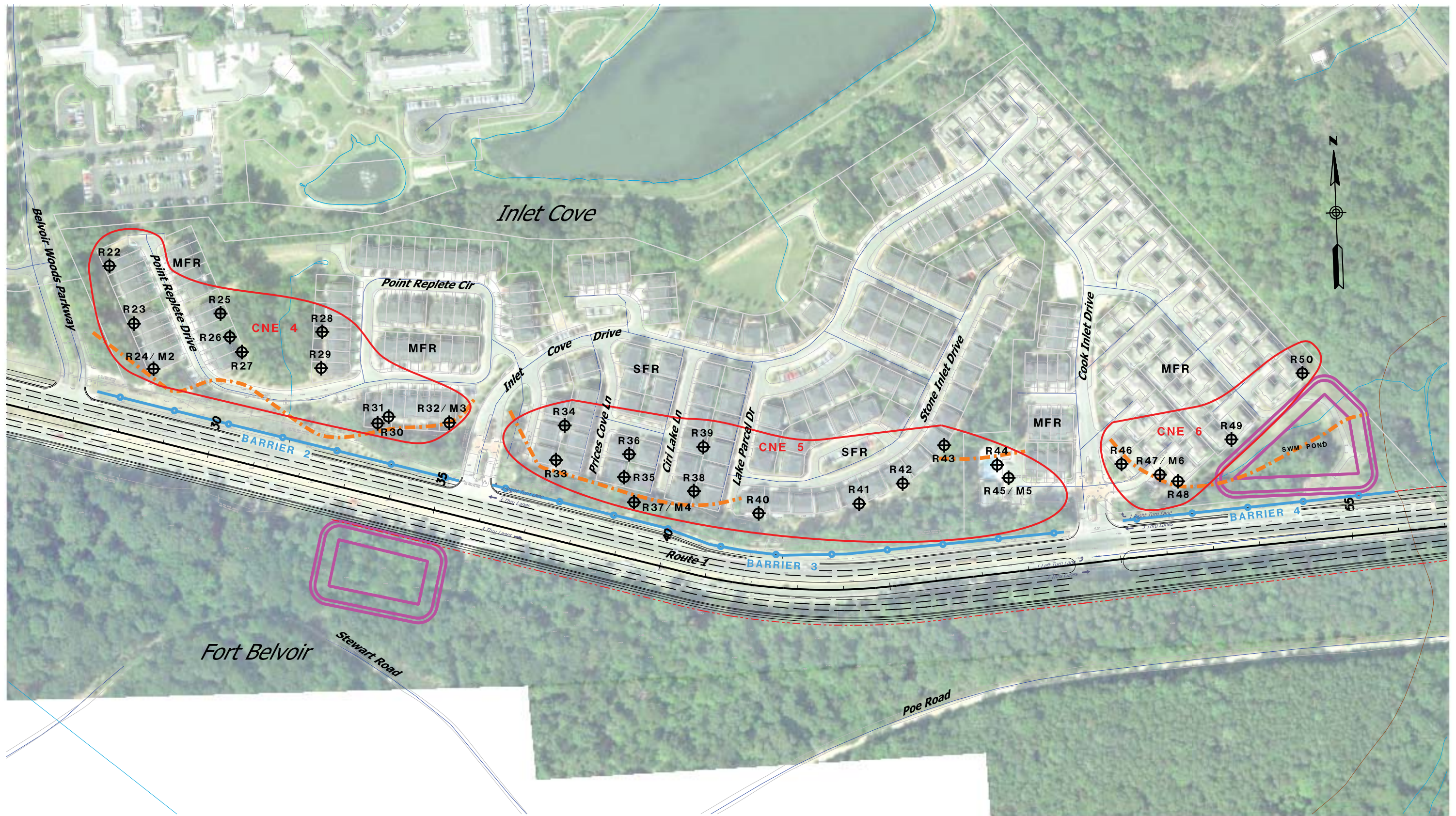
—○— - SOUNDWALL
 - - - - - EXISTING WALL
 - - - - - 66 dBA CONTOUR LINE
 ——— - EXISTING SOUNDWALL

1in : 200ft
 0 ft 100ft 200ft 300ft

**ROUTE 1/ ALTERNATIVE B
 AT FORT BELVOIR PROJECT
 NOISE RECEIVER & BARRIER LOCATIONS**

NOVEMBER 21, 2012

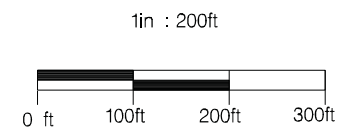
FIGURE 1



LEGEND
 ⊕ R_{xx} - RECEIVER SITE
 ⊕ M_{xx} - NOISE MONITORING LOCATION

SFR - SINGLE FAMILY RESIDENCE
 MFR - MULTI-FAMILY RESIDENCE
 COMM - COMMERCIAL
 ○ - CNE BOUNDARY

—○— - SOUNDWALL
 - - - - - EXISTING WALL
 - - - - - 66 dBA CONTOUR LINE
 - - - - - EXISTING SOUNDWALL



**ROUTE 1/ ALTERNATIVE B
 AT FORT BELVOIR PROJECT
 NOISE RECEIVER & BARRIER LOCATIONS**

NOVEMBER 21, 2012

FIGURE 2

Arizona Dry Stack



English Field Stone



Route 1 / Telegraph Road

Noise Walls

January 29, 2013

San Diego Dry Stack



Fluted Fin (or Broken 1' Ribs)



New England Dry Stack



Fuzzy Raked



Brick



Exposed Aggregate



Exposed Aggregate



Route 1 / Telegraph Road

Noise Walls

January 29, 2013

Legend

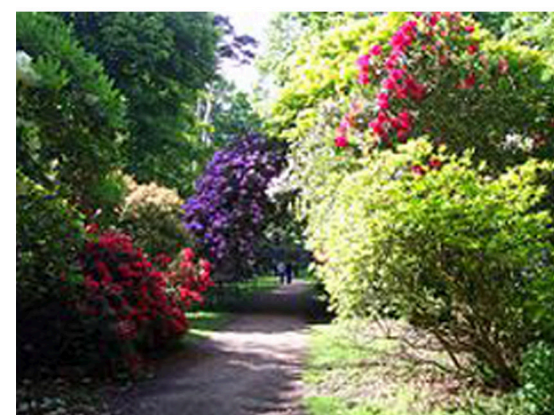
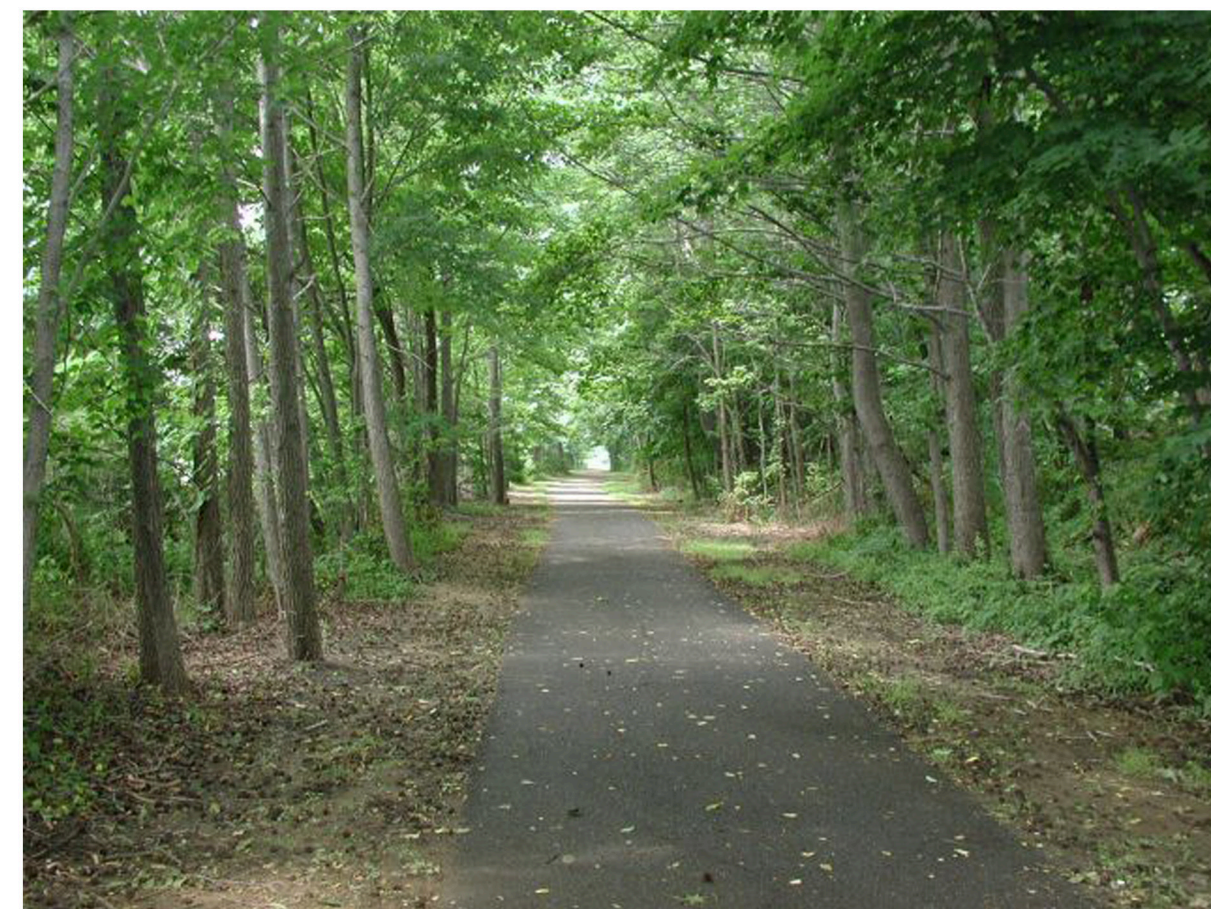
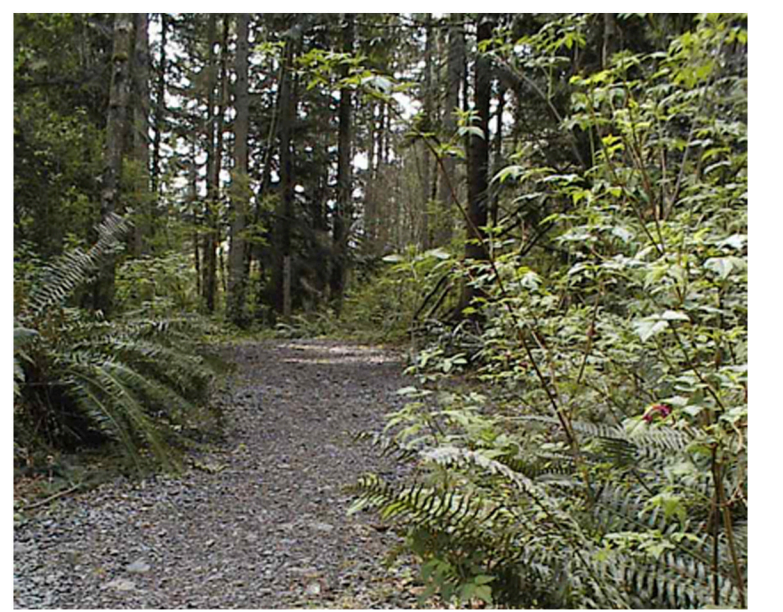
- Proposed Storm Water Management Area
- Intersection Improvements
- Proposed 10 ft. Trail
- Proposed 5 ft. Sidewalk
- Proposed Noise Wall



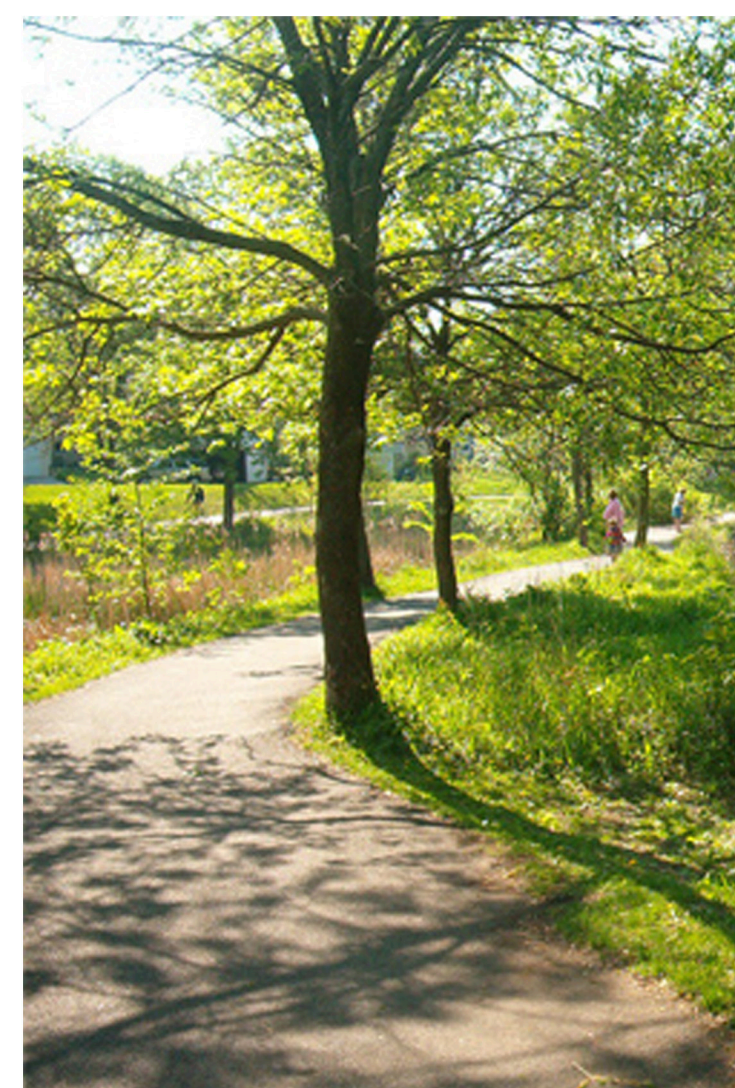
Route 1 / Telegraph Road

Design Items

January 29, 2013



Plant Material Palette
 - Native or non-invasive trees, shrubs and grasses
 - Low maintenance and drought resistant
 - Year-round interest



The Natural Style
 - Originated in England in the early 18th century and was brought to the United States by George Washington and Thomas Jefferson.

- The style is characterized by streams and lakes with undulating shores, informal groupings of trees and meandering paths which mimic the natural topography of the site. The plant palette is made up of a few simple elements – water, groups of trees, and grasses.

- In designing a landscape the rule adhered to was the place itself should dictate a plan for the grounds. Alexander Pope said, one must “consult the genius of the place...”

- Groupings of ‘thickets’, with pointed evergreen trees in the center of the rear of the thicket, were used as focal points in the landscape. A variety of shrub species were used, rather than large massings commonly used today, and most of the shrubs were deciduous because evergreens were not in common use.

Source: “Landscape and Gardens for Historic Buildings” by Rudy J. Favretti

LANDSCAPE DESIGN INTENT - THE NATURAL STYLE

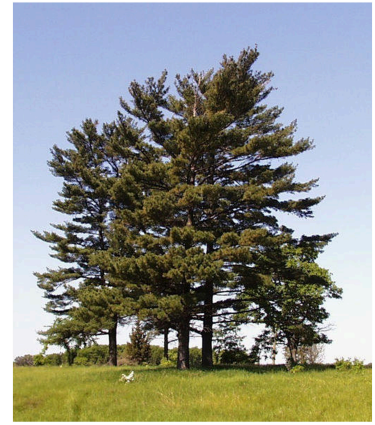
**EVERGREEN
TREES**



Ilex opaca
American Holly



Juniperus virginicus
Virginia Cedar

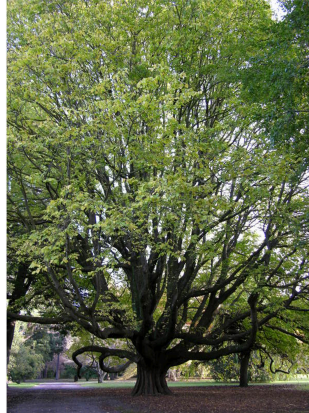


Pinus strobus
White Pine

**DECIDUOUS
TREES**



Acer rubrum
Red Maple



Fagus grandifolia
American Beech



Quercus alba
White Oak

**ORNAMENTAL
TREES**



Diospyros virginiana
Persimmon



Cercis canadensis
Redbud



Amelanchier arborea
Serviceberry

**FLOWERING
SHRUBS**



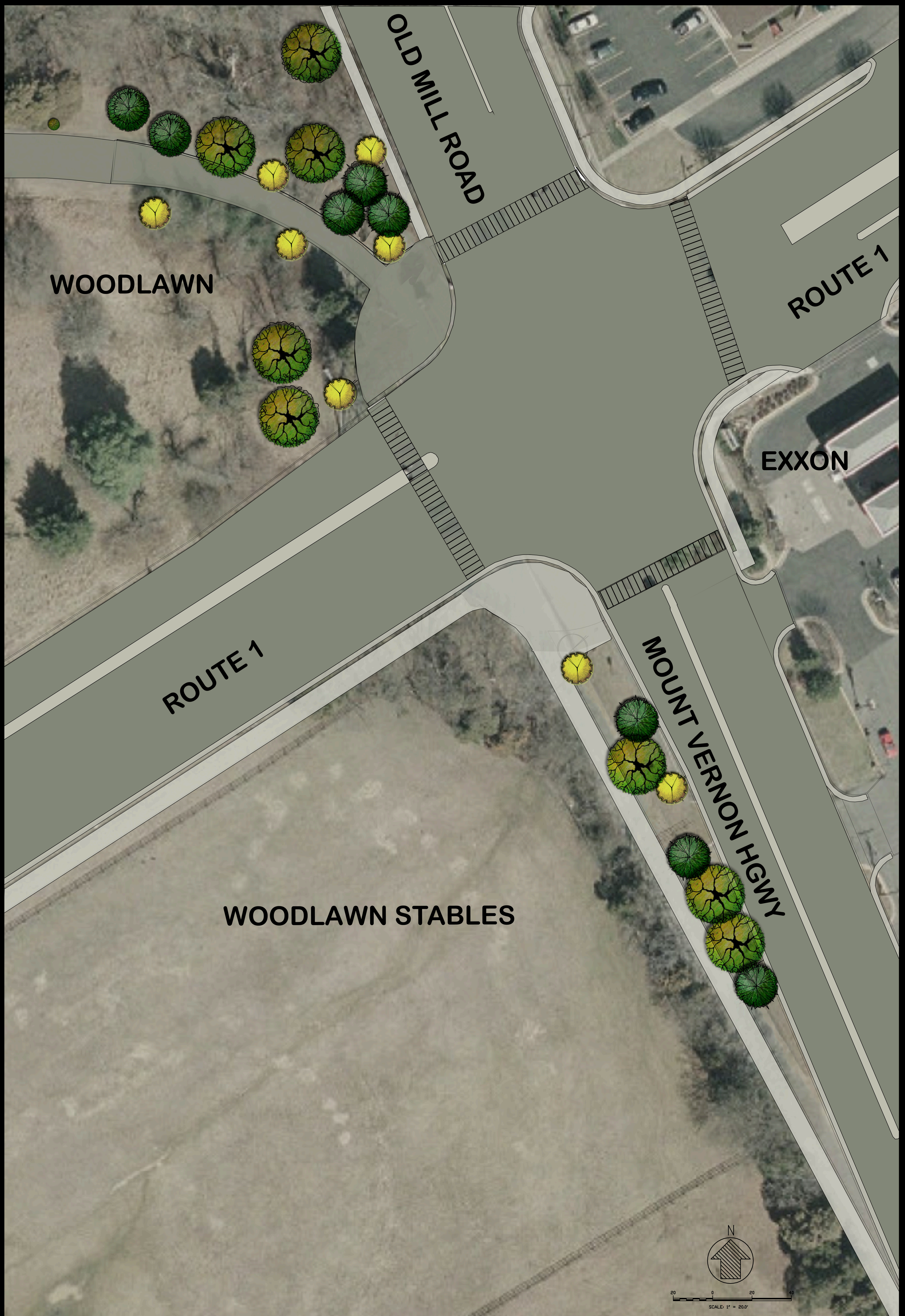
Viburnum dentatum
Arrowwood Viburnum



Rhododendron maximum
Rosebay Rhododendron



Rhus aromatica
Fragrant Sumac



ROUTE 1 AND OLD MILL ROAD INTERSECTION

LEGEND

- 


National Park Service Sign - Proposed Location
- 


National Park Service Sign - Existing Sign
- 


SFDC Vehicular Directional Sign - Proposed Location
- 


SFDC Primary District Gateway Sign - Proposed Location



WAYFINDING SIGNAGE