

Attachment A

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Route 1 Improvements Project Memorandum of Agreement

AGREEMENT NO.

MEMORANDUM OF AGREEMENT

AMONG

THE DEPARTMENT OF THE ARMY

AND

**THE DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

AND

**THE COMMONWEALTH OF VIRGINIA
VIRGINIA DEPARTMENT OF TRANSPORTATION**

AND

THE COUNTY OF FAIRFAX, VIRGINIA

**FOR THE DESIGN AND
CONSTRUCTION OF TRANSPORTATION IMPROVEMENTS ON
FORT BELVOIR AND U.S. ROUTE 1
BETWEEN
TELEGRAPH ROAD & MOUNT VERNON MEMORIAL HIGHWAY**

IN

FAIRFAX COUNTY, VIRGINIA

Memorandum of Agreement
Design and Construction of Route 1 Improvements
Between Telegraph Road & Mount Vernon Memorial Highway
Fairfax County, Virginia

THIS MEMORANDUM OF AGREEMENT (Agreement) is made as of the date of the final signature below by and among the following (each a Party, and collectively the Parties): the United States of America, acting by and through the Department of the Army (Army), the Department of Transportation's Federal Highway Administration (FHWA) acting by and through the Federal Highway Administration Eastern Federal Lands Highway Division; the Commonwealth of Virginia (Commonwealth), acting by and through the Virginia Department of Transportation (VDOT); and the County of Fairfax, Virginia (County).

RECITALS

WHEREAS, the County and VDOT pursued Department of Defense Office of Economic Adjustment (DoD) funding for transportation improvements that are necessary to improve patient access to the new Fort Belvoir Community Hospital, constructed under the 2005 Defense Base Closure and Realignment (BRAC 2005); and

WHEREAS, DoD has invited the County to apply for funding in the amount not to exceed \$180 million for the design and construction of improvements to Route 1 as described in Appendix A, to improve patient access to the new Fort Belvoir Community Hospital constructed under BRAC 2005 (the Project); and

WHEREAS, upon approval of the application for funding by the County, DoD funding not to exceed \$180 million for the design and construction of the Project will be provided directly from DoD to FHWA, in accordance with an Interagency Agreement, to administer the Project at the request of the County; and

WHEREAS, the Project constitutes improvements to approximately 3.5 miles of Route 1 from Telegraph Road to Mount Vernon Memorial Highway, which may include widening the roadway from four lanes to six lanes, provision of pedestrian and bicycle improvements, and preservation of a corridor for future transit; and

WHEREAS, the County, DoD, and VDOT have agreed that FHWA Eastern Federal Lands Highway Division, using funds provided by DoD, will design and construct the Project in accordance with VDOT and FHWA road construction standards and specifications; and

WHEREAS, FHWA, VDOT, and the County have agreed to cooperate in acquiring title to property not owned by the Army but necessary for construction of the Project and shall permit FHWA such access as needed for roadway construction through acquisition of rights-of-way or rights-of-entry; and

WHEREAS, it is the intent of the FHWA to award a design-build (D-B) contract to construct the Project; and

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WHEREAS, if all proposals exceed available project funds, the Parties will jointly seek additional funding prior to award of the contract, jointly agree to phase the project based upon available project funds prior to the notice to proceed, or award on a phase or option of a contract, such phasing of the Project being subject to DoD review and concurrence; and

WHEREAS, as it is the expectation of the Parties that all obligations of the Parties arising under this Agreement will be fully funded, the Parties agree to seek sufficient funding through their budgetary processes to fulfill their obligations under this Agreement. Pursuant to the Anti-Deficiency Act, 31 U.S.C. § 1341(a)(1) (1994), nothing contained in this Agreement shall be construed as binding the Army or the FHWA to expend any sum in excess of appropriations made by Congress for the purposes of this Agreement, or as involving the United States in any contract or other obligation for the further expenditure of money in excess of such appropriations. Nothing in this agreement shall be construed as binding the Commonwealth or VDOT to expend any sum in excess of appropriations made by the Virginia General Assembly and allocations made by the Commonwealth Transportation Board for the purposes of this Agreement. Nothing in this agreement shall be construed as binding the County to expend any sum in excess of appropriations made by the Fairfax County Board of Supervisors for the purposes of this Agreement; and

WHEREAS, the Army is authorized to enter into this Agreement pursuant to 10 U.S.C. § 3001 *et seq.* and is the agency with administrative jurisdiction, custody, and control over Fort Belvoir; and

WHEREAS, 23 U.S.C. § 308(a) authorizes the FHWA to perform engineering and other services in connection with the survey, design, construction, and improvements of highways for other federal or state cooperating agencies; and

WHEREAS, the FHWA will be the lead federal agency with administrative, financial, and project implementation and management oversight of the Project and shall administer the project on behalf of DoD, the County, and VDOT; and

WHEREAS, the Commissioner of Highways, acting pursuant to the decision of the Commonwealth Transportation Board, is authorized to enter into this Agreement pursuant to §§ 33.1-12 and 33.1-13 of the Code of Virginia. VDOT is the state agency with administrative oversight, maintenance, and jurisdictional authority for the Project once the Project is completed and accepted into the systems of state highways; and

WHEREAS, in recognition of the participation of the County in this project, including, but not limited to, the County's voluntary commitments to advance up to \$3 million for the Environmental Documentation and Preliminary Engineering now underway and to fund all activity on the Project until such time as the \$180 million is transferred from DoD to FHWA, the Parties to this MOA agree that in return the County

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shall have the right to approve any project related improvements prior to construction of such improvements in consultation with the FHWA, the Army and VDOT; and

WHEREAS, on August 26, 2010, the Army and the Commonwealth executed an Agreement entitled "Memorandum of Agreement between the Department of the Army and the Commonwealth of Virginia Department of Transportation for Construction of Roadway Improvements at the Intersections of Pohick Road and Belvoir Road with Richmond Highway/Route 1 and Construction of a New Five-Lane Bridge on Gunston Road Over Richmond Highway/Route 1 and Construction of the Route 1 Widening Project," which specified, among other things, the existing easements previously granted to VDOT by the Army for the construction, operation, and maintenance of Route 1, and the easement to be granted to VDOT by the Army for this Project to widen Route 1;

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements contained herein, the Parties agree as follows:

ARTICLE I: SCOPE OF WORK

A. The Army agrees to:

1. Assign and designate an individual as the Project point of contact so that all communication regarding the design and construction of the Project will be coordinated through such person;
2. The designation of the FHWA as the lead agency for compliance with § 106 of the National Historic Preservation Act (16 U.S.C. § 470s) in accordance with 36 CFR § 800.2(a)(2);
3. To the extent authorized by law, participate in a Congestion Management Plan developed for the Northern Virginia Region by FHWA, or its designee, in cooperation with VDOT and the County, to address traffic congestion caused by the construction of transportation projects in the region;
4. Do the following:
 - a. Prior to beginning construction and prior to the conveyance of an interest (easement) in Fort Belvoir property to the Commonwealth:
 - i. Perform all environmental investigations, property assessments, and studies for munitions and explosives of concern (MEC), munitions constituents (MC) (collectively MEC/MC), releases of petroleum, or any hazardous substance on the Project right-of-way or land owned by the Army (Army Land) that are necessary to complete the Project as specified in the approved plan , or

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modifications thereto, as required under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. § 9601 *et seq.*) and other applicable federal and state laws and regulations. The Army will provide the reports of these investigations, assessments, or studies to FHWA, VDOT, and the County;

- ii. To perform environmental response to any discovery or release of MEC/MC and releases of petroleum or any hazardous substances on the Project right-of-way or on Army Land as required under CERCLA and other applicable federal and state laws and regulations as necessary for completion of design, construction, maintenance, and operation of the Project in accordance with the Project schedule; and
 - iii. If the FHWA takes response action for discoveries or release of hazardous materials on the Army Land, the Army shall be responsible for reimbursement for those costs. Any reimbursement must be based on an auditable accounting.
- b. During construction or after conveyance of the interest in property to the Commonwealth, for discoveries of MEC/MC, and Army releases of petroleum or any hazardous substances, whether on or off Army Land:
- i. Upon any notification of discovery of a discovery or release of MEC/MC, and any Army releases of petroleum or any hazardous substances, the Parties agree to immediately confer to determine the scope of any investigation and the requisite response action; and
 - ii. The Army will perform timely response and remediation in accordance with CERCLA and other applicable federal and state laws and regulations; or
 - iii. Should the Parties deem it more feasible and practical, the FHWA, in coordination with the Army, may take all response action as required under CERCLA and other applicable federal and state laws and regulations. The Army shall bear the cost of any such response action. Reimbursement must be based on an auditable accounting.
5. Convey to the Commonwealth an interest in property (easement) necessary for the maintenance and operation of the completed Project;

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6. When required by the issuer of the permit, and in conjunction with the FHWA, VDOT, and the County, fulfill the obligations as “owner” of Army Land for obtaining any environmental permits, regulatory clearances, or approvals necessary under applicable federal, state, or local law or regulation for construction of the Project;
7. Make Army-required modifications or additions subject to the approval of FHWA, VDOT, and the County in accordance with applicable American Association of State Highway and Transportation Official (AASHTO) and VDOT standards, regulations, and guides, and the Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects, current edition, as amended;
8. Participate in decisions associated with improvements to Army land or where Army interests are involved, including, but not limited to, the relocation and establishment of new alignments of Route 1 and related secondary roads and utilities as necessary to implement the Project;
9. As a cooperating agency, participate in National Environmental Policy Act (NEPA) studies and documentation activities, design activities, right-of-way transfers, public involvement, and any other Project activities as applicable;
10. Cooperate in the FHWA’s activities as necessary to provide and obtain the required final environmental and historical clearances and the requisite coordination and approval processes, and assist the FHWA in obtaining permits and rights-of-entry for the Project;
11. Assist with the relocation of Army-owned utilities and non-Army owned utilities that are on Army land;
12. Participate in all design and construction field reviews and other project development activities and milestones on Army property in accordance with the project development schedule and cooperate to maintain the project schedule and funding established for the Project, as applicable;
13. Conduct its required processes and activities in accordance with this Project concurrent and in accordance with the project development schedule and cooperate to maintain the project schedule and funding established for the Project; and
14. Participate in the final inspection of the constructed facility.

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B. The FHWA agrees to:

1. Assign and designate a Project point of contact for the Project so that all communication regarding the design and construction of the Project will be coordinated and managed through such person;
2. Provide full federal oversight for the Project;
3. Prepare a Financial Plan that shall: (i) address all transfers and expenditures of all funds; (ii) include funding sources and yearly needs in order to complete the Project with the goal of acceptance of the Project into the Commonwealth's system of highways by 2017; and (iii) be updated annually. Within 90 days of the completion of each phase of design or construction, as requested for that phase, the FHWA will provide the DoD, VDOT, and the County an auditable accounting of all funds expended for that phase;
4. Expediently proceed with the environmental review process. The funding for this activity has been provided under separate agreement between the County and FHWA;
5. Procure a D-B contractor in accordance with the following:
 - a. FHWA will conduct a two-part process to secure a D-B contractor with the first step being a Request for Qualifications (RFQ), and the second step being a Request for Proposal (RFP) from firms deemed qualified through the RFQ process;
 - b. Prior to issuance of either the D-B RFQ or the D-B RFP, FHWA will convene a meeting to review proposed documents and solicit input from VDOT, the County, and the Army in the form of written comments. FHWA will incorporate comments by VDOT and the County into the RFQ and RFP as appropriate;
 - c. FHWA will conduct review and selection of qualified contractors based on responses to the RFQ. At least one representative of VDOT and one representative of the County will participate as voting members in the selection process;
 - d. FHWA will conduct review and selection of the D-B Contractor based on responses to the RFP. At least one representative of VDOT and one representative of the County will participate as voting members in the selection process; and

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- e. Complete the design and construction for the Project in accordance with applicable AASHTO and VDOT standards and guides and specifications in cooperation with VDOT and the County.

6. Do the following:

- a. Prior to beginning construction on any portion of the Project off Army Land:

- i. Perform all environmental investigations, property assessments, or studies for MEC/MC, petroleum, or any hazardous substances on all properties located off Army Land that are necessary to complete the Project as specified in the approved plan, as required under CERCLA and other applicable federal and state laws and regulations and as appropriate under the standards of environmental due diligence. Provide copies of the reports of these investigations, assessments, or studies, along with any recommendations to VDOT and the County prior to commencement of right-of-way acquisition;
- ii. Perform environmental response to discoveries or releases of MEC/MC, and to releases of petroleum or any hazardous substances, as required under CERCLA and other applicable federal and state laws and regulations on the properties located off Army Land required for the completion of the design and construction of the Project. This obligation does not apply if a release of MEC/MC, petroleum, or hazardous substance off Army Land has been caused by the Army. In that event, the Army is responsible for response and remediation under section A(4)(b) of this Agreement. If, as permitted by subsection A(4)(b)(iii) of this Agreement, environmental response is conducted by the FHWA, FHWA agrees to perform such response;
- iii. Perform asbestos inspection, demolition, and abatement in or on any structure or fixture located on or off Army Land as necessary for the construction of the Project, as required by applicable federal or state law and regulations; and
- iv. The costs of investigation, assessment, study, and response required by this paragraph shall be paid from Project funds.

- b. During construction:

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- i. Notify the Army, VDOT, the County, and, in accordance with state and federal law, appropriate state and federal agencies upon discoveries or releases of MEC/MC, and release of petroleum or any hazardous substances during the course of construction. Provide VDOT and the County with a description of remediation/disposal activities undertaken to address such MEC/MC, and release of petroleum or any hazardous substances;
 - ii. For a discovery or release of MEC/MC, and for a release of petroleum or any hazardous substances off Army Land, not caused by the Army, then the FHWA shall take all response action as required under CERCLA and other applicable federal and state laws and regulations;
 - iii. For discovery or release of MEC/MC, and for a release of petroleum or any hazardous substances caused by the Army, coordinate with the Army all required response activities required by CERCLA and other applicable federal and state laws and regulations. Provide plans for required waste management and remediation activities to VDOT and the County for review. If the FHWA takes response action for contamination on off-Army Land property caused by the Army, the Army shall be responsible for reimbursement for those costs. Any reimbursement must be based on an auditable accounting;
 - iv. Except as otherwise provided in this document, for properties located off-Army Land, if agreed to by VDOT and the County, FHWA shall take all response action related to discoveries or releases of MEC/MC, releases of petroleum or any hazardous substances, abatement of asbestos, and demolition of any structures or fixtures existing on the off-Army Land properties. If the FHWA takes response action, Project funds shall be utilized for reimbursement for those costs. Any reimbursement must be based on an auditable accounting; and
 - v. Perform any asbestos and/or lead-based paint inspections and abatement as required by federal, state, and local laws and regulations for any structures present on or off-Army Land properties, and demolish such structures as required for the construction of the Project. The costs for such inspection, abatement, and demolition will be paid out of Project funds.
7. Obtain written comments and concurrence from the Parties for the following activities and/or products:

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- a. RFQ and RFP (for D-B contract);
 - b. Design reviews as appropriate for design-build;
 - c. Plan changes—including plans, specifications, and estimates;
 - d. Schedules and schedule updates;
 - e. Budget and budget updates;
 - f. Completed construction project; and
 - g. Contract modifications.
8. Prepare and provide plans and plats for the acquisition of right-of-way by VDOT;
 9. Coordinate with utility owners and the other Parties to the Agreement, prepare utility relocation plans, obtain utility agreements, and relocate utilities as required for the Project. FWHA shall prepare deeds and plats as required for transfer of easements for County-owned utilities (sanitary sewer, water, storm water);
 10. Apply for and obtain all required environmental permits, including for compensatory mitigation, and approvals in coordination with Army, VDOT, and the County as required;
 11. Award Project contracts in accordance with federal procurement laws and regulations;
 12. Conduct and document the final inspection, with the other Parties to the Agreement in attendance, and provide final inspection documentation;
 13. Provide as-built plans to the Parties to the Agreement;
 14. Prepare a deed, a metes and bounds description, and survey plat of the interest in property to be conveyed to the Commonwealth. Mark all property corners with permanent survey markers;
 15. Be responsible for the administrative settlement or adjudication of claims arising from contracts awarded by the FHWA and covered by this Agreement in accordance with the Federal Acquisition Regulation and the Transportation Acquisition Manual and subject to the availability of Project funds. Settlements shall be subject to VDOT and County approval when settlement would be paid out of Project funds;

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16. Prepare monthly written status reports on the Project for all Parties;
17. Hold regular meetings with all Parties on the Project regarding the status of the Project. Include all Parties in the partnering meetings with the Contractor;
18. Allow VDOT and the County, or its consultants, access to the Project throughout the procurement, design, right-of-way acquisition, and construction process and to participate in field reviews, onsite inspections, and records reviews and to monitor the entire process;
19. Prepare and submit detailed monthly performance and financial reports for DoD as required by inter-agency agreement for eligible Project expenditures as outlined in this Agreement. Include all necessary documentation required by the Interagency Agreement for Project funds Transfer between DoD and FHWA. Provide copies of all submissions to VDOT and the County;
20. Provide DoD, VDOT, and the County all design and other work performed by FHWA or its contractor on the Project which have been paid with Project funds in the event that FHWA does not award contracts for the construction of the Project;
21. Design future replacement of the existing railroad transit corridor bridge with a bridge consistent with the Real Property Master Plan Digest, Fort Belvoir Virginia, dated December 2009, which requires “Conversion of the abandoned railway into a transit corridor—either as BRT or light-rail system to connect to Franconia-Springfield Metrorail Station and VRE Station.” At the time of design, FHWA will coordinate with Fort Belvoir to determine if a more recent Master Plan information is available, and shall use the latest Fort Belvoir adopted Master Plan to prepare a Type, Size, and Location design for the bridge;
22. Administer contract modifications using the following procedure:
 - a. All potential contract modifications will be evaluated for impacts to scope (design and construction), cost, schedule, and risk, using a standard form to be established by FHWA;
 - b. Contract modifications will be reviewed and approved by all Parties (Army, FHWA, VDOT, and County for Army property; FHWA, VDOT, and County for non-Army property) before direction is given to the designer of record and/or the contractor to implement changes;
 - c. FHWA shall maintain a log of all contract modifications from the date of approval of the design documents through completion of the Project; and

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- d. Project changes will be evaluated on individual and aggregate basis to maintain Project budget and schedule.
23. Prepare and maintain a Project schedule throughout the project. Prepare an initial schedule for review and approval by the Parties and, on approval, establish baseline. Provide monthly updates of the Project schedule with explanations for variations in planned activities. The schedule shall be developed prior to contract award and shall include consideration of interim milestones that could allow portions of the project to be completed in advance to provide incremental improvements in capacity and/or functionality during construction;
24. Manage risk using a process by which FHWA, in cooperation with VDOT and the County, will identify, score, and rank risks to the Project. The risk register shall be developed to include the risk, comment and mitigation, probability, impact, and risk score, defined as the product of the probability and the impact. The risk register shall be sorted with the greatest risk listed first with others listed in decreasing order based on risk score. FHWA shall develop risk mitigations simultaneously with current activities to ensure project progress based on evaluation of level of risk, cost of mitigation, and other factors as appropriate. The risk register will be reviewed monthly at the regular progress meetings and probability and impacts re-evaluated as necessary;
25. Enter into a separate Federal-Aid Project Agreement (PR-2) with VDOT to provide funding to complete tasks that are assigned to VDOT in this Agreement;
26. Enter into a separate Federal-Aid Project Agreement with the County to provide funding to complete tasks that are assigned to the County in this Agreement;
27. In accordance with VDOT's Road and Bridge Standards and the Project D-B RFP, maintain, or cause to be maintained, all Project facilities constructed within VDOT right-of-way or easement until accepted by VDOT;
28. Conduct, to the extent reasonably possible, its construction on roadways in such a manner so as to not unreasonably disrupt the movement of pedestrian and vehicular traffic. The FHWA will maintain access to operating businesses to the extent permitted by construction based on approved plans;
29. Install signs and associated structures, pavement markings, lighting and barricades in accordance with plans approved by VDOT and County in compliance with all applicable standards and requirements used by VDOT and County, including but not limited to: the most current respective edition of the Manual on Uniform Traffic Control Devices (MUTCD), Virginia Work Area Protection Manual, VDOT Northern Virginia District Traffic Engineering Design Guidelines for Traffic Control Devices, VDOT Road and Bridge Specification,

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- and VDOT Road and Bridge Standards. FHWA shall be responsible for maintaining the items installed until accepted by VDOT for maintenance;
30. Conduct and document the final inspection, with the other Parties to the Agreement in attendance, and provide final inspection documentation after obtaining written concurrence of the other Parties;
 31. Provide special provisions and notice of restrictions to its contractors that are acceptable to VDOT for roads maintained by VDOT that are affected by the Project. These shall be listed as performance requirements in the construction contract documents and will serve as the basis for the traffic maintenance (control) plans prepared prior to the issuance of VDOT land use permits;
 32. Provide all right-of-way services for the Project and include in the scope of services to be provided by the D-B contractor all right-of-way services required to complete the Project. Through the D-B contractor, provide all necessary right-of-way functions and activities to acquire Project right-of-way both on-Army Land and off-Army Land. Services shall be provided in accordance with the provisions of "Appendix B: Right-of-Way Acquisition by Design-Builder;"
 - a. Any property remaining as residue parcels after completion of design and acquisition shall be deeded to the Parties to the Agreement or adjacent owners as mutually agreed by the Parties to the Agreement. Residue parcels shall be used, in order of priority:
 - i. To provide for Project requirements (storm water management, access, utilities, etc.),
 - ii. To provide permanent space for maintenance of improvements constructed by the Project,
 - iii. To reduce Project Cost by offsetting impacts to property owners whose property was either given or taken in order to complete the Project, or
 - iv. Other Reasons
- C. VDOT agrees to:
1. Assign and designate a Project point of contact so that all communication regarding the design and construction of the Project will be coordinated and managed through such person;

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2. Enter into a separate Federal-Aid Project Agreement (PR-2) with FHWA to receive funding to complete tasks that are assigned to VDOT in this Agreement;
3. Coordinate with FHWA and its contractors on all right-of-way services for the Project:
 - a. Provide support, in coordination with FHWA, for all necessary right-of-way functions and activities by FHWA to acquire Project right-of-way both on-Army Land and off-Army Land required for the construction of the Project. Review federal lands transfer and/or right-of-way and/or easement documents for both federal and non-federal lands as applicable. Plans, plats, and metes and bounds descriptions will be provided by FHWA. Review and approve documents required for right-of-way acquisition including, but not limited to, rights-of-entry, title reports, appraisals, owner/tenant relocations, property owner negotiations, property closings, and preparation of Certificates of Take. In the event a property owner is not willing to convey property for the Project, execute condemnation packages prepared by FHWA including filing with the circuit court any Certificates of Take. Review all subsequent Agreement After Certificates. VDOT will pursue cases requiring court action with assistance from the FHWA and its contractor, until final case resolution;
 - b. VDOT will either assign VDOT staff to work on the Route 1 Widening Project, or will hire a contractor to represent VDOT to work on the Route 1 Widening Project. This staff or contractor will serve as VDOT's Route 1 right of way Coordinator, and will manage the right-of-way services contractor and coordinate all right-of-way functions and activities to maintain project schedule and clear right-of-way for construction. Expenses for VDOT's staff and/or Route 1 R/W Coordinator will be paid for using Project funds;
 - c. The VDOT Route 1 right of way Coordinator will coordinate with the County's R/W coordinator to determine what, if any, proffers may exist within the project limits that would result in the dedication of right-of-way to the project, rather than purchase or take;
 - d. Coordinate with FHWA and the County to establish objectives for negotiation;
 - e. For those properties deemed necessary to be acquired through the power of eminent domain, prepare, review, and approve condemnation packages and execute condemnation. Record the appropriate Certificate of Deposit or Certificate of Take. Assign cases to fee counsel approved by the Office of the Attorney General, Commonwealth of Virginia, review and approve

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- invoices, and provide copies of all invoices to FHWA and the County. Approved invoices provided to FHWA for payment will be paid within 30 days of receipt from Project funds;
- f. Provide written monthly progress reports to FHWA and the County detailing the status of condemnation proceedings including impacts to schedule and cost;
 - g. Any property remaining as residue parcels after completion of design and acquisition shall be deeded to the Parties to the Agreement or adjacent owners as mutually agreed by the Parties to the Agreement. Residue parcels shall be used, in order of priority:
 - i. To provide for Project requirements (storm water management, access, utilities, etc.);
 - ii. To provide permanent space for maintenance of improvements constructed by the Project;
 - iii. To reduce Project cost by offsetting impacts to property owners whose property was either given or taken in order to complete the Project; or
 - iv. Other reasons.
 - h. Grant read-only access to FHWA and the County, and grant full access to the design-builder, to VDOT's Right of Way and Utilities Management System (RUMS) to manage and track the acquisition process. Training in the use of RUMS and technical assistance will be provided by VDOT.
4. Participate in all design and construction field reviews, including pre-construction and progress meetings, and other Project development activities and milestones as applicable;
 5. When required by the issuer of the permit, and in conjunction with the FHWA, fulfill the obligations as "owner" of the off-Army Land property for obtaining any environmental permits, regulatory clearances, or approvals necessary under applicable federal, state, or local law or regulation for construction of the Project on off-Army Land property;
 6. After approval of Project construction plans, and upon receipt of complete permit applications from the FHWA, issue land use permits for access necessary for construction on the off-Army Land parcels;

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7. If the completed Project improvements, or any phase of independent utility, meet VDOT standards and specifications, approve the Project, or any phase of independent utility within 60 days of its completion;
 8. Within 90 days of approval of the completed Project, or any phase of independent utility, and upon receipt of the metes and bounds description, accept an interest in property (in the form of an easement) in order to allow VDOT to operate and maintain the completed Project, or any phase of independent utility, and initiate the acceptance of the road as part of the systems of state highways to be maintained by VDOT;
 9. Regulate and control future access connections to Route 1 through review and approval of proposed future connections to ensure that the roadway continues to operate in a manner acceptable to VDOT and the County;
 10. Issue land use permits or provide easements as appropriate for utilities under or across Route 1 and connecting to adjacent properties as required for the development of the Project. FHWA or its designee will coordinate with VDOT and the County to ensure agreement on location of the facilities and the method of construction;
 11. Participate in the final inspection of the constructed Project; and
 12. Upon FHWA completion of environmental cleanup obligations as stipulated herein and when VDOT has certified that the completed Project meets or exceeds VDOT and FHWA requirements and standards in order to allow VDOT to approve, operate, and maintain the completed Project, accept conveyance of an interest in property (a roadway easement) (hereinafter “an interest in property”) as necessary to operate and maintain the roadway; and initiate the acceptance of the road as part of the systems of state highways to be maintained by VDOT.
- D. The County agrees to:
1. Assign and designate a Project point of contact for the project so that all communication regarding the Project will be coordinated and managed through such person;
 2. FHWA administering design and construction of the Project;
 3. FHWA designing and constructing modifications or additions to the Project, which are beyond the design of the approved plan. All required modifications or additions will be subject to the approval of the Army (for Army property), FHWA, VDOT, and the County in accordance with applicable American Association of State Highway and Transportation Officials (AASHTO) and

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- VDOT standards, regulations and guides, and the Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects, current edition, as amended;
4. Enter into a separate Federal-Aid Project Agreement (PR-2) with FHWA to receive funding to complete tasks that are assigned to the County in this Agreement;
 5. Act as a cooperating agency and be responsible for guiding decisions associated with improvements to County land or where County interests are involved, including but not limited to the relocation and establishment of new alignments of Route 1 and related secondary roads, and utilities as necessary to implement the Project;
 6. Cooperatively participate in NEPA environmental studies and documentation activities, design activities, right-of-way transfers, public involvement, and any other project activities as applicable;
 7. Approve the final designs for all improvements related to County-owned facilities when the final designs are satisfactory to the County;
 8. Cooperate in the FHWA's activities as necessary to provide and obtain the required final environmental and historical clearances and the requisite coordination and approval processes, and assist the FHWA in obtaining permits for the Project;
 9. Review and provide comments on the utility relocation plans and assist with the relocation of County-owned utilities;
 10. Participate in all design and construction field reviews and other project development activities and milestones as applicable;
 11. Cooperate in applicable project activities, including right-of-way acquisition, in accordance with the Project Management Plan, to ensure satisfactory completion of the project;
 12. Conduct its required processes and activities in accordance with this project concurrent and in accordance with the project development schedule and cooperate to maintain the project schedule and funding established for the project subject to appropriations made by the Board of Supervisors of Fairfax County, Virginia, in its sole discretion; and
 13. Participate in the final inspection of the constructed facility.

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ARTICLE II: DESCRIPTION OF THE CONVEYANCE

- A. The interest in property to be conveyed to the Commonwealth lies generally along the existing alignment of Route 1 between Telegraph Road and Mount Vernon Memorial Highway. Existing Route 1 is generally within an existing 80' wide easement. The proposed improvements will be contained within a 148' wide base easement, with additional easement granted for intersection turn lanes, slopes, utilities, drainage improvements, etc., which alignment is located both on Army land and privately held land.
- B. Both the Army and private land owners shall convey the interest in property to the Commonwealth by a good and sufficient deed in a form agreed upon in good faith by the Parties.
- C. The interest in property conveyed to the Commonwealth shall be subject to the following encumbrances:
1. Existing easements, reservations, and restrictions of record;
 2. Institutional controls, conditions, notices, reservations, or restrictions necessary to ensure the health, welfare, and safety of the public or protection of the environment; provided that in imposing any conditions and restrictions, the Army shall make a good faith effort to use reasonable means, without significant additional cost to the Army, to avoid and/or minimize interference with VDOT's operation and maintenance of the roadway;
 3. Existing building or zoning laws, as applicable; and
 4. Land use permits as appropriate for utilities under or across Route 1 at the time of the conveyance.
- D. In exercising its rights and authorities under this Agreement or any easements, reservations, restrictions, or encumbrances existing, reserved, or requested by the Army pursuant to this Agreement and/or the deed conveying an interest in property, the Army will notify and consult with VDOT to minimize interference with roadway operation or maintenance.
- E. The Parties acknowledge that conveyance to the Commonwealth of an interest in property through the Army Land has been determined by VDOT to be necessary to complete the widening of Route 1. The Parties further acknowledge that the final "on-the-ground" alignment of the Project may differ somewhat from the alignment contemplated in the preliminary drawings available at the time of this Agreement. Accordingly, to ensure that the minimal area needed to support long-term operation and maintenance of the has been conveyed to the Commonwealth,

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- the Parties agree to collaboratively review and determine whether a boundary adjustment of the parcel in which the interest in property is to be conveyed is practicable and warranted. Such review will be conducted after construction of the Project is completed but prior to conveyance of the interest in property. Agreed upon adjustments to the boundary will be reflected in the Deed.
- F. The interest in the Property is to be conveyed in accordance with 10 USC 2668 for use as a highway and related purposes. The Commonwealth, for itself and its successors and assigns, covenants and agrees that the use of the interest in property across the Army Land shall be limited to use for highway, transit, and related purposes. These uses may include, if agreed to, other transportation demand- related improvements.

ARTICLE III: NOTICES

Any notice, request, demand, instruction, or other document to be given or served hereunder or under any document or instrument executed pursuant hereto shall be in writing and shall be delivered personally, including by messenger or a nationally recognized overnight delivery service, or sent by United States registered or certified mail, return receipt requested, postage prepaid, or by courier, postage prepaid and addressed to the Parties at their respective addresses set forth below, and the same shall be effective upon receipt if delivered personally or by messenger or two business days after deposit in the mails, if mailed. A Party may change its address for receipt of notices by service of notice of such change in accordance herewith.

If to the Army:

Garrison Commander
Headquarters, United States Army Garrison, Fort Belvoir
9820 Flagler Road, Suite 213
Fort Belvoir, VA 22060-5928
Phone: 703-805-2052

With a copy to:

William L. Sanders
Director of Public Works
U.S. Army Garrison
9430 Jackson Loop, Suite 100
(Building 1442)
Fort Belvoir, VA 22060-5130
Phone: 703-806-3017

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Email: Bill.Sanders1@us.army.mil

If to FHWA:

Melisa Ridenour, PE
Division Engineer
Department of Transportation
Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, Virginia 20166
Phone: (703) 404-6201
Fax: (571) 434-1599
email: melisa.ridenour@dot.gov

With a copy to:

Mr. Robert Morris
Senior Project Manager
Department of Transportation
Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, Virginia 20166
Phone: (703) 404-6302
Fax: (703) 404-6217
email: robert.morris@dot.gov

If to VDOT:

Mal Kerley
Chief Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219
Phone: 804-786-4798
Email: Mal.Kerley@vdot.virginia.gov
With a copy to:

Tom Fahrney
Commonwealth BRAC Coordinator

Memorandum of Agreement
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Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030
Phone: 703-259-2381
Email: Tom.Fahrney@vdot.virginia.gov

If to the County:

Tom Biesiadny
Director, Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033
Phone: (703) 877-5663
Fax: (703) 877-5723
email: tom.biesiadny@fairfaxcounty.gov

With a copy to:

Laura Miller
County BRAC Coordinator
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033
Phone: (703) 877-5686
Fax: (703) 877-5723
email: laura.miller@fairfaxcounty.gov

ARTICLE IV: GENERAL TERMS AND CONDITIONS

- A. No part of the Project funds shall be used by FHWA to pay for the following:
1. Unless otherwise agreed to by the Parties in writing, design or construction of the Project to a standard less than the preferred alternative resulting from the NEPA process, generally as shown in the Fairfax County Comprehensive Plan;
 2. Installation of new utilities or other improvements, including related right-of-way costs, for the development of Army Land by the Army;
 3. Costs incurred as a result of discovery or releases of hazardous substances, petroleum, or MEC/MC on the Army Land including, but not limited to, Army response costs, contractor delay claims, contractor work order claims,

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- or any re-design costs of the Project necessary to avoid or mitigate discovery of such materials;
4. Relocation or modification of groundwater monitoring wells or any other remedial monitoring device installed on the Army Land within the Project right-of-way;
 5. Costs incurred as result of the discovery or releases of hazardous substances, petroleum, or MEC/MC off of Army Land but caused by the Army, the FHWA, or their contractors; and
 6. Payment of contractor claims for delay determined by the FHWA or a Court of competent jurisdiction to be the result of an act or omission or the result of events under the control of the FHWA.
- B. This Agreement contains the entire agreement and understanding of the Parties, and may not be amended, modified, or discharged nor may any of its terms be waived except by an instrument in writing signed by all of the Parties.
- C. The failure of a Party to insist in any instance upon strict performance of any of the terms, conditions, or covenants contained, referenced, or incorporated into this Agreement shall not be construed as a waiver or a relinquishment of the Party's rights to the future performance of such terms, conditions, or covenants.
- D. The headings and captions herein are inserted for convenient reference only and the same shall not limit or construe the articles, paragraphs, sections, or subsections to which they apply or otherwise affect the interpretation thereof.
- E. If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term and provision of the Agreement shall be valid and be enforced to the fullest extent permitted by applicable law.
- F. Nothing set out in this Agreement shall constitute a waiver of the Parties' rights to seek any and all damages to the extent authorized by law, nor shall anything in this Agreement limit any defenses that the Parties may have with respect to such claims for damages.
- G. Nothing in this Agreement shall be construed as creating any rights of enforcement by any person or entity that is not a Party hereto, nor any rights, interest, or third party beneficiary status for any entity or person other than the Parties hereto.

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- H. Unless otherwise expressly provided herein, terms used in this Agreement are defined as they are in CERCLA or in regulations promulgated under CERCLA and shall have the meaning assigned to them in CERCLA or in such regulations.
- I. This Agreement has been drafted jointly by the Parties hereto. As a result, the language used in this Agreement shall be deemed to be the language chosen by the Parties to express their mutual intent and no rule of strict construction shall be applied against any Party.
- J. All Parties will be afforded the opportunity to inspect, review and comment on, at any time, work in progress, the financial records, and any other supporting documentation related to this Agreement; and to participate in all meetings and field reviews.
- K. This Agreement is assignable; however, no transfer or assignment of this Agreement, or any part thereof or interest therein, directly or indirectly, voluntarily or involuntarily, shall be made unless such transfer or assignment is first approved in writing by all Parties, which approval shall not be unreasonably withheld.
- L. The Parties accept full responsibility for any property damage, injury, or death caused by the acts or omissions of their respective employees, acting within the scope of their employment, or their contractors' scope of work, to the extent allowed by the law. All claims shall be processed pursuant to applicable governing law.
- M. Any claim filed alleging an injury during the performance of this Agreement, which may be traced to a Party, shall be received and processed by the Party having responsibility for the particular injury-causing condition, under the law that governs such Party.
- N. Nothing in this Agreement shall be construed as limiting or affecting the legal authorities of the Parties, or as requiring the Parties to perform beyond their respective authorities. Nothing in this Agreement shall be deemed to bind any Party to expend funds in excess of available appropriations.
- O. The Parties shall not discriminate in the selection of employees or participants for any employment or other activities undertaken pursuant to this Agreement on the grounds of race, creed, color, sex, or national origin, and shall observe all of the provisions of Titles VI and VII of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000(d) et. seq.). The Parties shall take positive action to ensure that all applicants for employment or participation in any activities pursuant to this

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- Agreement shall be employed or involved without regard to race, creed, color, sex, or national origin.
- P. No member of, or Delegate to, or Resident Commissioner in Congress shall be admitted to any share or part of this Agreement, or to any benefits that may arise therefrom, unless the share or part or benefit is for the general benefit of a corporation or company.
- Q. The Parties will abide by the provisions of 18 U.S.C. § 1913 (Lobbying with Appropriated Monies).
- R. Contracts entered into by any federal agency pursuant to this Agreement are subject to all laws governing federal procurement and to all regulations and rules promulgated there under, whether now in force or hereafter enacted or promulgated, except as specified in this Agreement.
- S. Nothing in this Agreement shall be construed as in any way impairing the general powers of the Parties for supervision, regulation, and control of its property under such applicable laws, regulations, and rules.
- T. Because the interest in property conveyed to the Commonwealth will be an easement, the Parties to this Agreement shall take all necessary acts to ensure the Commonwealth obtains concurrent jurisdiction over the Project on the Army Land upon approval of the Project by VDOT as part of the process of accepting the roadway into the systems of state highways for operation and maintenance by VDOT. This requirement is not applicable to the conveyance of a fee simple interest.

ARTICLE V: FUNDING LIMITATIONS

It is the expectation of the Parties to this Agreement that all obligations of the Army, FHWA, VDOT, and the County arising under this Agreement will be fully funded. The Parties agree to seek sufficient funding through the budgetary process to fulfill their obligations under this Agreement.

The obligation of the Army and the FHWA to expend, pay, or reimburse any funds under this Agreement is subject to the availability of appropriated funds, and nothing in this Agreement shall be interpreted to require obligations or payments by the Army or the FHWA in violation of the Anti-Deficiency Act, 31 U.S.C. 1341.

VDOT's obligation to expend, pay, or reimburse any funds under this Agreement is subject to the availability of appropriations by the Virginia General Assembly and allocations by the Commonwealth Transportation Board.

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The County's obligation to expend, pay, or reimburse any funds under this Agreement is subject to the availability of appropriations by the Fairfax County Board of Supervisors, such appropriations to be made or not in the sole discretion of the Board of Supervisors.

ARTICLE VI: DISBURSEMENT OF FUNDS

- A. DoD funds (in aggregate up to \$180 million) will be provided directly from the DoD Office of Economic Adjustment to FHWA in accordance with an Interagency Agreement for use on the Project. All funds and activities are subject to the requirements of Title 23 and standard Federal-aid procedures.
- B. FHWA and its contractors shall make direct payments of benefits to property owners for negotiated settlements, relocation benefits, and payments to be deposited with the court. VDOT will process vouchers and issue State Warrants for all payments and send to the FHWA and its contractors, who will be responsible for disbursement and providing indefeasible title to VDOT.
- C. VDOT will be reimbursed for costs in connection with the Project through FHWA's Rapid Approval and State Payment System in accordance with standard Federal-Aid procedures from federal funds provided directly to FHWA for activities such as cooperative participation in FHWA's efforts to obtain necessary environmental and historical clearances and permits and to implement treatment measures, acquisition of right-of-way, roadway abandonment, and acceptance activities on the Project.
- D. For the initial request for funds, or if additional federal funds are needed by VDOT for project activities from funds provided to FHWA, VDOT will prepare, execute, and forward a Project Agreement, PR-2 to request funding for applicable work activities, including a schedule and costs, to FHWA and the County for review and approval. FHWA will authorize and execute the project amount based on the PR-2. VDOT may invoice the FHWA under normal FHWA current billing procedures as work progresses for reimbursement. The PR-2 may also be modified as necessary to cover abandonment and acceptance activities. The VDOT will submit a monthly progress report to FHWA and the County describing the activities performed and expenses billed. Upon completion of the applicable project activities, the Project Agreement, PR-2 will be modified and closed.
- E. The County currently receives federal aid in the form of a grant from DoD to mitigate impacts from BRAC 2005 relocations within the County. It is expected that the DoD grant will cover County costs associated with the development of the Project. In the event the DoD grant does not cover the County's cost for its cooperative participation in the project, the County will be reimbursed for costs in connection with the Project in accordance with standard federal aid procedures

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- from federal funds directly allocated to FHWA for activities such as cooperative participation in FHWA's efforts to obtain necessary environmental and historical clearances and permits and to implement treatment measures, acquisition of right-of-way, roadway abandonment and acceptance activities on the Project. At the request of FHWA, the County will direct that remaining federal aid funds be de-allocated and returned to FHWA and reallocated by the FHWA for design or construction of the Project.
- F. For the initial request for funds, or if additional federal funds are needed by the County for project activities from funds provided to FHWA, the County will prepare, execute, and forward a Project Agreement to request funding for applicable work activities, including a schedule and costs, to FHWA and VDOT for review and approval. FHWA will authorize and execute the project amount based on the submittal. The County may invoice the FHWA under normal FHWA current billing procedures as work progresses for reimbursement. The County will submit a monthly progress report to FHWA and VDOT describing the activities performed and expenses billed. Upon completion of the applicable project activities, the Project Agreement, PR-2 (or similar document) will be modified and closed.

ARTICLE VII: DISPUTE RESOLUTION

Any dispute between the Parties that cannot be resolved by the Project point of contacts shall be formally presented in writing to the Chief Engineer of VDOT, the Garrison Commander for Fort Belvoir, the Division Engineer for EFLHD-FHWA, and the Director of the Fairfax County Department of Transportation for review and resolution. Any resolution of the dispute shall be reduced to writing signed by the reviewers.

If the dispute cannot be resolved by the second level of review, then the matter may be presented to the Commissioner of Highways, the Assistant Secretary of the Army (Installations and Environment), the Administrator of the FHWA, and the County Executive of Fairfax County.

IN WITNESS WHEREOF, the Parties have executed this Agreement, as verified by their signatures below.

Memorandum of Agreement
Design and Construction of Route 1 Improvements
Between Telegraph Road & Mount Vernon Memorial Highway
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UNITED STATES OF AMERICA
DEPARTMENT OF THE ARMY

By: _____

_____ Date

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**UNITED STATES OF AMERICA
FEDERAL HIGHWAY ADMINISTRATION**

By: _____ Date _____

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**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

By: _____

Date

Memorandum of Agreement
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FAIRFAX COUNTY

By: _____ Date _____

**Memorandum of Agreement Among
The Department of the Army and
The Department of Transportation Federal Highway Administration, and
The Commonwealth of Virginia, Virginia Department of Transportation and
The County of Fairfax, Virginia**

**For the Design and Construction of Transportation Improvements on Fort Belvoir and US
Route 1 between Telegraph Road and Mount Vernon Memorial Highway
in Fairfax County, Virginia**

Appendix A

Application for Funding from DoD Office of Economic Adjustment

1 SF424 Application

Fort Belvoir Transportation (SP)

[View OMB Control Reference](#)

1. TYPE OF SUBMISSION

[Type](#)

Preapplication

[Construction Type](#)

Construction

2. DATE SUBMITTED

[Date](#)

3. DUNS

[Number](#)

074837626

4. DATE RECEIVED BY FEDERAL AGENCY

[Date](#)

[Federal ID](#)

5. APPLICANT INFORMATION

[Legal Name](#)

County of Fairfax, Virginia

[Organizational Unit](#)

Department of Transportation

[Address Line 1](#)

4050 Legato Road

[Address Line 2](#)

Suite 400

[Address Line 3](#)

[County](#)

Fairfax

[City](#)

Fairfax

[State](#)

Virginia

[Zip Code](#)

22035-5511

POINT OF CONTACT INFORMATION FOR THIS APPLICATION

[Title](#)

Ms.

[First Name](#)

Laura

[Middle Name/Initial](#)

[Last Name](#)

Miller

[Phone](#)

703 - 877 - 5686

[Fax](#)

- - -

[Email](#)

laura.miller@fairfaxcounty.gov

6. EMPLOYER IDENTIFICATION NUMBER (EIN)

5 4 - 0 7 8 7 8 3 3

7. TYPE OF APPLICANT

County Government

8. TYPE OF APPLICATION

New

9. NAME OF FEDERAL AGENCY

OEA

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA)

[Number - Title](#)

12.600 - Community Economic Adjustment

[12.607 - COMMUNITY ECONOMIC ADJUSTMENT ASSISTANCE FOR ESTABLISHMENT, EXPANSION, REALIGNMENT, OR CLOSURE OF A MILITARY INSTALLATION](#)

[12.610 - COMMUNITY ECONOMIC ADJUSTMENT PLANNING ASSISTANCE FOR JOINT LAND USE STUDIES](#)

[12.611 - COMMUNITY ECONOMIC ADJUSTMENT PLANNING ASSISTANCE FOR REDUCTIONS IN DEFENSE INDUSTRY EMPLOYMENT](#)

[12.614 - COMMUNITY ECONOMIC ADJUSTMENT DIVERSIFICATION PLANNING](#)

12.615 - Research and Technical Assistance

00.000 - CFDA Program Not Categorized

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3 SF424C Budget Information

Fort Belvoir Transportation (SP)

[View OMB Control Reference](#)

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BUDGET INFORMATION - Construction Programs

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 15,350,000	\$	\$ 15,350,000
2. Land, structures, rights-of-way, appraisals, etc.	\$ 39,750,000	\$	\$ 39,750,000
3. Relocation expenses and payments	\$ 13,250,000	\$	\$ 13,250,000
4. Architectural and engineering fees	\$ 4,650,000	\$	\$ 4,650,000
5. Other architectural and engineering fees	\$	\$	\$ 0
6. Project inspection fees	\$	\$	\$ 0
7. Site work	\$ 20,500,000	\$	\$ 20,500,000
8. Demolition and removal	\$	\$	\$ 0
9. Construction	\$ 62,000,000	\$	\$ 62,000,000
10. Equipment	\$	\$	\$ 0
11. Miscellaneous	\$ 9,000,000	\$	\$ 9,000,000
12. SUBTOTAL (sum of lines 1-11)	\$ 164,500,000	\$ 0	\$ 164,500,000
13. Contingencies	\$ 15,500,000	\$	\$ 15,500,000
14. SUBTOTAL	\$ 180,000,000	\$ 0	\$ 180,000,000
15. Project (program) income	\$	\$	\$ 0
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 180,000,000	\$ 0	\$ 180,000,000

FEDERAL FUNDING

17. [Federal assistance requested, calculate as follows: \(Consult Federal agency for Federal percentage share.\) Enter the resulting Federal share.](#) Enter eligible costs from line 16c Multiply X \$ 180,000,000

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[Go to Step 3 >](#)

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- Ready for OEA Review
- Ready for Signature
- Cancel
- Close

[\[Print\]](#) [\[Help\]](#) [\[Delete\]](#)

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Route 1 Widening – Application Narrative

Telegraph Road to Mount Vernon Memorial Highway, Fairfax County, Virginia

June 4, 2012

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Executive Summary

The Department of Defense (DOD), following the 2005 decision by the Base Realignment and Closure (BRAC) Commission, has constructed the \$1 billion (B), 1.2 million (M) square foot (sf) Fort Belvoir Community Hospital, four times the size of the current DeWitt Army hospital, and added twice the number of hospital medical staff (3,200) to the new hospital. The new facility is projected to receive 574,000 patients annually.

This alone would have the effect of being a transformational transportation infrastructure issue on the Route 1 Corridor. However, in addition to the new hospital and other medical facilities, the DOD is transferring other military-related functions to Fort Belvoir. These actions will result in thousands of new military and civilian personnel commuting on a daily basis to Fort Belvoir. The new hospital will treat combat-wounded soldiers, active duty military personnel and retired veterans who live in the DOD's designated geographical medical treatment jurisdiction for the Belvoir hospital.

This application is submitted by Fairfax County in partnership with Fort Belvoir, the Virginia Department of Transportation, and the Federal Highway Administration, and is endorsed by the Fairfax County Board of Supervisors and the Virginia Congressional Delegation, to request funding in the amount of \$180M in accordance with the Notice of Funding Availability issued by the Office of Economic Adjustment. This funding will allow the project team to widen Route 1 through Fort Belvoir to improve patient access to medical care and to accommodate the increase in traffic resulting from other BRAC-related traffic.

The project described in detail under "Project Description" is consistent with the scope of work and budget described in the October 7, 2011 proposal submitted by the County in response to the July 21, 2011 Announcement of Federal Funding Opportunity published in the Federal Register.

Existing or Projected Transportation Infrastructure Issues

Background

Route 1 is a north/south primary arterial that serves commuter and local trips in southeastern Fairfax County, and serves as an alternate route to I-95 due to its proximity and alignment parallel to I-95. Route 1 exists within an easement on U.S. Government property through Fort Belvoir and serves as the primary access route to the Fort.

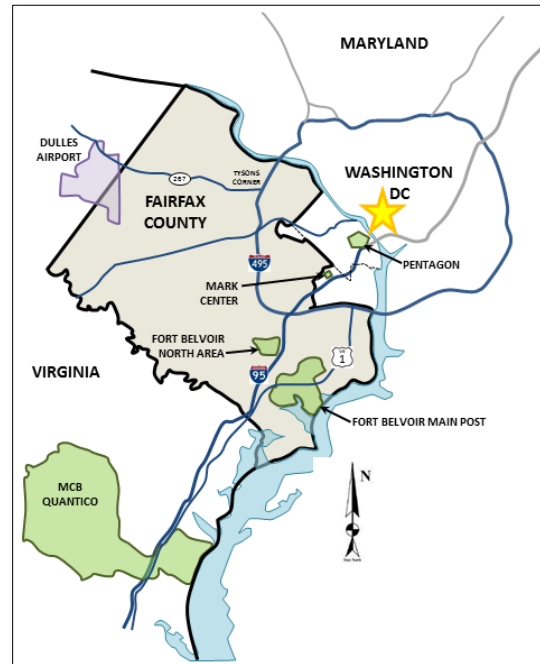
Route 1 Widening – Application Narrative

Telegraph Road to Mount Vernon Memorial Highway, Fairfax County, Virginia

June 4, 2012

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Route 1 bisects the Main Post of Fort Belvoir, a 7,760 acre Army installation with approximately 23,000 employees. The missions at Fort Belvoir provide logistical, intelligence, and administrative support to a diverse mix of commands, activities and agencies, and as a result of 2005 BRAC realignments, now include the mission at the new medical campus, anchored by the Fort Belvoir Community Hospital. There are more than 135 tenant and satellite organizations at the Fort, including two Army major command headquarters, 10 different Army major commands, 19 different agencies of the Department of Army, eight elements of the U.S. Army Reserve and Army National Guard, an airfield, a regional military hospital, and 26 Department of Defense agencies. Also located at the Fort are a U.S. Navy construction battalion, a Marine Corps detachment, a U.S. Air Force activity, and an agency from the Department of Treasury.



Project Description

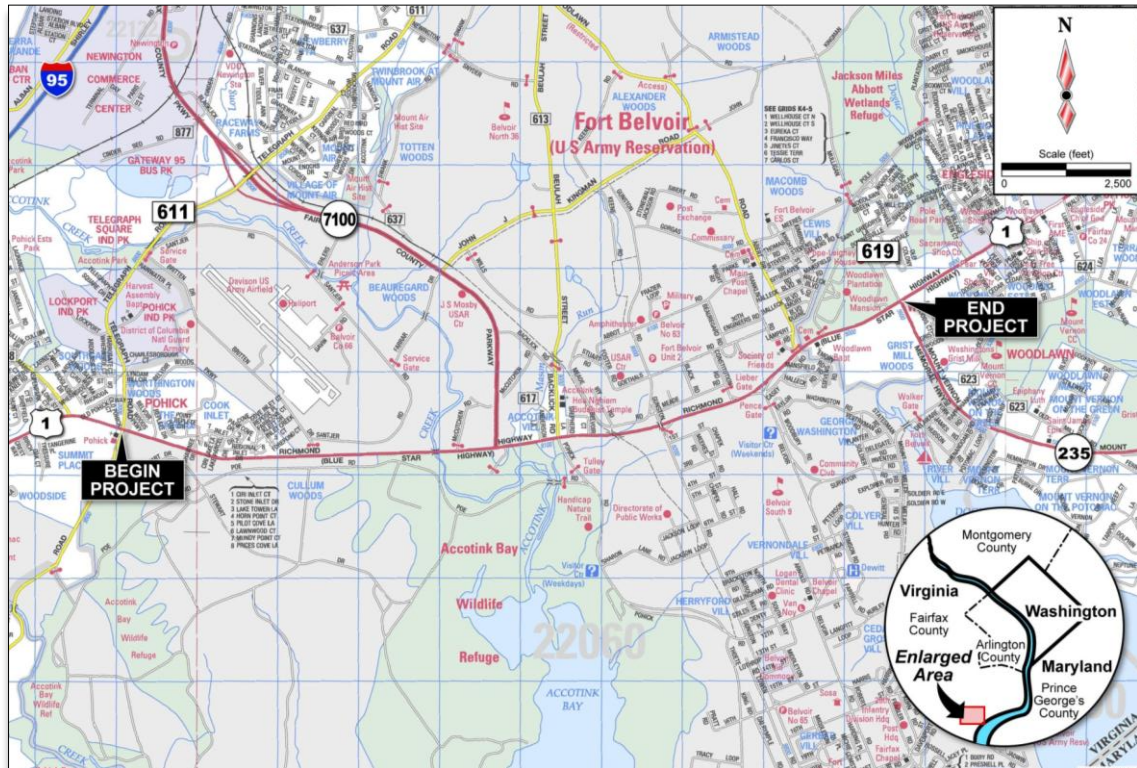
Existing Route 1 through Fort Belvoir is a four-lane undivided roadway posted at 45 mph. Through Fort Belvoir, Route 1 intersects with Pohick Road providing access to the Fort at Tulley Gate and at Belvoir Road, providing access to the Fort at Pence Gate. Pence Gate serves as the main access point to the new Fort Belvoir Community Hospital, which is located only 440 feet from Route 1. South of the Fort, from the intersection with Telegraph Road at the southern project limits, the Route 1 project extends north bordering the Accotink Bay Wildlife Refuge, crosses Accotink Creek, intersects with Fairfax County Parkway, and passes through Fort Belvoir. North of the Fort, the Route 1 project ends at the intersection with Mount Vernon Memorial Highway, adjacent to Woodlawn Plantation. Improvements to the intersections at Pohick Road and Belvoir Road are currently under construction with BRAC Infrastructure improvement projects by the Army.

Route 1 Widening – Application Narrative

Telegraph Road to Mount Vernon Memorial Highway, Fairfax County, Virginia

June 4, 2012

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Route 1 provides indirect access via intersecting roads to other developments and roadways in the area as well. Telegraph Road and Fairfax County Parkway provide direct connections to I-95, the principal north-south route for long-distance East Coast travel, for regional commuting to employment centers, and access into the heart of Fairfax County. Mount Vernon Memorial Highway feeds into the George Washington Memorial Parkway to Alexandria and Washington, DC. Old Mill Road currently terminates a half mile to the west of the northern project limit intersection; however, Mulligan Road (the Richmond Highway-Telegraph Road Connector) is currently under construction and will complete the connection to Telegraph Road. This critical project will re-establish a north-south connection in this area to replace Woodlawn Road, closed through Fort Belvoir as a result of the events of September 11, 2001.

Route 1 also is the principal north-south route for local traffic in eastern Fairfax County for shopping and other general-purpose trips, and it serves as a major commuter route and an alternate route for nearby I-95.

Increases in population and employment in the region and within the Route 1 corridor, in particular at Fort Belvoir within the study area, will fuel an increase in transportation demand. The purpose of the proposed project is to improve patient access to medical care

Route 1 Widening – Application Narrative

Telegraph Road to Mount Vernon Memorial Highway, Fairfax County, Virginia

June 4, 2012

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by addressing failing levels of service, traffic capacity, pedestrian and bicycle improvements, and safety deficiencies in the Route 1 corridor through Fort Belvoir. The existing four-lane roadway does not adequately serve existing traffic demand and will not adequately accommodate the traffic that is expected in the corridor due to the new hospital and the BRAC relocations to Fort Belvoir Main Post.

The proposed project will widen Route 1 from the current four-lane section to a six-lane section that includes bike lanes and pedestrian facilities, required drainage and utility improvements and space that can be used for future transit. The right-of-way will be widened from a base width of 80' to a base width of 148'. The easement will be wider than the base width to accommodate turn lanes at intersections, slopes, stormwater management, and utility corridors. In order to accommodate the widened roadway improvements, modifications will be necessary along the length of the corridor, including, but not limited to, relocation of utilities, establishment or re-establishment of accessways disrupted by the development, establishment of slopes and stormwater facilities, and removal of the Fort Belvoir Military Railroad Bridge (currently crossing Route 1). In exchange for the removal of the bridge, in accordance with a Memorandum of Agreement executed in September 2010 between the US Army and the VDOT, a preliminary design (type, size, and location) for the replacement of the bridge will be prepared, but construction of the replacement bridge is not included as part of this project. The project further includes funding for VDOT and County staff to monitor and oversee contract and construction administration by FHWA, and to perform required document reviews, permit issuance and inspections, among other functions. These improvements are consistent with the scope of work and budget described in the October 7, 2011 proposal submitted by the County in response to the July 21, 2011 Announcement of Federal Funding Opportunity published in the Federal Register.

Separate from the construction of the widening, Fairfax County is studying appropriate transit options that can be implemented when the widened corridor is complete. These improvements will help facilitate a faster and safer commute for employees and patients bound for the new Fort Belvoir Community Hospital.

The County's Comprehensive plan requires achievement of LOS D or better with improvement projects. The goal of this project is to improve access, reduce the length of peaks, and to achieve a Level of Service (LOS) C or D for the majority of movements within the project limits, rather than the LOS F or F+ currently experienced by users. Because LOS is described in part by delay, the improved LOS equates to a reduction in delay. Improvement from LOS F to LOS C or D represents roughly a 30% to 40% improvement in operation.

Route 1 Widening – Application Narrative

Telegraph Road to Mount Vernon Memorial Highway, Fairfax County, Virginia

June 4, 2012

Page 5 of 5

Design of the widening will be in accordance with the latest requirements of the Virginia Department of Transportation. Storage lengths for turn lanes are likely to extend 500 feet or more to provide sufficient storage for turning movements and efficient operation of intersections. This means fewer rear-end crashes and fewer unsafe lane shifts by through commuters trying to get around turning traffic stopped in through lanes.

The current, substandard roadway has no shoulders –the new roadway will include outer medians with appropriate clear zones and pedestrian safety accommodations. The current roadway has narrow lanes – the new roadway will have wider lanes with included shy distances. The majority of the current roadway provides no separation between north and south bound traffic on a relatively high-speed facility – the new roadway will provide separation between opposing traffic lanes. The current roadway provides no or limited separation between transit lanes, vehicle lanes, bicyclists and pedestrians – the new roadway will remove these conflicts and provide greater safety for all users.

Route 1 Widening Cost Estimate

Description	PHASE 1 (Parkway to Woodlawn)	PHASE 2 (Fairfax County Parkway to Telegraph Road)	PHASE 3 (Woodlawn to Mulligan Road)	Total
Construction Estimate	\$36,000,000	\$43,000,000	\$18,000,000	\$97,000,000
Right-of-way	\$43,000,000	\$5,000,000	\$5,000,000	\$53,000,000
Utility Relocation	\$12,000,000	\$5,500,000	\$3,000,000	\$20,500,000
Environmental Mitigation	\$1,000,000	\$4,000,000	\$4,000,000	\$9,000,000
Support Costs				\$500,000
TOTAL	92,000,000	57,500,000	30,000,000	\$180,000,000

Note: Support costs will permit cooperative participation in FHWA's efforts by VDOT and the County for a variety of activities including, but not limited to, obtaining necessary environmental and historical clearances and permits, implementation of mitigation measures, acquisition of right-of-way, roadway abandonment and acceptance activities, permit review and issuance, and inspections and field coordination during construction.

Detailed Cost Estimate

	Cost	Comment
Administrative and Legal Expenses	15,350,000.00	20% of construction
Land, structures, rights of way, appraisals, etc.	39,750,000.00	\$53M * 75%
Relocation expenses and payments	13,250,000.00	\$53M * 25%
Architectural and engineering fees	4,650,000.00	6% of Construction
Other architectural and engineering fees		
Project inspection fees		
Site work	20,500,000.00	Utility Relocations
Demolition and removal		
Construction	62,000,000.00	Construction (no contingency)
Equipment		
Miscellaneous	9,000,000.00	Mitigation
Subtotal (Sum of lines 1-11)	164,500,000.00	
Contingencies	15,500,000.00	25% of construction
Subtotal	180,000,000.00	
Project (program) income	-	
Total Project Costs	180,000,000.00	

ROUTE 1 WIDENING - CONCEPTUAL COST ESTIMATE

ROUTE 1 WIDENING - FAIRFAX COUNTY PKWY TO WOODLAWN ROAD

Date of Estimate: August 31, 2011

Length of Section	8,600	feet
Reconstruction of existing pavement	75	%
Overlay of existing pavement	25	%
Tie-in south of FCP	700	feet
Tie-in north of Woodlawn	700	feet

Taper SB Route 1 just south of intersection, widen NB Route 1 to 3 thru at NB approach to intersection.
3rd NB thru lane becomes RTL, Construct SB LTL to new church entrance

Item	Quantity	Units	Unit Cost	TOTAL COST
DEMOLITION				
Pavement Demolition	41,600	SY	\$10	\$416,000
Bridge Demolition	3,300	SF	\$50	\$165,000
PAVEMENT/EARTHWORK				
Clearing and Grubbing	12	AC	\$50,000	\$575,011
Aggr. Base	43,400	TON	\$25	\$1,085,000
Asphalt Concrete BM	39,800	TON	\$70	\$2,786,000
Asphalt Concrete IM	9,700	TON	\$90	\$873,000
Asphalt Concrete SM	7,400	TON	\$130	\$962,000
Remove/Backfill Unsuitable Mats	10,900	CY	\$60	\$654,000
Pavement Planing	39,200	SY	\$5	\$196,000
5' Sidewalk	43,000	SF	\$5	\$215,000
10' Trail	9,600	SY	\$36	\$345,600
Curb (CG-3)	17,200	LF	\$20	\$344,000
Curb & Gutter (CG-7)	17,200	LF	\$25	\$430,000
Excavation	100,000	CY	\$25	\$2,500,000
BRIDGE/WALLS/MAJOR CULVERTS				
Accotink Creek Bridge	6,000	SF	\$150	\$900,000
Retaining Wall	0	SF	\$75	\$0
Box Culvert	140	LF	\$1,000	\$140,000
STORMWATER MANAGEMENT				
Excavation	81,655	CY	\$25	\$2,041,375
Clearing and Grubbing	10	AC	\$50,000	\$500,000
VDOT SWM-1 Structure	75	LF	\$1,100	\$82,500
Erosion Control Stone, EC-1	4,500	SY	\$21	\$94,500
Outfall Culvert	1,250	LF	\$90	\$112,500
End Section	15	EA	\$800	\$12,000
OTHER				
Grassed Median	231,000	SF	\$8	\$1,848,000
Landscaping Area	96,000	SF	\$5	\$480,000
Trees	172	EA	\$800	\$138,000
Storm Sewer Pipe	17,200	LF	\$70	\$1,204,000
No of Inlets	90	EA	\$6,000	\$540,000
Underdrain UD-4	17,200	LF	\$10	\$172,000
Traffic Signals - per intersection	4	EA	\$250,000	\$1,000,000
Streetlights	94	EA	\$10,000	\$940,000
MOBILIZATION	1	LS	\$1,130,000	\$1,130,000
Subtotal				\$22,880,000
Contingency	25%			\$5,720,000
Total Construction Estimate				\$28,600,000

Methodology

Assumes width of existing pavement to be 58' (5' Paved Shldr + 4-12' lanes + 5' Paved Shldr) - 75% of existing pavement will be demolished.
Existing RR Bridge to be removed - 200' long and 15' wide.

(Width of Roadway R/W-Esmt (154'-6") plus 10' outside for grading on each side) minus existing roadway width (58' - See above) - Approximately 50% of this section is wooded.
12" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 75% of length of section
10" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 75% of length of section
2" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 100% of length of section to account for full depth pavement and overlay.
1.5" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 100% of length of section to account for full depth pavement and overlay.
Removal and Backfill of 2' Depth for 25% of New Pavement Area
Mill 1.5" for the section of pavement being overlaid
Length of Section times width of sidewalk (5')
Length of Section times width of trail (10')
Twice the length of the section
Twice the length of the section
Preliminary Excavation from Geopak. Does not consider removal of root mat, or unsuitable material. Prorated for length of this section

Proposed Railroad Bridge to replace existing RR bridge - 300' long and 20' wide
Based on Retaining Walls shown in Location Study
Replace Culvert 200' North of FCP

Stormwater Management assumes NO grandfathering under the old criteria. Grandfathering would require an obligation of locality, state or federal funding, in whole or in part, prior to July 1, 2012.
Grandfathering would also require Project construction to be completed before June 30, 2019.

(Length of Section - intersections) times 30' median width
Length of section from Fairfax Co Pkwy to Woodlawn Road times 12' (8' Landscaping area on left side of Typical and 4' Landscaping area on the right side)
One tree every 50'.
Twice the length of the section
Inlets every 200' at low side of pavement for each side of roadway
Underdrains under curb and gutter at low sides of pavement for length of section
Traffic Signals at Route 1 and Fairfax Co. Pkwy/Pohick Rd-Backlick Rd/Belvoir Rd/Woodlawn Rd
Lighting to be provided at existing locations (Accotink Village and Gunston to Woodlawn), both sides, 100' spacing

SUPPORTING COSTS

Description	Percent	Total
PRELIMINARY ENGINEERING	2.50%	\$720,000
FINAL DESIGN	6.00%	\$1,720,000
CONSTRUCTION ENGINEERING	8.00%	\$2,290,000
CHANGES DURING CONSTRUCTION	10.00%	\$2,860,000
PUBLIC INVOLVEMENT	0.75%	\$210,000
SUBTOTAL		\$7,800,000

GRAND TOTAL	\$36,000,000
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ASSUMPTIONS

- Lighting to be provided at existing locations (Accotink Village and Gunston to Woodlawn), both sides, 100' spacing
- Contingency covers unknown costs including MOT, E&S controls, signing/stripping, major drainage structures

NOT INCLUDED

- Environmental Mitigation
- Permits
- Contract Incentives
- Utility Relocation
- Right of Way Acquisition
- Grade Separated Interchanges

ROUTE 1 WIDENING - CONCEPTUAL COST ESTIMATE

ROUTE 1 WIDENING - TELEGRAPH ROAD TO FAIRFAX COUNTY PKWY

Date of Estimate: August 31, 2011

Length of Section	8,350	feet
Reconstruction of existing pavement	75	%
Overlay of existing pavement	25	%
Tie-in south of Telegraph	0	
Tie-in north of FCP	0	

Assumes taper of median from 32' to 20' (opposing dual LTL) achieved to north of intersection
Full NB approach to FCP constructed in Phase I

Item	Quantity	Units	Unit Cost	TOTAL COST
DEMOLITION				
Pavement Demolition	40,400	SY	\$10	\$404,000
Bridge Demolition	3,600	SF	\$50	\$180,000
PAVEMENT/EARTHWORK				
Clearing and Grubbing	22	AC	\$50,000	\$1,116,592
Aggr. Base	42,800	TON	\$25	\$1,070,000
Asphalt Concrete BM	39,200	TON	\$70	\$2,744,000
Asphalt Concrete IM	9,600	TON	\$90	\$864,000
Asphalt Concrete SM	7,300	TON	\$130	\$949,000
Remove/Backfill Unsuitable Mats	10,700	CY	\$60	\$642,000
Pavement Planning	38,000	SY	\$5	\$190,000
5' Sidewalk	41,750	SF	\$5	\$209,000
10' Trail	9,300	SY	\$36	\$334,800
Curb (CG-3)	16,700	LF	\$20	\$334,000
Curb & Gutter (CG-7)	16,700	LF	\$25	\$417,500
Excavation	110,000	CY	\$25	\$2,750,000
BRIDGE/WALLS/MAJOR CULVERTS				
Accotink Creek Bridge	21,000	SF	\$150	\$3,150,000
Retaining Wall	0	SF	\$75	\$0
Box Culvert	0	LF	\$1,000	\$0
STORMWATER MANAGEMENT				
Excavation	151,180	CY	\$25	\$3,779,500
Clearing and Grubbing	17.5	AC	\$50,000	\$875,000
VDOT SWM-1 Structure	60	LF	\$1,100	\$66,000
Erosion Control Stone, EC-1	3,500	SY	\$21	\$73,500
Outfall Culvert	750	LF	\$90	\$67,500
End Section	10	EA	\$800	\$8,000
OTHER				
Grassed Median	250,500	SF	\$8	\$2,004,000
Landscaping Area	100,200	SF	\$5	\$501,000
Trees	167	EA	\$800	\$134,000
Storm Sewer Pipe	16,700	LF	\$70	\$1,169,000
No of Inlets	80	EA	\$6,000	\$480,000
Underdrain UD-4	16,700	LF	\$10	\$167,000
Traffic Signals - per intersection	3	EA	\$250,000	\$750,000
Streetlights	50	EA	\$10,000	\$500,000
MOBILIZATION	1	LS	\$1,330,000	\$1,330,000
Subtotal				\$27,260,000
Contingency	25%			\$6,820,000
Total Construction Estimate				\$34,100,000

Methodology

Assumes width of existing pavement to be 58' (5' Paved Shldr + 4-12' lanes + 5' Paved Shldr) and 75% of existing pavement will be demolished.
Existing Bridge over Accotink Creek to be removed - 75' long and 48' wide.

(Width of Roadway RW-Esmt (154'-6") plus 10' outside for grading on each side) minus existing roadway width (58' - See above) - Approximately 100% of this section is wooded.
12" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 75% of length of section
10" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 75% of length of section
2" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 100% of length of section to account for full depth pavement and overlay.
1.5" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 100% of length of section to account for full depth pavement and overlay.
Removal and Backfill of 2' Depth for 25% of New Pavement Area

Length of Section times width of sidewalk (5')
Length of Section times width of trail (10')
Twice the length of the section
Twice the length of the section
Preliminary Excavation from Geopak. Does not consider removal of root mat, or unsuitable material. Prorated for length of this section

Proposed Bridge over Accotink Creek to replace existing bridge - 150' long and 140' wide
Based on Retaining Walls shown in Location Study

Stormwater Management assumes NO grandfathering under the old criteria. Grandfathering would require an obligation of locality, state or federal funding, in whole or in part, prior to July 1, 2012.
Grandfathering would also require Project construction to be completed before June 30, 2019.

(Length of Section - intersections) times 30' median width
Length of section from Fairfax Co Pkwy and Mt. Vernon Mem Hwy times 12' (8' Landscaping area on left side of Typical and 4' Landscaping area on the right side)
One tree every 50'.
Twice the length of the section
Inlets every 200' at low side of pavement for each side of roadway
Underdrains under curb and gutter at low sides of pavement for length of section
Traffic Signals at Route 1 and Telegraph Road/Cook Inlet Drive/Fairfax Co. Pkwy
Lighting to be provided at existing locations (Accotink Village and Gunston to Woodlawn), both sides, 100' spacing

SUPPORTING COSTS

Description	Percent	Total
PRELIMINARY ENGINEERING	2.50%	\$850,000
FINAL DESIGN	6.00%	\$2,050,000
CONSTRUCTION ENGINEERING	8.00%	\$2,730,000
CHANGES DURING CONSTRUCTION	10.00%	\$3,410,000
PUBLIC INVOLVEMENT	0.75%	\$260,000
SUBTOTAL		\$9,300,000

GRAND TOTAL \$43,000,000

ASSUMPTIONS

-Lighting to be provided at existing locations (Cook Inlet development), both sides, 100' spacing
-Contingency covers unknown costs including MOT, E&S controls, signing/stripping, major drainage structures

NOT INCLUDED

-Environmental Mitigation
-Permits
-Contract Incentives
-Utility Relocation
-Right of Way Acquisition
-Grade Separated Interchanges

ROUTE 1 WIDENING - CONCEPTUAL COST ESTIMATE

ROUTE 1 WIDENING - FAIRFAX COUNTY PKWY TO MULLIGAN ROAD/MT VERNON MEMORIAL HWY

Date of Estimate: August 31, 2011

Length of Section	2,600	feet
Reconstruction of existing pavement	75	%
Overlay of existing pavement	25	%
Tie-in south of Woodlawn	0	feet
Tie-in north of Mulligan	0	feet

Item	Quantity	Units	Unit Cost	TOTAL COST
DEMOLITION				
Pavement Demolition	12,600	SY	\$10	\$126,000
Bridge Demolition		SF	\$50	\$0
PAVEMENT/EARTHWORK				
Clearing and Grubbing	3	AC	\$50,000	\$173,841
Aggr. Base	14,500	TON	\$25	\$362,500
Asphalt Concrete BM	13,300	TON	\$70	\$931,000
Asphalt Concrete IM	3,200	TON	\$90	\$288,000
Asphalt Concrete SM	2,400	TON	\$130	\$312,000
Remove/Backfill Unsuitable Mats	3,600	CY	\$60	\$216,000
Pavement Planing	11,800	SY	\$5	\$59,000
5' Sidewalk	13,000	SF	\$5	\$65,000
10' Trail	2,900	SY	\$36	\$104,400
Curb (CG-3)	5,200	LF	\$20	\$104,000
Curb & Gutter (CG-7)	5,200	LF	\$25	\$130,000
Excavation	40,000	CY	\$25	\$1,000,000
BRIDGE/WALLS/MAJOR CULVERTS				
Accotink Creek Bridge		SF	\$150	\$0
Retaining Wall	36,000	SF	\$75	\$2,700,000
Box Culvert	0	LF	\$1,000	\$0
STORMWATER MANAGEMENT				
Excavation	72,030	CY	\$25	\$1,800,750
Clearing and Grubbing	7.5	AC	\$50,000	\$375,000
VDOT SWM-1 Structure	30	LF	\$1,100	\$33,000
Erosion Control Stone, EC-1	1,305	SY	\$21	\$27,405
Outfall Culvert	400	LF	\$90	\$36,000
End Section	5	EA	\$800	\$4,000
OTHER				
Grassed Median	78,000	SF	\$8	\$624,000
Landscaping Area	24,000	SF	\$5	\$120,000
Trees	52	EA	\$800	\$42,000
Storm Sewer Pipe	5,200	LF	\$70	\$364,000
No of Inlets	30	EA	\$6,000	\$180,000
Underdrain UD-4	5,200	LF	\$10	\$52,000
Traffic Signals - per intersection	2	EA	\$250,000	\$500,000
Streetlights		EA	\$10,000	\$0
MOBILIZATION	1	LS	\$580,000	\$580,000
Subtotal				\$11,310,000
Contingency	25%			\$2,830,000
Total Construction Estimate				\$14,100,000

SUPPORTING COSTS

Description	Percent	Total
PRELIMINARY ENGINEERING	2.50%	\$350,000
FINAL DESIGN	6.00%	\$850,000
CONSTRUCTION ENGINEERING	8.00%	\$1,130,000
CHANGES DURING CONSTRUCTION	10.00%	\$1,410,000
PUBLIC INVOLVEMENT	0.75%	\$110,000
SUBTOTAL		\$3,900,000

GRAND TOTAL	\$18,000,000
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ASSUMPTIONS

-Contingency covers unknown costs including MOT, E&S controls, signing/stripping, major drainage structures

NOT INCLUDED

- Environmental Mitigation
- Permits
- Contract Incentives
- Utility Relocation
- Right of Way Acquisition
- Grade Separated Interchanges

Assumes full section built in Phase I on NB approach to Woodlawn Road, striping out/transitioning unused portions of SB Route 1. May have to construct 32' median only. Assumes 32' median is tapered out to south of this intersection.

Methodology

Assumes width of existing pavement to be 58' (5' Paved Shldr + 4-12' lanes + 5' Paved Shldr) - 75% of existing pavement will be demolished.

(Width of Roadway R/W-Esmt (154'-6") plus 10' outside for grading on each side) minus existing roadway width (58' - See above) - Approximately 50% of this section is wooded.
 12" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 75% of length of section
 10" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 75% of length of section
 2" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 100% of length of section to account for full depth pavement and overlay.
 1.5" Depth - (Width of Pavement x 2 x length of section) + Number of Turn Lanes (Assume 200' taper and 500' storage/deceleration lane - 100% of length of section to account for full depth pavement and overlay.
 Removal and Backfill of 2' Depth for 25% of New Pavement Area
 Mill 1.5" for the section of pavement being overlaid
 Length of Section times width of sidewalk (5')
 Length of Section times width of trail (10')
 Twice the length of the section
 Twice the length of the section
 Preliminary Excavation from Geopak. Does not consider removal of root mat, or unsuitable material. Prorated for length of this section

Based on Retaining Walls shown in Location Study

Stormwater Management assumes NO grandfathering under the old criteria. Grandfathering would require an obligation of locality, state or federal funding, in whole or in part, prior to July 1, 2012. Grandfathering would also require Project construction to be completed before June 30, 2019.

(Length of Section - intersections) times 30' median width
 Length of section from Woodlawn Road to Mt. Vernon Mem Hwy times 12' (8' Landscaping area on left side of Typical and 4' Landscaping area on the right side)
 One tree every 50'.
 Twice the length of the section
 Inlets every 200' at low side of pavement for each side of roadway
 Underdrains under curb and gutter at low sides of pavement for length of section
 Traffic Signals at Route 1 and Woodlawn Rd/Mulligan Rd-Mt. Vernon Mem Hwy.

Tax Map	Address	Owner	Type Take	Estimated Valuation Including Relocation Expense
1091-01-0042	9100 Richmond Hwy	Amin Mitesh	Full	\$300,000
1091-01-0041	9102 Richmond Hwy	Amin Mitesh	Full	\$200,000
1091-01-0040	9114 Richmond Hwy	Kim Ki O	Full	\$1,300,000
1091-01-0032	9128 Richmond Hwy	Tower Group	Full	\$2,100,000
1091-01-0031	9140 Richmond Hwy	9140 Sama Group	Full	\$4,375,000
1091-01-0012	9142 Richmond Hwy	Hess Realty Corp	Full	\$4,100,000
1091-01-0011	9158 Richmond Hwy	Orchid Properties	Full	\$2,100,000
1091-01-0010	9170 Richmond Hwy	Price Jacq. Dunn e.	Full	\$450,000
1091-01-003	9180 Richmond Hwy	Shreve Terry L.	Full	\$3,822,000
1091-01-0002	9186 Richmond Hwy	Belvoir Gardens	Full	\$24,253,000
10902-01-38	8990 Woodlawn Rd	Society of Friends	Partial	\$500,000
10902-01-01	9001 Richmond Hwy	Woodlawn Baptist	Partial	\$2,500,000
10902-01-3&4	8900 & 8907 Richmond Hwy	NTHP	Partial	\$2,000,000
Various Properties fronting North Side of Rt. 1 (55,543 Sq Ft.)		(\$90/sf valuation)	Partial	\$5,000,000
			Total	\$53,000,000



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Route 1 Improvements Design Build

Solicitation Number: DTFH71-12-R-00007
Agency: Department of Transportation
Office: Federal Highway Administration (FHWA)
Location: Eastern Federal Lands Highway Division

[Notice Details](#) [Packages](#) [Interested Vendors List](#)

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Request for Qualifications (RFQ)

Type: Other (Draft RFPs/RFIs, Responses to Questions, etc..)

Label: Request for Qualifications (RFQ)

[RFQ - Route 1.docx](#) (58.69 Kb)

Description: The new due date for Statement of Qualifications (SOQ's) is May 24, 2012 by 2:00 pm EST.

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**FEDERAL HIGHWAY ADMINISTRATION
ROUTE 1 IMPROVEMENTS AT FORT BELVOIR
PROJECT NO. DTFH71-12-R-00007
DESIGN-BUILD (D-B) SOLICITATION
REQUEST FOR QUALIFICATIONS (RFQ)**

Project Description: The U.S. Route 1 (Richmond Highway) improvements limits begin south of the Telegraph Road intersection with U.S. Route 1 (located 1.6 miles east of Fairfax County Parkway intersection with U.S. Route 1) and continue north to the intersection of new Mulligan Road (Old Mill Road) with U.S. Route 1 and Mount Vernon Memorial Highway, totaling approximately 3.4 miles of roadway. Proposed improvements include, but are not limited to, construction and/or widening from four lanes to six and include left and right turn lanes at intersecting roadways, reservation of a median to accommodate future transit, pedestrian and bicycle improvements, traffic signalization, and other associated improvements. In addition, the project includes improvements on Telegraph Road from the intersection of Route 1 to Whernside Street. The base contract for the project may include, but is not limited to:

- (a) Design and construction and/or widening of six through traffic lanes, including left and right turn lanes at intersecting roadways, and tie-ins to existing pavement and alignments at Telegraph Road and proposed Mulligan Road (currently under construction);
- (b) Realignment and demolition of some sections of U.S. Route 1 per the final preliminary plans;
- (c) Design and construction of additional lanes on Telegraph Road from U.S. Route 1 to Whernside Street and realignment of Lyndam Hill Circle to create a four-way intersection with Whernside Street;
- (d) A new bridge crossing at Accotink Creek;
- (e) Demolition and removal of the existing military railroad bridge crossing Route 1 and preliminary design (but not construction) of a replacement bridge consistent with the latest published requirements of the Fort Belvoir Master Plan.
- (f) New bridge(s) and/or major culvert(s) under U.S. Route 1 for provision of wildlife crossings, drainage and property access;
- (g) Traffic modeling and operational analysis including determination of turn lane length requirements for queuing and tapers;
- (h) Design and construction of signalized intersections
- (i) Design and construction of a 10-foot multi-purpose trail located on the north side of Route 1 alignment a 5-foot pedestrian sidewalk located on the south side of the U.S. Route 1 alignment, and connections to existing pedestrian improvements within the project limits;
- (j) Driveway connections to residential and commercial properties along the alignment;
- (k) Connection to improvements recently constructed by Fort Belvoir at Pohick Road, Constitution Road and Belvoir Road on the south side of Route 1, and coordination with future or concurrent construction by Fort Belvoir of a new Access Control Point (ACP) on the north side of Route 1 across from Belvoir Road;
- (l) New driveway connections for Woodlawn Baptist Church, the National Trust for Historical Preservation's Woodlawn Manor, and the Society of Friends at Woodlawn.

An interior circulation driveway access between the two Woodlawn properties separated by U.S. Route 1;

- (m) Grading and re-establishment of turf and landscaping within the Project limits;
- (n) Retaining walls, noise walls, and other walls, to reduce impact to adjoining properties and stay within the existing or proposed right-of-way at specified locations;
- (o) Design and construction of culverts, storm sewer systems, and storm water management facilities meeting VDOT MS4 criteria and other federal, state and local requirements to manage storm drainage and storm water runoff for quality and quantity throughout the project. Storm water management facilities that will not be maintained by VDOT will require design and construction to meet Fairfax County MS4 requirements;
- (p) Utility relocations and coordination, design and construction;
- (q) Temporary traffic control and permanent traffic control;
- (r) Phased erosion and sediment control;
- (s) Street lighting design and construction;
- (t) Acquisition of Right-of-Way (ROW), Permanent and Temporary Easements following the Virginia Department of Transportation design-build process for acquiring ROW and Easements, and relocation of existing property owners or tenants within the Project limits,
- (u) Potential identification and relocation of graves at Woodlawn Baptist Church.
- (v) Potential relocation of historic and other structures
- (w) Preservation of existing archaeological sites
- (x) Investigation and remediation of potential hazardous materials including unexploded ordnance, munitions and constituents, contaminated groundwater and soil, asbestos, and other hazardous materials,
- (y) Obtain all approvals required for the design and construction, including waivers and exceptions, and obtain all permits and approvals required for construction including coordination with all necessary federal, state and local entities with authority

[PLACEHOLDER]

In addition to the base contract for the design and construction of the elements listed above, additional work may be added in the form of contract options (see FAR Clause 52.217-4 and 52.217-5). These contract options may include, but are not limited to, the design and construction of:

- (a) option to be determined; and
- (b) option to be determined.

The proposed project limits are within

- Existing VDOT right-of-way or within existing VDOT easements
- Private land that will require acquisition by the D-B Contractor following VDOT procedures and regulations
- Land currently owned by the National Trust for Historic Preservation and the Woodlawn Baptist Church, and
- Property owned by the United States Government, being U.S. Army Garrison Fort Belvoir.

The portion of the project limits within the Woodlawn Baptist Church property may require identification of graves sites for removal and relocation to other areas of the Woodlawn Baptist Church property.

Improvements south of Telegraph Road along U.S. Route 1 may include pavement widening and new pavement surfacing for the southbound through lanes and right turn acceleration lane(s) from Telegraph Road to U.S. Route 1 southbound.

Design and construction of in-plan utilities for water and sewer will require coordination with the Fairfax County Water Authority (FCWA) and Fairfax County Department of Public Works (FCDPW). These facilities must be designed and constructed to FCWA and FCDPW standards. Contractors must meet minimum experience requirements for constructing FCWA facilities.

The design and construction cost for this project is estimated to be approximately \$100,000,000.

Design-Build Scope of Work (SOW): The work is anticipated to include, among other things:

- (a) Design
- (b) Supplemental survey and mapping for design
- (c) Geotechnical studies and reports, determination of pavement sections, slope stability analyses, design of retaining walls and foundations, and other geotechnical requirements of the project
- (d) Identification and protection of wetlands, and development of mitigation strategies for unavoidable impacts
- (e) Utility designation, location, and mapping, and other utility investigations as necessary
- (f) Storm hydrology and hydraulics investigation, modeling including scour analysis, design and construction for culverts, bridges and abutment protection, storm sewer systems, and permanent storm water storage for quality and quantity requirements
- (g) Coordination of review and approval of all studies and reports by federal, state and local entities and agencies as required to secure approvals for the project
- (h) Utility relocations, adjustments, and coordination with utility owners for their timely relocations
- (i) Water quality and other permits acquisition
- (j) Acquisition of Right-of-Way, including Permanent and Temporary Easements, and relocation of existing property owners and tenants
- (k) Roadway construction, including intersections, auxiliary lanes, ramps, and driveway accesses
- (l) Bridges and major culverts, including provision for wildlife crossings
- (m) Demolition of existing structures including an existing historic railroad bridge
- (n) Phased erosion and sediment control measures, and temporary water quality and quantity control structures and measures
- (o) Temporary maintenance of traffic, including temporary grading and pavement for additional lane width and detours, traffic control devices, signing and traffic markings
- (p) Permanent traffic control signing and markings, including signalization at intersections
- (q) Street lighting
- (r) Landscaping and re-vegetation

- (s) Quality assurance and quality control for design and construction
- (t) Temporary roadway pavements for access to properties
- (u) Placement of temporary and permanent security fence, where required
- (v) Contamination identification, survey, reports, and remediation for site work and for all required structure removals identified or not identified with the preliminary plans
- (w) Contamination identification, survey, reports, and remediation for hazardous materials including, but not limited to, unexploded ordnance, munitions and constituents, contaminated groundwater and soil, asbestos, and other hazardous materials
- (x) Graves identification, removal and relocation from the work limits to identified on-site locations
- (y) Overall project management including coordination with Army, FHWA, VDOT and Fairfax County.

Brief descriptions of the anticipated work are set forth below. The detailed scope of work to be undertaken by the successful Offeror under the design-build contract for this Project will be identified in the Request for Proposal. The SOW will also include, but is not limited to, the following:

Design Work:

- Supplemental field survey and mapping, deed research and property boundary location
- Utility as-built investigation and verification, and including utility supplemental mapping and location for design
- Utility relocation coordination with all utility companies, and in-plan utility relocations
- All in-plan utility relocation plans for water and sewer including services to impacted properties
- Utility test pits for horizontal and vertical location
- A supplemental geotechnical investigation and evaluation for design of roadway embankments, cut and fill slopes, slope stability, design of temporary and permanent pavements, bridge foundations, abutments, and wingwall support, major culverts, minor culverts, inlets, storm drain pipes, retaining walls for minimizing impact to adjacent properties, noise walls and other walls, foundations, and water permeability determination and other supporting information for stormwater quality measures and quantity storage
- Development of a geotechnical report and other reports required by VDOT
- Pavement design for permanent and temporary traffic, driveways, sidewalks and multi-use trails
-
- Roadway realignment, widening, and including auxiliary lanes for left and right turn movements for intersections and connecting roadways
- Bridge and major culvert design
- Traffic barriers
- Overhead sign structures
- Design for pedestrian and bicyclists movements and accommodation at intersections and connecting roadways as it relates to the roadway, sidewalks and multi-use trails
- Maintenance of traffic design for all phases of construction

- Permanent and temporary pavement marking and signing design for the roadway traffic, pedestrians, and bicyclists
- Traffic signal modeling and design, including determining all lane queuing and taper lengths, signal timing and activation, and pedestrian crossings
- Traffic operational analysis and modeling
- Traffic analysis, including crash data for speed study report, barrier design, clear zone determination, and any other VDOT design requirements
- Landscape design
- Street lighting design
- Hydrologic and Hydraulic analysis and design for culverts, inlets, storm sewer pipes, underdrains, outlets and energy dissipation protection at outfalls, ditches, etc.
- SWM design for both water quality and quantity, including special requirements for design in the Accotink Watershed
- Soil erosion and sediment control design for all phases of construction, including preparation of a Storm Water Pollution Prevention Plan (SWPPP), acquisition of a SWPPP permit, and other required permits
- Driveway access design, and design for obliteration and recovery of extraneous pavements including contour re-establishment, where required
- Security and other fence design and relocation, removal and replacement, where required by the Army and other properties, and for SWM facilities and wildlife crossings
- Development of a Transportation Management Plan
- Development of Right-of-Way and Permanent and Temporary Easement Plans and Plats, transfer documentation including metes and bounds descriptions and deeds, property appraisals, title searches, property negotiations, and acquisition in accordance with approved VDOT design-build methodologies and regulations including the use of the VDOT Right of Way and Utilities Management System (RUMS) to manage and track the acquisition process
- All construction documents and ROW plans designed in accordance with, but not limited to, AASHTO and VDOT Road Design Manuals, VDOT Road and Bridge Standards, VDOT Road and Bridge Specifications, and VDOT manuals and procedures for ROW acquisition
- Coordination with Fort Belvoir's DPW-Environmental and Natural Resources Division to ensure all project designs are compatible with applicable Fort Belvoir Environmental Special Conditions
- Quality management program and implementation
- Design documentation (record drawings and as-built plans)
- Preparation of shop drawings during construction
- Plans and specifications preparation, preparation and coordination of submittals for review, and resolution of comments
- Preparation of permit applications, submission, resolution of comments, and obtaining all required permits for construction of the project
- Community involvement and coordination, including documentation of meetings
- Environmental compliance
- Preparation of any required design waivers and/or exceptions, submission, resolution of comments, and obtaining all required design waivers and exceptions for approval of the project documents.

- Preliminary analysis and design for conduit location and size, to support a detection and management system for a future rapid bus, or light rail transit improvement, to be located within the proposed median or outside travel lanes.

Construction Work:

- Clearing and grubbing
- Grading
- Management of soil stockpiles and soil banking within the project limits
- Demolition of structures within the construction limits, including demolition and removal of an existing railroad bridge over U.S. Route 1
- Roadway subgrade preparation and treatment, including constructing subbase and base aggregate for placement of pavements
- Preparation of existing concrete and bituminous pavements for roadway widening
- Constructing bituminous pavements including milling and resurfacing of existing roadways
- Construction of new roadways, driveways, turn lanes and other auxiliary lanes, intersections, sidewalks and multi-use trails
- Construction of bridges and major culverts, including wildlife crossings
- Construction of any required retaining walls, including aesthetic treatments such as stone simulation or facing
- Placement of piles or other structures for foundations
- Installation and maintenance of temporary traffic control devices, including barriers
- Construction of roadway pavement markings, signing and overhead sign structures, and signalization at intersections where warranted
- Construction of an actuated signal (non warranted) for a driveway intersection connection to driveways serving Woodlawn Baptist Church, the National Trust for Historical Preservation's Woodlawn Manor, and the Society of Friends at Woodlawn
- Construction of guardrail and permanent barriers
- Construction of pedestrian access and street crossings in accordance with ADA regulations
- Construction of drainage systems including culverts, storm piping, inlets, outlets, underdrains, outlet discharge protection measures, and other appurtenances
- Construction of storm water management systems for water quality and quantity
- Installation of street lights
- Installation and operation of temporary lighting during construction where necessary
- Turf establishment and any required installation of landscaping
- Installation of temporary and permanent erosion and sediment control measures, including sediment basins and traps for retaining silt
- Obliteration and removal of existing extraneous roadway pavement; contour reestablishment, and vegetative reestablishment of abandoned roadway and other existing pavement removal areas after roadway construction
- Construction of temporary pavements, markings, signage, barriers, and other devices for maintaining public traffic through the work zone
- Construction of temporary surfaces, walkways, signing and markings for maintaining pedestrian and bicycle traffic through the work zone

- Construction of security fencing, SWM facilities fencing, wildlife crossing fencing, and replacement of fencing impacted by construction, where required
- Construction staging as necessary
- Obtaining all permits for construction, obtaining compensatory mitigation, and implementing permit requirements including erosion and sediment control measures
- Utility relocation coordination with utility companies and installation of all in-plan utilities such as water and sewer, including water and sewer services to impacted properties
- Construction of conduits for a future transit detection and management system
- Installation of sheeting, shoring, and other temporary safety protection devices for any required deep excavations or fills
- Coordination with projects within Fort Belvoir and the Fort Belvoir Department of Public Works (DPW) inspectors
- Coordination with affected property owners, the Army, VDOT, EFLHD, and Fairfax County Department of Transportation, Public Works and Water Authority
- Development of as-built plans for VDOT, ARMY, Fairfax County, and EFLHD; including survey, following construction
- Acquisition of VDOT Land Use Permits necessary for project construction
- Coordination with Fort Belvoir's DPW-Environmental and Natural Resources Division to ensure all project designs are compatible with applicable Fort Belvoir Environmental Special Conditions.
- Coordination with federal and state agencies for environmental inspection and compliance including the Environmental Protection Agency (EPA), Virginia Department of Environmental Quality (VDEQ), Virginia Marine Resources Commission (VMRC), among others
- Notification and coordination with Fort Belvoir's DPW and Environmental Management Office on UneXploded Ordnance (UXO) recognition and procedures to follow if UXO's are encountered during construction.
- Notification and coordination with Fort Belvoir's DPW-Environmental and Natural Resources Division for handling and mitigation of hazardous spills
- Product warranties
- Material testing
- Quality management and independent construction inspection
- Public relations program, including website maintenance and management
- Project administration, management, and scheduling
- Environmental Compliance
- Comply with the environmental commitments as identified in the Environmental Assessment/FONSI
- All incidentals needed to complete the project
- Construction plan revision submittals
- Construction survey stakeout and placement of right-of-way monuments

Supplemental Work: Design-Build (D-B) firms/teams are expected to provide qualified and experienced staff to:

- Develop appropriate pre-construction or construction protocols as designated by state, federal and local regulations/guidelines, including but not limited to: a Work Plan, Accident Prevention Plan, and Health and Safety Plan
- Respond to discovery of UXO, contaminated groundwater and soils, asbestos, and other hazardous materials that may be encountered including identification, special handling and remediation

Procurement Overview of the Project: In accordance with Public Law 104-106 (41 U.S.C. 253m, the EFLHD is conducting a "two phased" D-B selection process for **Fairfax County and VDOT**. Under this Notice, the EFLHD is soliciting D-B firms/teams to participate in Phase One – Qualifications Based Selection – of this "two phased" D-B selection process.

A selection committee will review and evaluate the Statement of Qualifications (SOQ) submitted by all responsive D-B firms/teams (Offerors). The selection committee will select up to a maximum of five of the most highly qualified Offerors to participate in Phase Two of this D-B selection process based on the established RFQ evaluation criteria. During Phase Two, those Offerors short-listed will be sent a Request for Proposal (RFP), which will outline the remainder of the selection process requirements. The RFP will contain the requirements necessary for the short-listed Offerors to submit both a Technical Proposal and a Price Proposal during Phase Two. Those Offerors will be required to provide the necessary information to the EFLHD within 60 calendar days after receiving the RFP. A site visit/pre-proposal meeting will be held within the first 21 calendar days of this Phase Two period to provide additional information. It is anticipated that a stipend will be awarded to each Phase Two Offeror who provides a responsive, but unsuccessful proposal. A copy of the draft RFP will be available to interested Offerors during Phase One.

After receipt of the Phase Two Technical and Price Proposals, an Evaluation Board will conduct a "best value" analysis, and submit their recommendations to the Selection Official for approval. Award of one Firm Fixed Price contract is anticipated by approximately October 1, 2012, with Notice to Proceed issued approximately November 1, 2012. Construction is to be completed by June 2016.

It is not the intent of EFLHD to receive project specific design or engineering recommendations as part of this Phase One selection process. Offerors should limit their SOQs to the information required by this Notice, and other information that may be relevant to the qualifications and experience of the Offeror. No reimbursement will be made for any expenses associated with the preparation of Phase One SOQs. **Evaluation and Weighting Criteria:** All Offerors responding during Phase One will be evaluated using the following criteria and weightings:

Part 1. Contract-Specific Qualifications

A. Contract Information

B. Point of Contact - Identify the official representative and point of contact for the Offeror relative to this RFQ and the SOQ. Identify such representative's title, address, phone and fax numbers, and e-mail addresses, and be signed by an authorized

representative of Offeror's organization. If the Offeror is not yet a legal entity or is a joint venture, all major participants or joint venture members shall sign the letter.

C. Proposed Team (Maximum Score = 35) - The Government will review and evaluate the information about each Offerors' past performance and experience in the design and construction of roadway projects based on the Offeror's record and reputation for satisfactorily completing projects similar in size, scope, and complexity. As a minimum, include the following:

(A) If the Offeror is a limited liability company, joint venture or any form of partnership, provide complete copies of the organizational documents that allow, or would allow by the time of contract award, the Offeror to do business. In addition, the Offeror shall provide a letter from a surety or insurance company (with a Best's Financial Strength Rating of A minus and Financial Size Category VIII or better by A.M. Best Co, or approved equal) stating that the Offeror is capable of obtaining a performance and payment bond based on the current estimated contract

(B) Organization Chart of Proposed Team -- Provide an organizational chart showing the flow of "chain of command" with lines identifying the participants who are responsible for major functions to be performed and their reporting relationships in submitting the SOQ, managing, designing and constructing the Project. If the Offeror intends to use a specific subconsultant or major subcontractor, then it shall identify such entity by name in the organizational chart provided, however, that the obligation to keep Team intact, shall apply for such identified parties. This chart should provide the following:

- The functional structure of Offeror's project team down to the design discipline leader and construction superintendent level identified by name. Ensure positions/personnel are color coded in accordance with the organization with which they are associated. Key Personnel as identified in RFQ shall be identified through the use of symbol identified in a legend within the organizational chart.
- If a corporate officer is listed among the Key Personnel, provide a brief description of how and where he/she plans to perform project duties, including number of hours per week dedicated to this project in their role as Key Personnel, while also fulfilling corporate obligations.
- Identification of design subconsultants, specialty subconsultants and major subcontractors.
- Identification of anticipated Disadvantaged Business Enterprise (DBE) subcontractors and/or roles.

(C) Example Projects - Submit documentation that shows the past performance and experience of the Offeror's proposed team, including but not limited to, the lead engineering/design firm, subconsultants, and subcontractors that the Offeror proposes to utilize in the execution of this D-B project. In particular, Offerors must demonstrate past performance and experience in each of the following areas:

1. Construction of projects of similar size, scope, and complexity;
2. Design of projects of similar size, scope, and complexity;
3. Design and construction activity interaction or integration;
4. Experience of team members working together as an integrated team;
5. Construction/reconstruction using innovative designs, methods, and materials;
6. Quality Control and Quality Assurance plans and programs;
7. Environmental Compliance;
8. Completing contracts on time and within the fixed price;
9. Constructing major highways in sensitive environmental areas and community areas, managing the maintenance of traffic, roadway design and construction, bridge design and construction, environmental permitting, and implementing community relations and outreach programs of projects of the size and complexity of this project;
10. Managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration; and,
11. Technical and management experience and expertise to plan, organize, and execute the design and construction of, and assure the quality and safety of the Project.

Offerors must identify any projects where the lead contractor and the lead designer have worked together, on the same project, in a Design-Build relationship. The lead design firm and lead construction contractor shall each list at least three (3), but no more than five (5), relevant roadway and bridge projects, including any D-B projects, performed in the past seven (7) years. The lead construction contractor's projects shall be those with a contract value of greater than \$50,000,000. If any D-B project is provided as a reference that was not performed together by the lead design firm and lead construction contractor, then the Offeror shall identify the design professional or construction entity with whom it contracted for each such project.

Submit documentation that shows evidence of performance with past and present customers; past and present subcontractors; Federal, State, and local government agencies; utilities owners; and/or consumer protection organizations will be considered. Include names, titles, and phone numbers for all references submitted. Provide any experience of having performed design and/or construction work involving, VDOT, EFLHD, the Army Fort Belvoir, and Fairfax County Department of Public Works and Water Authority.

- D. Resumes of Key Personnel Proposed for this Contract (Maximum Score = 35)** – The Government will review and evaluate each Offeror's proposed key personnel and the

highway and bridge design experience, including technical and geographical similarities between the Offeror's design experience and the work described in this solicitation, of the Offeror's proposed key personnel.

Submit documentation for each key design personnel to be involved in the design and construction of the project, indicating their specific experience within the past seven (7) years performing technically the same or similar highway and bridge, geotechnical work, hydrology/hydraulics and erosion control, permitting, utility coordination and design/construction, project management, construction and QA/QC work for EFLHD, VDOT and/or similar DOT, and acquisition of Right-of-Way including permanent and temporary easements for highway construction work. Personnel should not hold multiple key roles, as identified below, in the Team structure. As a minimum, include documentation for the following key personnel each having the required experience performing technically the same or similar work in Virginia and/or bordering states:

- Design-Build Project Manager - The Contractor's principal point of contact for all activities throughout the entire design-build process. This individual shall have a minimum of two (2) years experience within the past five (5) years performing technically the same or similar work, and on at least one project with a contract value greater than \$50,000,000.
- Designer of Record - The Contractor's single point of responsibility for all design procedures and decisions. This individual shall be a registered, licensed, Professional Engineer in the Commonwealth of Virginia and have a minimum of two (2) years experience within the past five (5) years performing technically the same or similar work, and on at least one project with a contract value greater than \$50,000,000.
- Quality Assurance Manager (QAM)- The Contractor's designee responsible for providing Quality Assurance and Quality Control of the work, and ensuring conformance with the Contract documents. The QAM is responsible for 100% review and oversight of all QC activities. This individual shall be a registered, licensed, Professional Engineer in the Commonwealth of Virginia having a minimum of ten (10) years supervisory experience in roadway and bridge design or ten (10) years supervisory experience in inspection or materials testing on highway and bridge transportation construction projects or a combination thereof.
- Quality Control Manager (QCM)- The Contractor's designee responsible for providing Quality Control of the construction work, and ensuring conformance with the Contract documents. The QCM is responsible for the oversight of all construction activities. This individual shall be a registered, licensed, Professional Engineer in the Commonwealth of Virginia having a minimum of ten (10) years supervisory experience in roadway and bridge design or ten (10) years supervisory experience in inspection or materials testing on highway and bridge transportation construction projects or a combination thereof.

- Right-of-Way Manager – The Contractor’s single point of responsibility for the acquisition of right-of-way and easements, including coordination activities. This individual must be on VDOT’s prequalified right-of-way contracting consultants list. This individual shall have a minimum of two (2) years experience within the past five (5) years performing technically the same or similar work.
- Permitting and Utility Coordinator – The Contractor’s single point of contact for coordinating with permitting agencies and utilities. The Contractor may separate the permitting and utility coordinator responsibilities by assigning a permit coordinator separate from the utilities coordinator. This individual shall have a minimum of two (2) years experience within the past five (5) years performing technically the same or similar work.
- Superintendent – The Contractor’s authorized representative in charge of the construction work. This individual shall have a minimum of two (2) years experience within the past five (5) years performing technically the same or similar work, and on at least one project with a contract value greater than \$50,000,000.

Obligation to keep team intact:

In connection with the services covered by this procurement process, any in-house personnel, subcontractors, and outside associates or consultants will be limited to the individuals or firms that are specifically identified during the RFQ submittal process. The contractor shall obtain the Contracting Officer’s written consent before making any substitution for these designated in-house personnel, subcontractors, associates, or consultants.

- E. **Quality Control Plan (Maximum Score =15)** - The Government will review and evaluate each Offerors' quality control plan to assess if it meets the requirements of VDOT’s Minimum Quality Control & Quality Assurance Requirements for Design Build and PPTA Projects, latest edition.

Submit a description of the system to be used to manage the design and construction schedule, and the management system to control cost and quality of materials. Describe how the systems will be updated and monitored. Explain how the Offeror will provide quality assurance (“QA”) and quality control (“QC”) for both the design and construction elements of the project, including the names of QC managers, the names of independent testing laboratories, and the number of personnel at various certification levels planned for the Project. Describe how the QA/QC organization will operate, including how it will interface with the Offeror's organization, EFLHD, Fairfax County, VDOT, and the Army. The Offeror should demonstrate how QA and QC functions will be performed independently to maintain the integrity of the QA/QC process.

Submit evidence of construction performance within the past seven (7) years, indicating that quality work was completed on-schedule and within budget. Include any statements as to the Offeror's integrity, reasonable and cooperative conduct, and commitment to QA/QC and customer satisfaction. Submit a minimum of two (2) references.

F. Legal and Financial Condition (Total Maximum Score = 5). The Government will review and evaluate each Offerors' financial condition to perform the design and construction of the project.

Submit the most recent audit report performed by the Defense Contract Audit Agency, or similar audit, reflecting the Offeror's rates and detailing the makeup of cost pools from which the rates are derived. Include audits for all joint venture partners and architect-engineering firm subcontractors. Include a Dun and Bradstreet Comprehensive Report, or a similar report, prepared by an independent business reporting agency that provides a company profile to include the number of employees; a debt to asset ratio; payment history; a credit evaluation/rating and a comparison of this rating to other firms in the same industry; and a history of the Offeror's ownership.

Describe any project that the lead contractor or lead designer were involved in within the past seven (7) years that resulted in: (a) the assessment of liquidated damages against one of such parties; (b) claims being submitted by or against one of such parties that involve the project owner; (c) one such parties having received a notice to cure a default due to the party's non-performance or poor performance of the underlying contract; or (d) one of such parties being terminated for cause. For any such situation, explain the circumstances and identify the project owner's representative and his/her current telephone number.

Disclose any outstanding litigation that could materially and adversely affect the financial condition of the lead contractor and/or the lead designer.

This information should be packaged separately and shall include one audit report with the Prime Construction Contractor and Prime Architecture and Engineering Firm's Data Universal Numbering System (DUNS) number in the cover letter to the address below. The Financial Condition documents will not be included in the forty (40) page count.

G. Project Understanding and Approach (Maximum Score = 10). The Government will review and evaluate each Offerors' understanding of tasks involved and approach to managing, designing, acquiring right-of-way and easements, and constructing the project.

Submit a general description of the tasks involved in the project and the approach the Offeror will take for design and construction administration, including the involvement of the design members of the Offeror's team during construction. Identify potential risk factors, special issues or problems that are likely to be

encountered and explain the approach to mitigate those risks, issues or problems. Include discussion on how the Offeror intends to maximize the benefits of the D-B process.

Describe the means and methods by which Offeror will plan and control the scheduling of work to meet the contractual completion date(s), including any plans which address the possibility of early completion.

Phase One Submittals: Interested Offerors may use the Standard Form (SF) 330 U.S. Government Architect-Engineer Qualifications, as the basis for their SOQ. SF 330's are available on the U.S. General Services Administration website at: <http://www.gsa.gov/forms/>. Although SF 330s are formatted for Architect-Engineer and Related Services, the construction elements of the Offeror's SOQ may also be included on the SF 330. Alternate forms and formats may be submitted, provided that the applicable information from the SF 330 is included.

Each Offeror must provide 1 original clearly marked and eight (8) duplicate original hard copies of the completed SOQ. In addition, provide one (1) CD-ROM containing the completed SOQ in PDF format. The SOQ should contain no more than forty (40) pages typed on one side only. The Phase One SOQ shall be bound and tabbed with the major headings. If tabs contain project-specific information they will be counted as pages. The SOQ shall be written on 8.5" x 11" paper. All SOQs shall be written using Times New Roman with a font of 12-point. The SOQ should address each of the rating categories in the same order as listed above.

Send original and eight (8) copies of the completed SOQ to the following address:

Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166
Attn: Shirley Anderson
(Fax and email submissions will **not** be accepted.)

Copies of the Draft RFP will be available on or about May 3, 2012. All interested Offerors are strongly encouraged to review the Draft RFP. Questions concerning this solicitation may be directed to Shirley Anderson at 703-948-1407, e-mail to: eflhd.contracts@dot.gov, or in her absence, to Mr. Robert Morris at 703-404-6302. All Phase One SOQs must be received **no later than** 2:00 p.m. local time on May 24, 2012 in order to be considered for further evaluation.

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Grant Application – Fairfax County, Virginia

October 7, 2011

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Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Grant Application – Fairfax County, Virginia

October 7, 2011

A. Point of Contact

Laura Miller, P.E., PMP, LEED AP

Fairfax County BRAC Coordinator, Fairfax County Department of Transportation

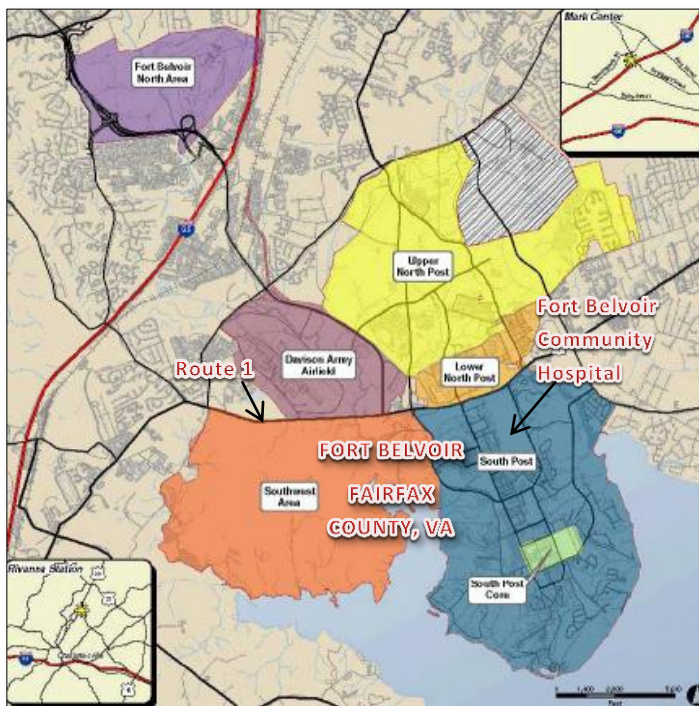
4050 Legato Road, Suite 400, Fairfax, VA 22033

Phone (703) 877 5686, Mobile (571) 294 6813

Laura.Miller@fairfaxcounty.gov

B. Executive Summary

The Department of Defense (DOD), following the 2005 decision by the Base Realignment and Closure (BRAC) Commission, has constructed the \$1 billion (B), 1.2 million (M) square foot (sf) Fort Belvoir Community Hospital, four times the size of the current DeWitt Army hospital, and added twice the number of hospital medical staff (3,200) to the new hospital.



The new facility is projected to receive 574,000 patients annually.

This alone would have the effect of being a transformational transportation infrastructure issue on the Route 1 Corridor. However, in addition to the new hospital and other medical facilities, the DOD is transferring other military-related functions to Fort Belvoir. These actions will result in thousands of new military and civilian personnel commuting on a daily basis to Fort Belvoir. The new hospital will treat combat-wounded soldiers, active duty military

personnel and retired veterans who live in the DOD's designated geographical medical treatment jurisdiction for the Belvoir hospital.

This proposal is submitted by Fairfax County in partnership with Fort Belvoir, the Virginia Department of Transportation, and the Federal Highway Administration, and is endorsed by the Fairfax County Board of Supervisors and the Virginia Congressional Delegation, to request funding in the amount of \$180M in accordance with the Notice of Funding Availability issued by the Office of Economic Adjustment. This funding will allow the project

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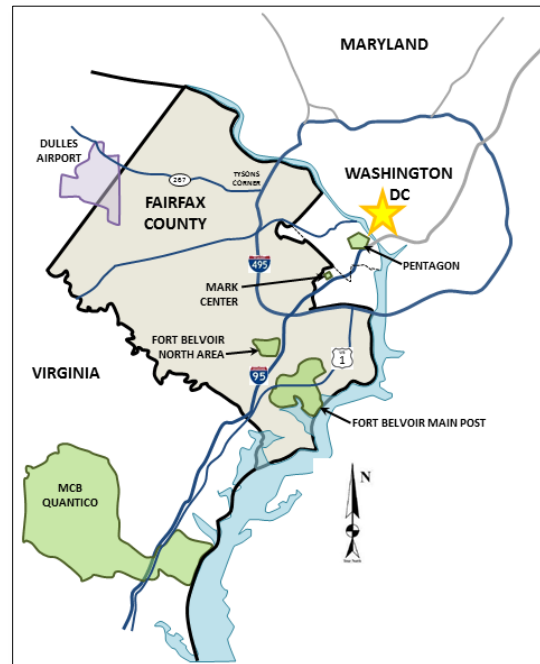
team to widen Route 1 through Fort Belvoir to improve patient access to medical care and to accommodate the increase in traffic resulting from other BRAC-related traffic and growth in Fairfax County.

C. Existing or Projected Transportation Infrastructure Issues

Background

Route 1 is a north/south primary arterial that serves commuter and local trips in southeastern Fairfax County, and serves as an alternate route to I-95 due to its proximity and alignment parallel to I-95. Route 1 exists within an easement on U.S. Government property through Fort Belvoir and serves as the primary access route to the Fort.

Route 1 bisects the Main Post of Fort Belvoir, a 7,760 acre Army installation with approximately 23,000 employees. The missions at Fort Belvoir provide logistical, intelligence, and administrative support to a diverse mix of commands, activities and agencies, and as a result of 2005 BRAC realignments, now include the mission at the new medical campus, anchored by the Fort Belvoir Community Hospital. There are more than 135 tenant and satellite organizations at the Fort, including two Army major command headquarters, 10 different Army major commands, 19 different agencies of the Department of Army, eight elements of the U.S. Army Reserve and Army National Guard, an airfield, a regional military hospital, and 26 Department of Defense agencies. Also located at the Fort are a U.S. Navy construction battalion, a Marine Corps detachment, a U.S. Air Force activity, and an agency from the Department of Treasury.



The 2005 Defense Base Realignment and Closure Act (BRAC) stipulated the relocation of thousands of personnel to Fort Belvoir.

Accordingly, the Army prepared an Environmental Impact Statement (EIS) (Final EIS approved June 2007, Record of Decision signed August 7, 2007) to evaluate land use and the development plan to accommodate the moves. The new Fort Belvoir Community Hospital is the centerpiece of the medical campus, which includes several facilities, described further beginning on Page 4. The new hospital will have three times the number

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of beds and twice the number of employees as the existing hospital, and it will serve active duty military service personnel, veterans, and their families throughout the Washington metropolitan region. A number of other new and renovated facilities will house other units relocating to Fort Belvoir.

Medical Facilities at Fort Belvoir

Nearly all of the BRAC relocated personnel at Fort Belvoir Main Post (~3,400) are associated with the new medical facilities. A summary of anticipated population associated with the medical facilities at Fort Belvoir follows:

<i>Facility</i>	<i>Patients</i>	<i>Staff</i>
Fort Belvoir Community Hospital	574,000*	3,200
Warrior Transition Unit	288	130
Dental Clinic	40 Rooms	77

*See Fort Belvoir Community Hospital (FBCH) description below for detail

Fort Belvoir Community Hospital (FBCH)

National Capitol Area active and retired military and their families are the beneficiaries of a new community hospital recently constructed on Fort Belvoir in Springfield, Virginia, just south of Washington, D.C. Groundbreaking for the new state-of-the-art health care facility was held on Nov. 8, 2007, the facility was completed and turned over to the U.S. Army Medical Command to staff and equip for operation, and the first patients were seen in the facility in late August 2011.

The hospital is part of an integrated health care network providing world-class medical services to the nation's wounded soldiers and families. The hospital is one piece of a realignment designed to increase hospital and outpatient care to all service members and veterans under BRAC 2005. Other elements of the health care network include the realignment of Walter Reed Army Medical Center and the Naval National Medical Center in Bethesda, MD.

The hospital is a seven-story facility and includes 120 in-patient beds, a 10-bed intensive care unit, a 10-bed behavioral health inpatient unit, a cancer center, an emergency department, a pharmacy, an operative services center with 10 operating rooms, diagnostic centers such as pathology and radiology, and modular clinic space dedicated to outpatient services – more than 25 primary and specialty care clinics in all. Additional space is planned for future outpatient expansion. To support the facility, there are two parking garages and

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surface parking for 2,600 vehicles, a helipad, ambulance shelter, dedicated central energy plant, logistics and administrative services, food services, a chapel and other amenities.

Over time, projections indicate the overall inpatient load will be 10,436, and the outpatient load will be 574,000 visits per year in the primary, specialty and ancillary clinics. Selected Specialty Clinics such as Cardiology, Medical Oncology, Pulmonary, Radiation Oncology, and Urology alone will generate approximately 54,000 appointments annually.

The Fort Belvoir Community Hospital is four times the size of the current facility and will offer a host of comprehensive healthcare such as a new cancer center, breast center, nuclear medicine, laser eye surgery, pain management, vascular care and a cardiac catheter lab, among others. The facility will offer 55 (outpatient) primary and specialty care services.



Operating rooms will increase from three to ten, and six endoscopy and three interventional radiology suites will be added. This will afford the medical staff the ability to perform an increased number of medical and surgical procedures, such as advanced orthopedics surgeries, virtual colonoscopies and diagnostic cardiac catheterizations.



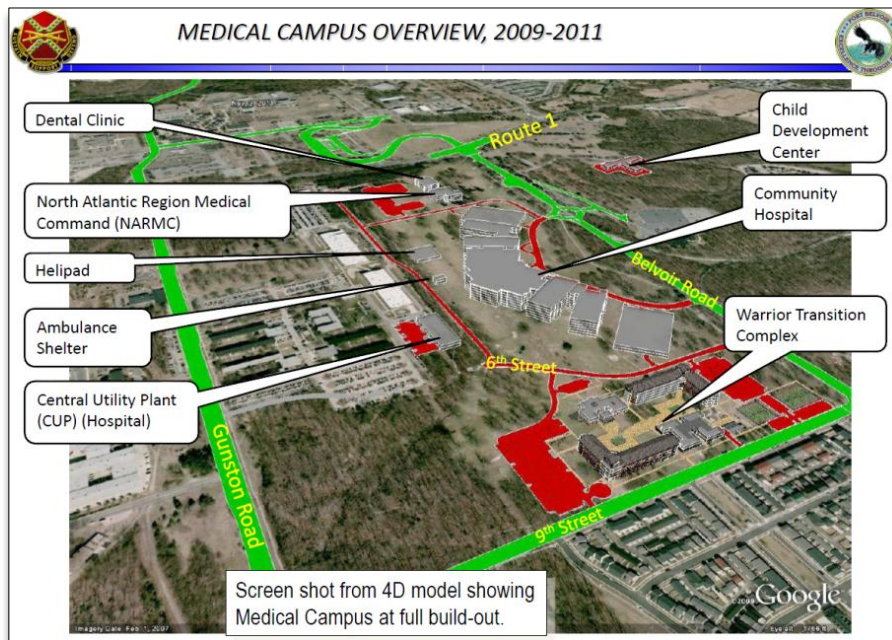
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As a premier community hospital for the Department of Defense, the new Fort Belvoir community hospital will remain a secondary care (community healthcare) facility with an expanded primary and specialty care. However, there is a significant benefit to the patients by increasing their ability to receive their care closer to where they live. For example, outpatient cancer care is currently provided at Walter Reed Medical Center, which requires

patients that live south of Belvoir to drive across Washington DC. Now, many of those services will be provided on Belvoir, reducing the long drive for routine outpatient care. A screen shot from a 4D model showing the Fort Belvoir Medical Campus at full build-out is shown in the figure to the left.



Warrior Transition Unit

The Warrior Transition Unit (WTU) will serve soldiers requiring long-term care after they leave Fort Belvoir Community Hospital (FBCH). Immediately adjacent to the hospital, the WTU consists of two 100,000 sf barracks buildings to house 276 warriors in transition, 22,000 sf company headquarters for 106 personnel, 8,000 sf Battalion Headquarters for 24 personnel and 15,000 sf Soldier and Family Assistance Center.

Fisher House

The Fisher House program is a unique private-public partnership that supports America's military in their time of need. Because members of the military and their families are stationed worldwide and must often travel great distances for specialized medical care, Fisher House Foundation donates "comfort homes," built on the grounds of major military and VA medical centers. These homes enable family members to be close to a loved one during hospitalization for an unexpected illness, disease, or injury. The opening of the new Fisher House at Fort Belvoir will allow the Army to maintain the continuity of care and support it provides their wounded warriors as they move to Fort Belvoir Community Hospital.

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Dental Clinic

The \$19.1M, 23,000 sf dental facility will contain a total of 40 dental treatment rooms and accommodate 15 dentists and 62 staff.

Northern Atlantic Regional Medical Command (NARMC)

The NARMC facility consists of a 50,000 sf general administration building for the North Atlantic Regional Medical Command (NARMC), as well as other Office of the Secretary of Defense Supporting Units and regional support offices, such as the North Atlantic Regional Dental Command, North Atlantic Veterinary Command, and the North Atlantic Regional Contracting Office. This facility will provide administrative and operational space for activities relocated to Fort Belvoir in accordance with BRAC 2005.

D. Project Description

Existing Route 1 through Fort Belvoir is a four-lane undivided roadway posted at 45 mph. Through Fort Belvoir, Route 1 intersects with Pohick Road providing access to the Fort at Tulley Gate. Continuing north, Route 1 passes under Gunston Road and intersects with Belvoir Road, providing access to the Fort at Pence Gate. Pence Gate serves as the main access point to the new Fort Belvoir Community Hospital, which is located only 440 feet from Route 1. South of the Fort, from the intersection with Telegraph Road at the southern project limits, the Route 1 project extends north bordering the Accotink Bay Wildlife Refuge, crosses Accotink Creek, intersects with Fairfax County Parkway, and passes through Fort Belvoir. North of the Fort, the Route 1 project ends at the intersection with Mount Vernon Memorial Highway, adjacent to Woodlawn Plantation. Improvements to the intersections at Pohick Road and Belvoir Road are currently under construction with BRAC Infrastructure improvement projects by the Army.

There are several access points along Route 1 in addition to those at Tulley and Pence gates that are not actively used for security reasons (Britten Drive at Davison Army Airfield, McCutchen Road, Beulah Street, Constitution Road, and Woodlawn Road). Commercial (Accotink Village) and residential developments (Worthington Woods, The Fairfax, Cook Inlet), the Accotink Bay Wildlife Refuge, the Woodlawn Baptist Church, Woodlawn Plantation/Pope Leighey House, and Woodlawn Stables also are accessed off of Route 1 within the proposed project limits.

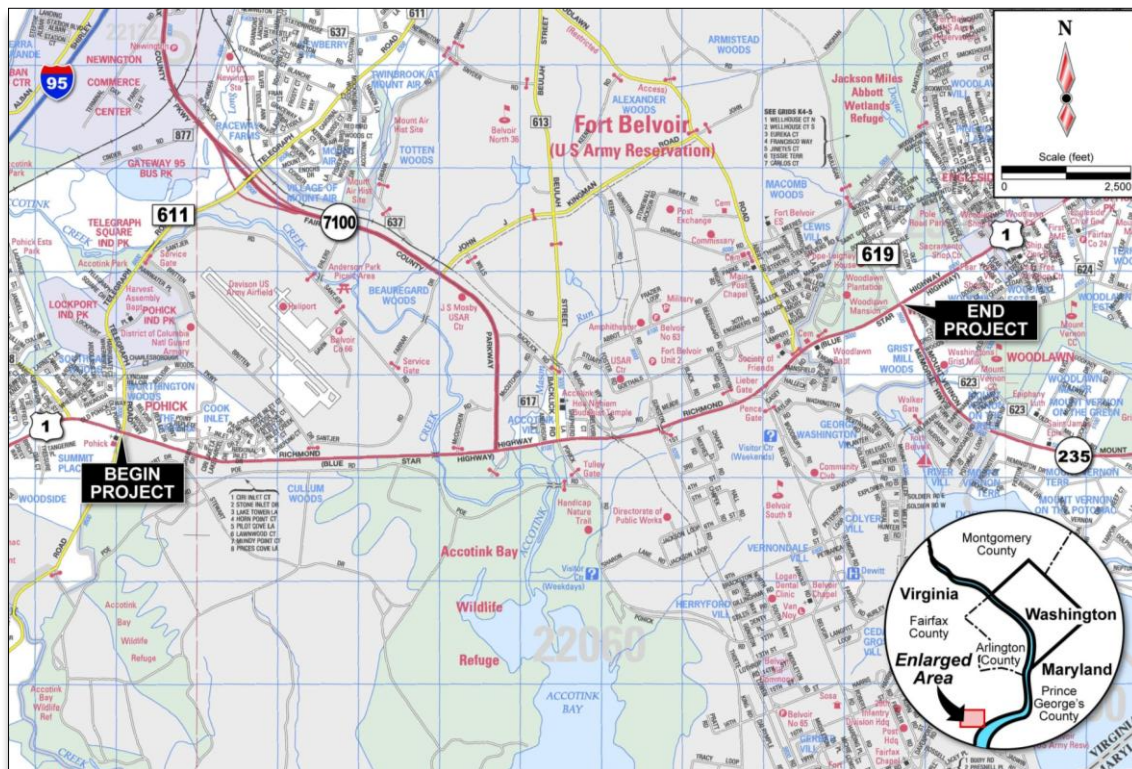
Route 1 provides indirect access via intersecting roads to other developments and roadways in the area as well. Telegraph Road and Fairfax County Parkway provide direct connections to I-95, the principal north-south route for long-distance East Coast travel, for regional commuting to employment centers, and access into the heart of Fairfax County. Mount

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Vernon Memorial Highway feeds into the George Washington Memorial Parkway to Alexandria and Washington, DC. Old Mill Road currently terminates a half mile to the west of the northern project limit intersection; however, Mulligan Road (the Richmond Highway-Telegraph Road Connector) is currently under construction and will complete the connection to Telegraph Road. This critical project will re-establish a north-south connection in this area to replace Woodlawn Road, closed through Fort Belvoir as a result of the events of September 11, 2001.



Route 1 also is the principal north-south route for local traffic in eastern Fairfax County for shopping and other general-purpose trips, and it serves as a major commuter route and an alternate route for nearby I-95.

Increases in population and employment in the region and within the Route 1 corridor, in particular at Fort Belvoir within the study area, will fuel an increase in transportation demand. The purpose of the proposed project is to improve patient access to medical care by addressing failing levels of service, traffic capacity, pedestrian and bicycle improvements, and safety deficiencies in the Route 1 corridor through Fort Belvoir. The existing four-lane roadway does not adequately serve existing traffic demand and will not adequately accommodate the traffic that is expected in the corridor due to the new hospital, regional growth and the BRAC relocations to Fort Belvoir Main Post.

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The proposed project will widen Route 1 from the current four-lane section to a six-lane section that includes bike lanes and pedestrian facilities, required drainage and utility improvements and lanes that can be used for future transit. Separate from the construction of the widening, Fairfax County is working with the Virginia Department of Rail and Public Transportation to study appropriate transit options that can be implemented when the widened corridor is complete. These improvements will help facilitate a faster and safer commute for employees and patients bound for the new Fort Belvoir Community Hospital.

E. Project Engineering Information

In 2009, in anticipation of the arrival of BRAC relocated functions, services and personnel, Fairfax County provided \$3M in funding to initiate two efforts – the National Environmental Policy Act (NEPA) document (being administered by Federal Highway Administration Eastern Federal Lands Division), and Preliminary Engineering (being performed by Fairfax County).

Historically, Route 1 has been one of the highest crash corridors in the Northern Virginia area. The most recent three-year period (2006-2008) saw 294 crashes on Route 1 between Telegraph Road and Mount Vernon Memorial Highway, which measures 3.46 miles. Of these crashes, 113 resulted in injuries and two involved a fatality. The following table translates this data to rates per Million Vehicle Miles Traveled (MVMT) and compares those to the averages for primary roads in Northern Virginia. This segment of Route 1 experienced crashes, injuries, and fatalities at a higher rate than the average NOVA primary roadway during this time period. Sadly, Route 1 through Fort Belvoir has seen two fatal crashes this year, 2011.

Description	Route 1 Between Telegraph Road and Mount Vernon Highway (2006-2008)	Average Northern Virginia Primary Roadway (2007)
Crashes (per MVMT)	200	168
Injuries (per MVMT)	109	83
Fatalities (per MVMT)	1.36	0.71

Table 1 - Crash Data on Route 1 Between Telegraph Road and Mount Vernon Highway

Source: Virginia Department of Transportation

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Congestion is prevalent within this section of Route 1 during both weekday peak periods and other times of the day, primarily between the Fairfax County Parkway and Belvoir Road. As part of the project scoping process, input was gathered on transportation problems and deficiencies in the study area, and congestion ranked first, with construction and the influx of traffic from BRAC cited as a primary contributors. Other leading deficiencies included lack of pedestrian and bicycle access and crosswalks at intersections.

The imbalance in the number of lanes on Route 1 within the study area (four lanes) as compared to the sections of Route 1 immediately south and north of the study area (six lanes), coupled with the projected increases in travel demand, will further exacerbate the congestion and queues within and extending beyond the study area. In the AM peak period, the bottleneck at the Fairfax County Parkway and Fort Belvoir will create longer queues that extend south along Route 1 and west along the Fairfax County Parkway. In the PM peak period, queues will extend further back into Fort Belvoir and north along Route 1. The Route 1 segments that already experience deficient levels of service during peak hours today will experience even worse levels of service in the future, as shown in **Table 2**.

The travel demand forecasts have been developed using the Metropolitan Washington Council of Governments' travel demand model and cooperative forecasts for the region, taking into consideration the extent and location of population growth in the region.

As shown in **Table 2**, current (2010) average daily traffic volumes on this urban arterial highway between Telegraph Road and Mount Vernon Memorial Highway range from 37,000 to 56,000 vehicles per day. Approximately 1,435 to 2,760 vehicles per hour (vph) travel northbound through the study area during the AM peak hour (7 to 8 AM) and 1,780 to 2,760 vph travel southbound through the study area during the PM peak hour (4 to 5 PM). These counts represent the "constrained" volumes, or the actual number of vehicles that pass through the traffic count locations during that time period. These "constrained" volumes do not take into account the additional vehicles waiting in queues within or outside of the study area that desire to travel during the designated peak hours. Queues are experienced daily during the weekday AM and PM peak periods between Telegraph Road and just north of Pohick Road and, on occasion, extend north to Mount Vernon Memorial Highway or beyond the project limits.

"Unconstrained" volumes, which take into consideration the number of queued vehicles that desire to travel during the peak hour, better represent the travel demand on a

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roadway¹. As shown in Table 1, unconstrained volumes range from 1,525 to 2,965 vph in the AM peak hour (northbound) and 1,780 to 2,930 vph during the PM peak hour (southbound).

Level of service on roadway segments within the project limits is worse using the “unconstrained” peak hour volumes: LOS F between Telegraph Road and Pohick Road during both the AM and PM peak hours and then increasing to B/C approaching the northern project limit². The poor level of service can be attributed to the high volumes of traffic on the roadway as well as the existing roadway geometry. Although the horizontal and vertical alignments of existing Route 1 are generally satisfactory, there are some locations where sight distance is less than desirable, and the existing cross section provides no median to separate opposing traffic.

The existing four lanes of Route 1 within the study area provide insufficient capacity for traffic volumes today and the existing turn lane configurations provide insufficient capacity for turning volumes at cross streets. As shown in **Table 2**, traffic volumes are projected to increase by the year 2040; daily volumes by 15 to 20 percent and peak hour volumes by less than five percent. The latter increase is small because current peak hour volumes are at capacity. However, while hourly volumes cannot increase further, the lengths of queues and the number of hours in the peak period can be expected to increase considerably.

¹ The unconstrained volumes were developed by distributing the hourly queues downstream, proportionally splitting the volumes at each intersection based on the turning distribution of that approach. These unconstrained volumes were developed to determine how downstream intersections would operate if the total traffic demand could reach those points (i.e., eliminate the bottleneck at the chokepoint to allow for increased flow).

² The level of service (LOS) characterizes the operating conditions on the facility in terms of traffic performance measures related to speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. In general, LOS can be characterized as follows: A = free flow; B = reasonably free flow; C = stable flow; D = approaching unstable flow; E = unstable flow; F = forced or breakdown flow.

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Location on Route 1	DAILY		Dir	Number of Lanes	PEAK HOUR*					
	2010 Existing	2040 No-Build			2010 Existing "Constrained"		2010 Existing "Unconstrained"		2040 No-Build****	
					Peak Hour Volume	Level of Service	Peak Hour Volume	Level of Service	Peak Hour Volume	Level of Service
Telegraph Road to Fairfax County Pkwy	37,000	45,000	NB	2	2,215	E	2,340	F	2,900	F
			SB	2	2,680	F	2,890	F	3,450	F
Fairfax County Pkwy to Pohick Road	56,000	55,000**	NB	2	2,760	F	2,965	F	3,600	F
			SB	2	2,760	F	2,930	F	2,900	F
Pohick Road to Belvoir Road	46,500	44,000**	NB	2	1,835	C	1,955	D	2,050	E
			SB	2	1,865	D	2,065	E	2,200	E
Belvoir Road to Mt Vernon Mem Hwy	46,500	52,000***	NB	2	1,435	B	1,525	B	1,650	B
			SB	2	1,780	C	1,780	C	2,000	D
North of Mt Vernon Mem Hwy	35,000	48,000	NB	2	1,025	B	1,085	B	1,600	B
			SB	2	1,325	B	1,325	B	1,550	B

*Green highlights AM peak direction, blue highlights PM peak direction, and yellow highlights segments of roadway that are congested due to downstream intersections or gate operations.

** Daily volumes on these two segments are slightly lower in 2040 than in existing conditions due to the redistribution of traffic with the opening of the Richmond Highway-Telegraph Road Connector (Mulligan Road).

*** Daily volumes are higher in this segment in large part due to the opening of the new hospital at Fort Belvoir.

**** 2040 daily volumes presented here are order-of-magnitude only and are subject to change based on assumptions for population and employment in the study area.

Table 2 - Existing and Future Volumes and Levels of Service

Source: Parsons Draft Study (June 8, 2011) – Route 1 Widening Purpose and Need Statement

F. Project Parties

Property Owner	U.S. Army Garrison, Fort Belvoir
Host Jurisdiction	Fairfax County, Virginia
Grant Administrator	Fairfax County, Virginia
Environmental Assessment (NEPA)*	Federal Highway Administration
Preliminary Engineering*	Fairfax County, Virginia
Operation and Maintenance	Virginia Department of Transportation

*Note: Environmental Assessment (NEPA) and Preliminary Engineering are underway, having been initiated by Fairfax County in anticipation of securing funding for construction so that the project can be completed as expeditiously as possible.

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G. Grant Funds and Other Sources of Funds

Understanding the urgency of this project, in July 2009, the Fairfax County Board of Supervisors directed that \$3M in County funds be applied to the Route 1 Widening project to begin the NEPA Document, in this case an Environmental Assessment (being completed by the Federal Highway Administration, Eastern Federal Lands Division), and Preliminary Engineering (being completed by Fairfax County Department of Transportation). Funding for construction is requested with this proposal.

H. Uses of Construction Project Funds

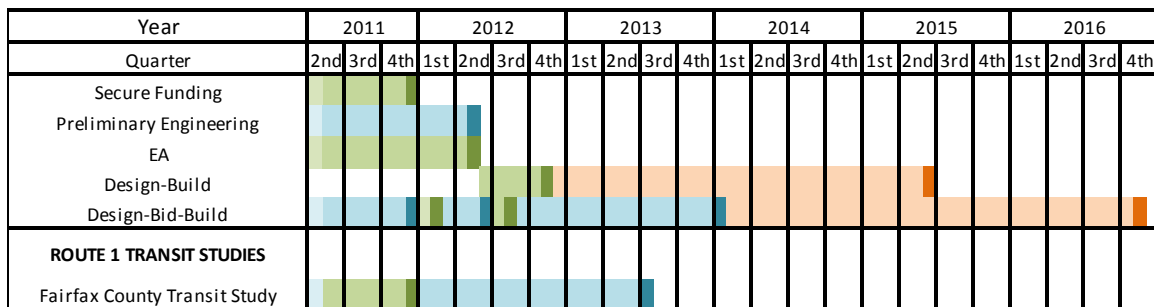
Description	Preliminary Cost Estimate
Construction Estimate	\$97M
Right-of-way	\$53M
Utility Relocation	\$20M
Environmental Mitigation	\$10M
TOTAL	\$180M

Table 3 - Preliminary Construction Cost Estimate

I. Project Schedule

The current project schedule anticipates completion of Preliminary Engineering and NEPA Document in spring of 2012, and construction of the widening by 2015 or 2016, depending on acquisition strategy. At present, it is assumed the project will be Design-Build, which will permit completion sooner than Design-Bid-Build. See below:

ROUTE 1 WIDENING - OVERALL SCHEDULE



LEGEND Survey & Design Regulatory Construction

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J. Environmental Approvals

The Route 1 corridor challenges include a major historic overlay district, wildlife refuge sites, streams, wetlands, steep slopes, and cultural and archaeological sites, all of which contribute to the environmental constraints, complexity, and cost of the project. Specific alternatives to avoid such lands are being considered in the Environmental Assessment, which is currently underway. Extensive coordination is ongoing among various parties including The National Trust for Historic Preservation, Fairfax County, Friends Meeting House, Fort Belvoir, Woodlawn Baptist Church, Virginia Department of Historic Resources, and Advisory Council on Historic Preservation representatives.

Woodlawn Plantation is a National Historic Landmark and this property, along with the adjacent “Grand View” house, the Woodlawn Stables across Route 1, the nearby Friends Meeting House, and George Washington’s Gristmill on Mount Vernon Memorial Highway, comprise the Woodlawn District. Woodlawn Plantation, which straddles Route 1, will be physically encroached upon to accommodate the Route 1 widening, with impacts including alterations of the local landscape, setbacks to the structures, and access points to the property.

Accotink Bay Wildlife Refuge is located south of Route 1 between Britten Drive and Pohick Road on Fort Belvoir property in Fairfax County. The Refuge encompasses approximately 1,315 acres, most of it centered about Accotink Bay and Accotink Creek, and some of it along Pohick Creek and Pohick Bay, in the south-central portion of the post. A continuous Forest and Wildlife Corridor has been designated through Fort Belvoir that crosses Route 1 into the Refuge. This corridor is 820 feet at its narrowest point, and stretches more than three miles from Route 1 to Huntley Meadows Park.

The Federal Highway Administration (FHWA), Eastern Federal Lands Division, began work early in 2011 to prepare environmental documentation in accordance with the National Environmental Protection Act (NEPA). This work was made possible by the commitment of funds by Fairfax County to advance the project. The FHWA team has held one session with Consulting Parties and expects to hold a second in October 2011. In addition, the team is working with County Officials to schedule its second Public Information meeting in October 2011. Current schedule anticipates completion of the NEPA document in 2nd Quarter, 2012.

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K. State and Local Planning

The Route 1 Widening project has been the subject of numerous roadway and transit-related studies and efforts over the years. Despite the interest in improvement of Route 1 in this area however, securing funding for major improvements, like the widening described in this proposal, has been a challenge. Following are excerpts from several of the planning reports and studies conducted in recent years to address the Route 1 challenges. This list is by no means a complete list – many more studies have been performed that generally reach the same conclusions and recommendations.

The **Final Environmental Impact Statement for Implementation of 2005 Base Realignment and Closure (BRAC) Recommendations and Related Army Actions and Fort Belvoir, Virginia** states, “Review of available capacity indicates that the existing transportation network within the Fort Belvoir area is operating at or near capacity during peak periods in peak directional travel”, and that “there is no available capacity from the south on I-95 and U.S. Route 1 under existing conditions.” Despite this dire conclusion, no recommendation for widening was made and no federal funding was apportioned to the project.

The Transportation Plan Map, part of the **Fairfax County Comprehensive Plan**, recommends widening Richmond Highway from four lanes to six lanes, adding a transit way on Richmond Highway, and including bicycle and pedestrian amenities.

In 2001, the **Northern Virginia Transportation Committee Route 1 Corridor Bus Study** concluded that, even without any improvements, transit use in the corridor would increase 20% over the next two decades due to growth in both population and employment, particularly from Fort Belvoir.

In 2002, the **VDOT Route 1 Location Study** states, “Route 1 suffers from a variety of problems because it has received only spot intersection and frontage improvements during the past 30 to 40 years.” The studies recommend widening US Route 1 from the Stafford County line through Prince William and Fairfax counties to the Capital Beltway in Fairfax County, which includes the section proposed by this project.

In 2004, Fairfax County launched the \$55M **Richmond Highway Public Transportation Initiative**. Extending along Richmond Highway from just south of the Capital Beltway to Fort Belvoir at Mount Vernon Highway, the Initiative includes improvements at 29 intersections, filling in over five miles of missing sidewalks, and various bus stop improvements to improve pedestrian access and safety along the corridor.

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In 2005, the **Northern Virginia BRAC Working Group**, convened by Governor Mark Warner, recommended that Route 1 (Richmond Highway) be widened between Mount Vernon Highway and Telegraph Road and that the intersection of Route 1 and the Fairfax County Parkway be improved.

In 2007, the **TransAction 2030 Long Term Transportation Plan** concluded that Northern Virginia needs approximately \$700M per year (in 2005 dollars) in additional funding beyond current allocations through 2030 to implement the TransAction 2030 plan – which does not account for the funding needed to address BRAC Commission recommendations, released after TransAction 2030 technical analysis was completed.

In 2009, the **Fairfax Connector Transit Development Plan** characterizes the Richmond Highway area as one of the more densely populated areas in the county with a higher than average concentration of low-income residents. Commuters in this corridor account for approximately 25% of all transit trips in the County. The plan also concludes that the BRAC relocations will have a significant impact on the reliability of transit services due to increased volume of traffic on Route 1. By extension, this impact will also be realized by the new employees and patients resulting from the BRAC relocations.

L. Grants Management

Fairfax County and its' project partners, Federal Highway Administration and Virginia Department of Transportation, have extensive experience in the management of large transportation projects and grants required to complete the projects. Most recently, the team completed a project of similar size and scope, the Fairfax County Parkway at a cost of \$190M, a transportation megaproject within the development limits of the Fort Belvoir North Area, another megaproject with cost exceeding \$2B. The Parkway project was completed on time and within budget as a result of the extraordinary coordination and cooperation of the team members, all of which are committed to the completion of the Route 1 Widening project.

Fairfax County appreciates the continued support of the Office of Economic Adjustment (OEA) for operational and contractual activities to address BRAC impacts in the County and continues to manage the grants associated with that ongoing work. The County has the technical and managerial staff to provide ongoing management of grants and is regularly recognized as one of the best-managed counties in the country. In the event the project is implemented by the FHWA on behalf of the County, the County will work with OEA to ensure transfer of funding to FHWA and will actively participate in management of the project.

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M. Submitting Official

Tom Biesiadny, Acting Director
Fairfax County Department of Transportation
4050 Legato Road, Suite 400, Fairfax, VA 22033
Phone (703) 877 5600
Tom.Biesiadny@fairfaxcounty.gov

N. Selection Criteria Summary

Route 1 is deficient in its current condition in lane configuration, capacity, and safety (pedestrian and transit) accommodations. Until this section of Route 1 is improved to provide additional lanes to match the sections immediately north and south of Fort Belvoir, the facility will continue to impede provision of care to patients of the new Fort Belvoir Community Hospital and Fort Belvoir Main Post, as well as the other many users of the facility in this area.

With the increase in capacity of the new hospital and many associated clinics, tens and hundreds of thousands of patients and their families, as well as regular commuters in the corridor, will experience challenges reaching their destinations – and reaching them safely.

Fairfax County has managed many large transportation projects and is well equipped to administer this project, or to partner with the Federal Highway Administration Eastern Federal Lands Division if the County's determination is to have FHWA implement the project.

Route 1 through the southern portion of Fairfax County is already boasts the highest transit use of any corridor within the county with Metro, Fairfax Connector and REX all providing service. The completion of this project will improve transit service reliability, which will increase demand. The County is simultaneously working to complete studies that will analyze high-quality transit options and result in a recommendation regarding what type of transit will be implemented in the corridor. The addition of pedestrian facilities, bike lanes, and transit improvements will improve safety for both vehicular and non-vehicular users of the facility and will meet all other project requirements, including reduction in parking demand, improvement of public safety, and mitigation of potential vulnerability to a major accident or incident.

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O. Appendix I – Endorsements

Congress of the United States
Washington, DC 20515

October 6, 2011

Mr. Patrick J. O'Brien
Director, Office of Economic Adjustment
Department of Defense
400 Army Navy Drive, Suite 200
Arlington, VA 22202-4704

Dear Director O'Brien:

We write to express our strong support for the enclosed grant application by the Fairfax County Board of Supervisors, in partnership with Fort Belvoir and the Virginia Department of Transportation, for \$185 million from the Department of Defense, Office of Economic Adjustment for transportation improvements along the Route 1 corridor in and around Fort Belvoir, Virginia.

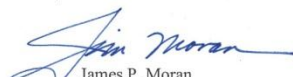
This project for *Transportation Infrastructure Improvements Associated with Medical Facilities related to Recommendations of the 2005 Defense Base Closure and Realignment Commission: Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway* is vital to support base and hospital operations at Fort Belvoir mandated by the 2005 Base Realignment and Closure (BRAC) recommendations. The proposed funding will allow the project team to complete two activities. The first aspect is the widening of Route 1 through and around the post from its current four-lane configuration to six lanes to accommodate the increased BRAC-related traffic, including accommodations for transit, bike lanes, and pedestrian facilities, along with the required drainage and utility improvements. The second aspect is to complete an Alternatives Analysis to study and determine future transit options along the Route 1 corridor in Fairfax County.

This project needs to be completed quickly because the 2005 BRAC Commission decision that mandated construction of the Fort Belvoir Community Hospital has resulted in an overall increase of approximately 12,000 military and civilian personnel at Fort Belvoir Main Post and Fort Belvoir North Area. The new hospital alone is projected to receive 574,000 visitors and patients annually, including combat-wounded soldiers, active duty military personnel, and retired veterans. The existing four-lane primary roadway (Route 1) currently does not adequately serve existing traffic demand and cannot accommodate the increased traffic forecasted from the hospital's opening, regional growth, and the BRAC relocations to Fort Belvoir Main Post. These combined factors will overwhelm the current transportation infrastructure and have the possibility of significantly degrading the effectiveness of the new hospital. This project will mitigate the worst effects of this dramatic increase in traffic and help ensure that both Fort Belvoir as a whole, and the hospital particularly, operate as intended.

Recognizing the importance of this project, Fairfax County has already funded and begun work on the environmental analysis and preliminary engineering. If awarded, this funding will be used immediately to allow the project to continue to construction faster and to mitigate congestion at Fort Belvoir and the surrounding community. We ask that you provide every consideration for this award. If you require any additional information, please do not hesitate to contact Laura Miller with the Fairfax County Department of Transportation at (703) 877-5686; she is coordinating this effort on behalf of the County.

Thank you for your consideration of this request.

Sincerely,


James P. Moran
U.S. Representative


Jim Webb
U.S. Senator


Mark Warner
U.S. Senator


Frank R. Wolf
U.S. Representative


Gerald E. Connolly
U.S. Representative

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Grant Application – Fairfax County, Virginia

October 7, 2011



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
140 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-0000

Gregory A. Whirley
Commissioner

September 27, 2011

Mr. Patrick O'Brien
Director
Office of Economic Adjustment
400 Army Navy Drive, Suite 200
Arlington, VA 22202

Re: Transportation Infrastructure Improvement Funding

Dear Mr. O'Brien:

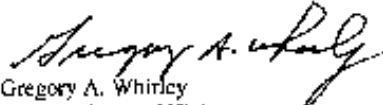
I want to thank you and your staff for the continued support you are providing to the Virginia Department of Transportation (VDOT) in conjunction with the 2005 Base Realignment and Closure decisions. Collectively with our federal and local partners, VDOT has been able to address many of the transportation issues associated with military growth in the Commonwealth. However, the U.S. Route 1 corridor at Fort Belvoir remains an area of concern.

The Commonwealth is pleased the United States Congress recognized a need to provide funding for "transportation infrastructure improvements associated with medical facilities related to recommendations of the Defense Base Closure and Realignment". VDOT believes the widening of U.S. Route 1 at Fort Belvoir satisfies all of the selection criteria listed by your office in the Federal Register and supports the grant application jointly developed and submitted with Fairfax County.

VDOT also is submitting a duplicate but independent application for the widening of U.S. Route 1. The purpose of an independent submission is to convey to your office that VDOT is ready and able to design and construct this project if required.

Thank you for your consideration of this request. Please contact Mr. Tom Fahruey, VDOT Commonwealth BRAC Coordinator should you have any questions or need further information.

Sincerely,


Gregory A. Whirley
Commissioner of Highways

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Grant Application – Fairfax County, Virginia

October 7, 2011



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT BELVOIR
9820 FLAGLER ROAD, SUITE 213
FORT BELVOIR, VIRGINIA 22060-5928

OCT 05 2011

Directorate of Public Works

SUBJECT: Proposed Route 1 Widening

Honorable Sharon Bulova
Fairfax County Board of Supervisors
12000 Government Center Parkway
Suite 530
Fairfax, Virginia 22035-0071

Dear Ms. Bulova:

The Fort Belvoir Garrison staff has reviewed the Fairfax County Grant Request to widen Route 1 through Fort Belvoir. The Garrison supports the Route 1 widening project based on recent growth in the County, the new Fort Belvoir Community Hospital and other Base Relocation and Closure (BRAC) actions, and projected growth in the County and on the installation.

Improvements to Route 1 from Telegraph Road through Fort Belvoir to Old Mill Road remain a critical element in the regional transportation solution. In support of this improvement, Fort Belvoir has a Memorandum of Agreement (MOA) with the Virginia Department of Transportation (VDOT) that commits to providing land through Fort Belvoir for widening Route 1 to six lanes, a mass transit corridor, and bike and pedestrian pathways. The project and associated land has been provided for in the Fort Belvoir Master Plan Update.

There has been a great deal of recent coordination between the County's staff, the National Capital Planning Commission and Fort Belvoir staff regarding transportation issues within the County and to Fort Belvoir. The County has initiated alternate bus service from major transportation hubs. Installation partners have also worked to reduce single occupancy vehicles through encouraging their personnel to use van pools, private bus services, and an on-post shuttle. The installation is committed to partnering with Fairfax County to find solutions to transportation issues facing southeast Fairfax County and the Installation to meet future growth requirements.

Point of contact is Bill Sanders, Director of Public Works, at 703-806-3017.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Strycula".

John J. Strycula
Colonel, USA
Commanding

Enclosure

“LEADERS IN EXCELLENCE”

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Addendum to Grant Application – Fairfax County, Virginia

October 17, 2011

The following information is provided in support of the referenced proposal for a Grant Application and in response to comments received via phone conversation on Friday, October 14, 2011, between David Witschi, OEA, and Laura Miller, Fairfax County.

1. **Comment:** The proposal adequately states the existing conditions and the proposed project, but needs to provide more information about what benefits this project will provide. For example, how much are queues reduced, what is the impact on delays, how much safer is this roadway, how many fewer accidents, etc.

Response: As a major commuter corridor in one of the most heavily congested cities in the country, Route 1 will see continued growth in traffic and will continue to experience delays during peak hours even after completion of this project. The County's Comprehensive plan requires achievement of LOS D or better with improvement projects. The goal of this project is to improve access, reduce the length of peaks, and to achieve a Level of Service (LOS) C or D for the majority of movements within the project limits, rather than the LOS F or F+ currently experienced by users. Because LOS is described in part by delay, the improved LOS equates to a reduction in delay. Improvement from LOS F to LOS C or D represents roughly a 30% to 40% improvement in operation. Recommended updates to the Fort Belvoir Master Plan will further increase traffic, affecting access to the installation by patients, visitors and employees, and this project will help to offset those impacts in the future as additional development occurs.

Design of the widening will be in accordance with the latest requirements of the Virginia Department of Transportation. Storage lengths for turn lanes are likely to extend 500 feet or more to provide sufficient storage for turning movements and efficient operation of intersections. This means fewer rear-end crashes and fewer unsafe lane shifts by through commuters trying to get around turning traffic stopped in through lanes.

The current, substandard roadway has no shoulders –the new roadway will include outer medians with appropriate clear zones and pedestrian safety accommodations. The current roadway has narrow lanes – the new roadway will have wider lanes with included shy distances. The majority of the current roadway provides no separation between north and south bound traffic on a relatively high-speed facility – the new roadway will provide separation between opposing traffic lanes. The current roadway provides no or limited separation between transit lanes, vehicle lanes, bicyclists and pedestrians – the new roadway will remove these conflicts and provide greater safety for all users.

The proposed trail along Route 1 provides several benefits. It will connect to the trail along Mulligan Road with the completion of that project, which connects to the

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Addendum to Grant Application – Fairfax County, Virginia

October 17, 2011

completed trails along Telegraph Road and the Fairfax County Parkway, providing a long, continuous loop that connects to several existing and proposed facilities, including the future National Museum of the US Army. Further, it will serve as the connection through Fort Belvoir of the Potomac National Heritage Scenic Trail, which was originally planned within Fort Belvoir, but must be located along Route 1 due to Garrison security concerns.

2. **Comment:** Roadway improvements are being constructed by DoD at the intersections of Pohick Road (Tulley Gate) and Belvoir Road (Pence Gate). What will happen to that work with this project? Do we tie into the existing gates/improvements or will some demolition be required?

Response: Some demolition will be required to accomplish the widening anticipated by this project, however, the right-of-way improvements constructed by DoD as part of the on-post infrastructure program were designed and constructed in accordance with the Preliminary Engineering for the Route 1 Widening Project. Where possible, accommodations were made within the VDOT right-of-way to minimize reconstruction of the roadway with the widening. All on-post fences are planned outside the future, widened right-of-way and all DoD security improvements are located well within Fort property to ensure no disruption of operational security during construction of the widening project. Modification of traffic signals will be required.

Most significantly, the Gunston Road Bridge constructed by DoD to connect North Post and South Post within the installation was planned and constructed to accommodate the proposed 148' through section, so no disruption to that bridge is expected.

3. **Comment:** There are bike trails, sidewalks, etc., proposed on the project. Do they connect to existing facilities to the north and south?

Response: At the southern end of the project (Telegraph Road), there is a sidewalk on the south side and a paved trail on the north side as well as on-road bike lanes on Telegraph Road. The proposed facilities with the Route 1 Widening Project will tie in to these existing improvements.

At the northern end of the project (Mount Vernon Highway/Mulligan Road), there is existing sidewalk on the south side and a paved trail on the north side. These pedestrian facilities will be further upgraded with the reconstruction of the intersection of Route 1/Mount Vernon Highway/Mulligan Road with Phase II of the Mulligan Road project. Notice to Proceed for that work was issued by the Federal Highway Administration to its contractor on October 11, 2011. The Mulligan Road Phase II

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Addendum to Grant Application – Fairfax County, Virginia

October 17, 2011

project also provides for wide curb lanes for bicycles on Mulligan Road. The proposed facilities with the Route 1 Widening Project will tie in to these existing improvements.

Since 2004, Fairfax County has been implementing the Richmond Highway Public Transportation Initiative, a \$55 Million program to upgrade transit services and facilities along the Richmond Highway (US Route 1) corridor between the Beltway and Mount Vernon Highway. The program includes improvements at 29 intersections, new sidewalks to fill 5.6 miles of missing sidewalks, and various bus stop improvements along Route 1, the most heavily-used transit corridor in the County. The County is requiring compliance by developers along the Route 1 corridor, and is funding and implementing the project for areas not associated with development projects to ensure these important safety improvements are made.

The trail proposed with the Route 1 Widening Project will also double as the Potomac Heritage National Scenic Trail through Fort Belvoir. While the Heritage Trail Planners have expressed a desire that the trail be located within Fort Belvoir, along the Potomac River, security concerns dictate that it be located along Route 1. The Potomac Heritage Trail extends from the mouth of the Potomac River to the Allegheny Highlands. To date, 830 miles of existing and planned trails have been recognized as segments of the Trail network and completion of this section would provide the connection through the installation.

4. **Comment:** The construction of Mulligan Road will result in decreased traffic on Route 1. Discuss the need for this project based on the reduced traffic resulting from the Mulligan Road construction.

Response: Notice to Proceed for Phase II of the Mulligan Road improvements was issued on October 11, 2011, and target completion of the project is Fall 2013. Traffic demand estimates and modeling for the Route 1 Widening project was done assuming a completed and operational Mulligan Road as an existing condition.

The of Route 1 Widening to six lanes has been a part of the Fairfax County Comprehensive Plan since long before the Mulligan Road project was initiated. Mulligan Road became necessary following the events of September 11, 2001, when increased security resulted in the closure of Woodlawn and Beulah Roads through Fort Belvoir. Mulligan Road was conceived, planned, designed, and is being constructed to replace Woodlawn and Beulah Roads as a north-south connector between Route 1 and Telegraph Road. It was planned and designed to complement, and in anticipation of, the widening of Route 1, but was never intended as a replacement for Route 1. While preliminary traffic modeling indicates some change in traffic patterns results from traffic diverted from Route 1 to Mulligan Road, no overall decrease in volumes is seen. One

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Addendum to Grant Application – Fairfax County, Virginia

October 17, 2011

could argue that this is a return to the traffic patterns before Woodlawn and Beulah roads were closed.

5. **Comment:** The endorsement letter from Fort Belvoir states they are committed to providing right-of-way through the Fort for this construction. Does the cost estimate for right-of-way include payment to Fort Belvoir? What properties are included in the list? Please provide a breakdown. Discuss confidence level with estimates provided and provide status of negotiations with the Trust and the Refuge. Should these entities be considered project partners?

Response: The estimate of \$53 Million does not assume payment for dedication of land from Fort Belvoir. Further, the Wildlife Refuge is contained within Fort Belvoir and is under its control. The right-of-way estimate includes the following properties:

Tax Map	Address	Owner	Type Take	Estimated Valuation Including Relocation Expense
1091-01-0042	9100 Richmond Hwy	Amin Mitesh	Full	\$300,000
1091-01-0041	9102 Richmond Hwy	Amin Mitesh	Full	\$200,000
1091-01-0040	9114 Richmond Hwy	Kim Ki O	Full	\$1,300,000
1091-01-0032	9128 Richmond Hwy	Tower Group	Full	\$2,100,000
1091-01-0031	9140 Richmond Hwy	9140 Sama Group	Full	\$4,375,000
1091-01-0012	9142 Richmond Hwy	Hess Realty Corp	Full	\$4,100,000
1091-01-0011	9158 Richmond Hwy	Orchid Properties	Full	\$2,100,000
1091-01-0010	9170 Richmond Hwy	Price Jacq. Dunn e.	Full	\$450,000
1091-01-003	9180 Richmond Hwy	Shreve Terry L.	Full	\$3,822,000
1091-01-0002	9186 Richmond Hwy	Belvoir Gardens	Full	\$24,253,000
10902-01-38	8990 Woodlawn Rd	Society of Friends	Partial	\$500,000
10902-01-01	9001 Richmond Hwy	Woodlawn Baptist	Partial	\$2,500,000
10902-01-3&4	8900 & 8907 Richmond Hwy	NTHP	Partial	\$2,000,000
Various Properties fronting North Side of Rt. 1 (55,543 Sq Ft.) (\$90/sf valuation)			Partial	\$5,000,000
Total				\$53,000,000

Right-of way estimates were done several months ago, very early in the Preliminary Engineering and NEPA processes. More recently, in response to the advertisement for this funding opportunity, Fairfax County reviewed the project and the impacted properties in light of the most recent alternatives, engineering and economic conditions. The estimates are sound based on the level of detail of the current efforts.

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Addendum to Grant Application – Fairfax County, Virginia

October 17, 2011

Several cooperating agencies are working with the core team of Fairfax County, FHWA, Fort Belvoir and VDOT to study the Route 1 Widening Project. The National Trust for Historic Preservation, Woodlawn Quaker (Friends) Meeting House, Woodlawn Baptist Church, Virginia Department of Historic Resources, National Park Service, and Advisory Council on Historic Preservation are all cooperating agencies and are considered project partners.

Preliminary meetings have been held with the project stakeholders including a Public Information Meeting on December 2, 2010, a Consulting Parties Meeting on June 16, 2011, and a recent meeting with the National Trust for Historic Preservation on October 13, 2011. The team is preparing for a second Public Information Meeting on October 19, 2011, and will schedule a second Consulting Parties Meeting in the next few weeks. Concurrently but separately, the team is coordinating with Fort Belvoir. As is required by the NEPA process, the team is considering alternatives that focus on avoidance, minimization and mitigation.

6. **Comment:** The solicitation requested that projects be broken into projects of \$100M or less. OEA suggests three sections - first, the Parkway to Pence Gate, second the Parkway south to Telegraph, and third, Pence Gate north to Mount Vernon Highway. Either propose smaller projects or provide information to explain why the project cannot be broken into smaller projects.

Response: The Environmental Impact Statement prepared for the 2005 BRAC Action at Fort Belvoir completed in June 2007 (Table 4.3-1, Existing Residential Location of Fort Belvoir Employees) reported that approximately 70% of Fort Belvoir Employees come from the south and the remaining 30% come from the north. The same split is assumed for patients and visitors to the hospital.

From the north, commuters could be expected to use Route 1 from the Beltway or connections to Mulligan Road. Either way, they would travel on the section of Route 1 between Mulligan Road/Mount Vernon Highway to Pence Gate.

From the south, commuters could be expected to use either Route 1 or I-95 to the Fairfax County Parkway. In the case of commuters arriving via Route 1, a significant portion of the 70% arriving from the south would use the section of Route 1 between Telegraph Road and the Fairfax County Parkway. All commuters from the south would use the section of Route 1 between Fairfax County Parkway and Pence Gate.

The Environmental Impact Statement prepared for the 2005 BRAC Action at Fort Belvoir completed in June 2007 also states, “**Review of available capacity indicates that the existing transportation network within the Fort Belvoir area is operating at or near**

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Addendum to Grant Application – Fairfax County, Virginia

October 17, 2011

capacity during peak periods in peak directional travel”, and that “there is no available capacity from the south on I-95 and U.S. Route 1 under existing conditions.”

Because significant additional traffic will use Route 1 to access the installation via either Tulley or Pence Gates, and because the NEPA Process requires that the project use logical termini, it is difficult to justify not constructing any part of this project. As stated in the advertisement for the funding opportunity, the goal is to provide a complete and usable project. The importance of lane continuity and lane balance cannot be overstated. Traffic is high enough from any direction that if a lane is dropped anywhere within the project limits, there will be queuing. To leave a portion of Route 1 unimproved (as an existing 4-lane roadway), would be to allow a bottleneck in spite of the anticipated, significant increase in traffic resulting from the patient, visitor, and staff trips to the new Fort Belvoir Community Hospital.

A final important point regarding U.S. Route 1 is that it is part of the National Highway System, which consists of roadways important to the nation's economy, defense, and mobility. U.S. Route 1 is included in the National Highway System (NHS) of the International Surface Transportation Efficiency Act (ISTEA). It is not included in the Strategic Highway Network (STRAHNET) category, pending a study of its existing and proposed capabilities. (Source: VDOT's Route 1 Centerline Study, 1998)

7. **Comment:** The project includes transit, bike lanes, general purpose trail and sidewalk. If there are no connections or plans to use these facilities right away, discuss the possibility of reserving right-of-way now, but constructing these improvements as a future project with other funding.

Response: As stated in the response to Comment #4, both sidewalk and general purpose trails are existing at both the northern and southern ends of the proposed project.

The Transportation Policy Plan contained within the Comprehensive Plan of Fairfax County, amended thru 3/9/2009, contains several Countywide Objectives and Policies, each of which is supported by several specific policies.

Objective 1: Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle (SOV) use and improves air quality.

Objective 4: Provide a comprehensive network of sidewalks, trails and bicycle routes as an integral element of the overall transportation network.

These policies are achieved by ensuring construction of sidewalks, trails and bicycle routes with the construction of the parent roadway corridor. Failure to construct

Transportation Infrastructure Improvements Associated with 2005 BRAC Medical Facilities
Route 1 Widening from Telegraph Road to Mount Vernon Memorial Highway

Addendum to Grant Application – Fairfax County, Virginia

October 17, 2011

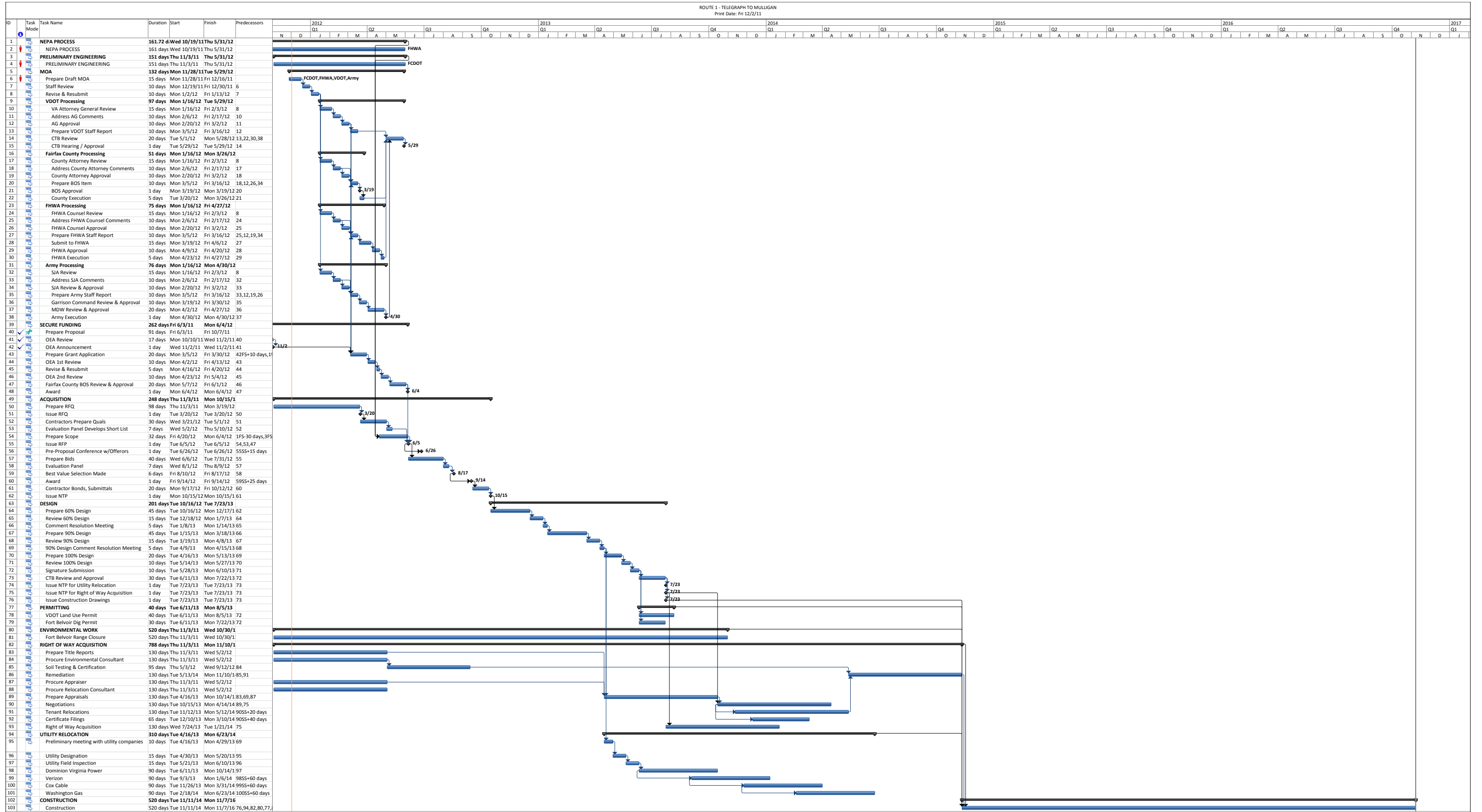
sidewalks, trails and bicycle routes with the road construction would result in later disruption of the completed facility, and would result in a lower quality and less safe facility for non-motorized travelers. This approach would run counter to the policies adopted by the Fairfax County Board of Supervisors and would limit options to visitors and patients of the Fort Belvoir Community Hospital.

Since 2004, Fairfax County has been implementing the Richmond Highway Public Transportation Initiative, a \$55 Million program to upgrade transit services and facilities along the Richmond Highway (US Route 1) corridor between the Beltway and Mount Vernon Highway. The program includes improvements at 29 intersections, new sidewalks to fill 5.6 miles of missing sidewalks, and various bus stop improvements along Route 1, the most heavily-used transit corridor in the County. The County is requiring compliance by developers along the Route 1 corridor, and is funding and implementing the project for areas not associated with development projects to ensure these important safety improvements are made.

The proposed Route 1 Widening Project will provide needed pedestrian and transit improvements. Reservation of right-of-way is being sought for the future transit way, which will be constructed in the future with other funding. It is important to note that the latest study by the Virginia Department of Rail and Public Transportation reports that Route 1 in this area is already operating as “BRT light” with 67,000 riders annually. Pedestrian and transit improvements (crosswalks, bus stops, signals, etc.) are required to support the existing, robust transit in the corridor.

Thank you for this opportunity to provide additional information in support of our proposal. Please contact me if you have further questions or require additional information.

Laura Miller, PE, PMP, LEED AP
Fairfax County BRAC Coordinator
703-877-5686 – Office
571-294-6813 – Cell
Laura.miller@fairfaxcounty.gov





County of Fairfax, Virginia

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

December 20, 2011

Ms. Melisa L. Ridenour, P.E.
Division Engineer
Eastern Federal Lands Division
Federal Highway Administration
21400 Ridgetop Circle
Sterling, Virginia 20166

Re: Route 1 (Richmond Highway) Improvements
From Telegraph Road to Mount Vernon Highway

Dear Ms. Ridenour:

On November 1, 2011, Fairfax County Department of Transportation (FCDOT) received notification from the Office of Economic Adjustment (OEA) that it had been successful in securing \$180 Million through OEAs' competition for funding for the referenced project. There are a few steps the project team will need to complete prior to obtaining the funding, including execution of a Memorandum of Agreement between the parties, which will require approval by the Fairfax County Board of Supervisors. FCDOT BRAC staff will work with OEA and VDOT to complete the application process and secure this funding.

In the meantime, this letter is sent to advise you that FCDOT intends to request that the Board of Supervisors approve its recommendation that the Federal Highway Administration, Eastern Federal Lands Division (FHWA-EFLD) administer this project as a Design-Build project in cooperation with FCDOT and VDOT, as was the approach with the 2010 completion of the Fairfax County Parkway through Fort Belvoir North Area. In light on the critical nature of the project and schedule, I respectfully request that FHWA-EFLD engage fully with FCDOT and VDOT to advance the project in every way possible, until the Board provides formal concurrence with this approach.

Respectfully,

Tom Biesiadny
Director

Ms. Melisa Ridenour, P.E.
December 8, 2011
Page 2 of 2

Cc: Gerald Hyland, Mount Vernon District Supervisor
Jeff McKay, Lee District Supervisor
Sharon Bulova, Chairman, Fairfax County Board of Supervisors
Robert Morris, FHWA-EFLD
Jack Van Dop, FHWA-EFLD
Tom Fahrney, VDOT BRAC
Sid Siddiqui, VDOT
Laura Miller, FCDOT BRAC



County of Fairfax, Virginia

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

May 25, 2012

Mr. Patrick O'Brien, Director
Office of Economic Adjustment
2231 Crystal Drive, Suite 520
Arlington, Virginia 22202

Dear Mr. O'Brien:

As requested, this letter is to confirm the status of local funding and planning for the Route 1 Widening project between Telegraph Road and Mount Vernon Highway through Fort Belvoir. The following provides the current status of the project:

- 1) The Fairfax County Capital Improvement Program does not contain funding for the final design, right of way acquisition or construction of the project. Therefore, OEA funds will not supplant or replace allocations budgeted for this project. As you know, Fairfax County posted \$3 million to advance the Environmental and Preliminary Engineering phases of the project, and that funding continues to allow progress to be made on the project.
- 2) The widening of Route 1 through Fort Belvoir has been proposed in the Fairfax County Comprehensive Plan for decades. In addition, the current National Capital Region Transportation Planning Board's (TPB) Constrained Long Range Plan includes the widening of U.S. 1 to six lanes between Telegraph Road and Mount Vernon Highway. Once funding has been allocated for the project, it will be submitted to TPB for inclusion in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Thank you for your continued assistance with this project. Please let me know if you need additional information. If you have any questions, please contact Laura Miller at (703) 877-5686.

Sincerely,

Tom Briesiadny
Director

cc: Laura Miller, Fairfax County Department of Transportation (FCDOT)
Mike Lake, FCDOT

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

June 5, 2012

Mr. Patrick O'Brien, Director
Office of Economic Adjustment
2231 Crystal Drive, Suite 520
Arlington, VA 22202

Dear Mr. O'Brien:

Pursuant to your request to provide the state funding and regional planning status of the U.S. 1 widening project between Telegraph Road and Mount Vernon Memorial Highway, the current status of the project is as follows:

1. The current Virginia Department of Transportation (VDOT) Six Year Improvement Program does not include funding for the design, right of way acquisition or construction of the project. Therefore, OEA funds will not supplant or replace allocations budgeted for this project.
2. The current National Capital Region Transportation Planning Board's (TPB) Constrained Long Range Plan includes the widening of U.S. 1 to six lanes between Telegraph Road and Mount Vernon Memorial Highway. In my capacity as the VDOT Northern Virginia District Administrator, I will submit this U.S. 1 construction project to the TPB for inclusion in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) once OEA allocates funding.

If you need any additional information or have any questions, please contact me at (703) 259-1959.

Thank you for your continued assistance with this project.

Sincerely,

A handwritten signature in black ink that reads "Garrett Moore".

Garrett Moore
District Administrator
Northern Virginia District

Copy: Cyrena Eitler, Office of Economic Adjustment
Laura Miller, Fairfax County



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT BELVOIR
9820 FLAGLER ROAD, SUITE 213
FORT BELVOIR, VIRGINIA 22060-5928

REPLY TO
ATTENTION OF

IMNE-BEL-ZA

August 18, 2010

Agreement No. _____

Memorandum of Agreement

between the

Department of the Army

and the

Commonwealth of Virginia
Department of Transportation

for

Construction of Roadway Improvements at the Intersections of Pohick Road
and Barta Road, with Richmond Highway/Route 1

and

Construction of a New Five-Lane Bridge on Gunston Road
Over Richmond Highway/Route 1

and

Construction of the Route 1 Widening Project

THIS MEMORANDUM OF AGREEMENT (Agreement) is made as of the date of the final signature below by and between the following parties: the United States of America, acting by and through the Department of the Army (Army), and the Commonwealth of Virginia (Commonwealth), acting by and through the Virginia Department of Transportation (VDOT).

RECITALS

WHEREAS, pursuant to the Base Closure and Realignment Act of 1990, Public Law 101-510, as amended, and certain approved recommendations of the BRAC Commission, approximately 19,300 military and civilian personnel will relocate to Fort Belvoir on or before September 15, 2011, including 8,500 to Fort Belvoir North Area, 6,400 to Mark Center, 1,000 to Rivanna Station, and 3,400 to Main Post who would use the Route 1 Corridor; and

WHEREAS, pursuant to authority granted in Public Law PL 101-510 the Army proposes to construct roadway improvements at the intersections of Pohick Road and Belvoir Road with Richmond Highway/Route 1 (Route 1) on Fort Belvoir, as part of Phase 1 of the Roads, Utilities and Security Improvements project needed to support implementation of the BRAC 2005 approved recommendations for realignment of Fort Belvoir (Phase 1 Improvements); and

“LEADERS IN EXCELLENCE”

WHEREAS, pursuant to authority granted in Public Law 101-510 as amended, the Army proposes to construct a new five-lane bridge on Gunston Road over Route 1 to replace the existing two-lane bridge on Gunston Road on Fort Belvoir, as part of Phase 2 of the Roads, Utilities and Security Improvements project needed to support implementation of the BRAC 2005 approved recommendations for realignment of Fort Belvoir (Phase 2 Improvements); and

WHEREAS, the United States, through the Secretary of the Army, has granted an easement, DACA-31-DA-49-80-ENG-4381, to the Commonwealth of Virginia for the construction, operation and maintenance of a public road known as Richmond Highway, US Route 1 (Route 1) over, across, in and upon lands of the United States between Fairfax County Parkway and Woodlawn Road, being a portion of Fort Belvoir, Virginia; and

WHEREAS, the Army has granted eight supplemental easements (collectively, easements) for additional public roadway improvements since the original easement was granted; and

WHEREAS, Route 1 is currently a four-lane roadway within the existing 80' easement, DACA-31-DA-49-80-ENG-4381 and supplemental easements thereto; and

WHEREAS, the Fairfax County Comprehensive Plan includes a plan for widening Route 1 and provisions for a transit system through Fort Belvoir and associated improvements (Route 1 Widening Project); and

WHEREAS, VDOT and Fairfax County propose that Route 1 be widened between the Fairfax County Parkway and Mount Vernon Memorial Highway/Mulligan Road, and Route 1 Widening Project is currently under design by Fairfax County; and

WHEREAS, VDOT is the authority responsible for approval and permitting of the construction of said widening, and any reference to VDOT performing design herein is intended to include other agencies or consultants involved in the design or design-build of the project.

WHEREAS, the parties, in a meeting on May 20, 2009, agreed to a base typical section for the widening of Route 1 in conjunction with the Phase 2 Improvements that included revisions to the proposed Fairfax County Comprehensive Plan of a 176 foot right-of-way, to a maximum easement width of 148 feet over Route 1 (per attached Appendix B); and

WHEREAS, The parties agree the 148' easement may be expanded upon agreement by the parties, once detailed design plans are developed for the Route 1 widening, to provide for utility relocation, storm water management facilities, turn lanes, traffic signalization, temporary construction, slopes, replacement railroad/transit bridge over U.S. 1, maintenance of traffic during construction and other ancillary improvements; and

WHEREAS, VDOT will submit project plans developed by VDOT or others to Fort Belvoir for review and comment at interim design stages (e.g. 30%, 60%, 90%) to facilitate cooperative development of design and easement requirements; and

WHEREAS, an easement that includes the Route 1 Widening Project may not be granted to VDOT until environmental studies, NEPA analysis, and National Historic Preservation Act (NHPA) analysis are completed for the proposed action, which requires design plans from Fairfax County, the Federal Highway Administration (FHWA) or VDOT; and

WHEREAS, environmental studies, NEPA analysis, and NHPA analysis will be completed by VDOT or FHWA as the principal agency with Fort Belvoir as a cooperating agency; and

WHEREAS, the design for Route 1 Widening Project is currently under development and NEPA analysis has not yet been initiated; and

WHEREAS, the parties have agreed that it is preferable to vacate a portion of the existing easements in favor of a single easement that will encompass a portion of the existing easement, the proposed Phase 1 and Phase 2 Improvements, and Route 1 Widening Project improvements; and

WHEREAS, construction of Phase 1 and Phase 2 Improvements by the Army requires that VDOT issue permits for construction of the Phase 1 and Phase 2 Improvements; and

WHEREAS, VDOT cannot issue permits on land not owned or controlled by VDOT by fee simple ownership or easement, or addressed in a Memorandum of Agreement (Agreement); and

WHEREAS, the Parties' continued participation in this Agreement is contingent on completion of the Route 1 Widening Project, and the Parties will continue to participate in this Agreement unless and until the County and VDOT decline to construct Route 1 Widening Project for whatever reason, in which case easements for the Phase 1 and Phase 2 improvements will be granted by separate agreement; and

WHEREAS, Army reserves the right to maintain existing access to Army property in construction areas covered in the easements for the Route 1 Widening Project; and

WHEREAS, the Parties agree to cooperate to ensure the timely consideration of VDOT's request for an easement through Fort Belvoir required for construction, operation and maintenance of the aforesaid Route 1 Widening Project, whether existing or proposed, and timely review of plans for the Route 1 Widening Project; and

WHEREAS, the Parties agree to cooperate to ensure timely consideration of the Army's requests for land use permits and timely review of plans for the Phase 1 and Phase 2 Improvements projects to ensure completion schedules will not be impacted;

WHEREAS, the Army is authorized to enter into this Agreement pursuant to the authority contained in 10 U.S.C. Section 3001, et seq., and is the agency with administrative jurisdiction, custody, and control over Fort Belvoir; and

WHEREAS, the Commonwealth Transportation Commissioner, acting pursuant to the decision of the Commonwealth Transportation Board, is authorized to enter into this Agreement pursuant to the authority contained in Sections 33.1-12 and 33.1-13 of the Code of Virginia, 1950 as amended, and VDOT is the state agency with administrative oversight, maintenance and jurisdictional authority for Richmond Highway, Route 1,

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements contained herein, the Parties agree as follows:

ARTICLE I. SCOPE OF WORK

A. The Army agrees:

1. At the request of VDOT, to grant a Base Easement to VDOT for the construction, operation and maintenance of Route 1, 148 feet in width, to accommodate both the Route 1 Widening project, consistent with the typical section for the Route 1 Widening project agreed to by the Parties at the March 20, 2009 meeting and attached hereto as Appendix A, and the Phase 1 and Phase 2 improvements consistent with the approved plans for said improvements (hereinafter referred to as the "Base Easement");

2. At the request of VDOT, to grant easements in addition to the Base Easement as mutually agreed to by the parties to accommodate utility relocation, storm water management facilities, turn lanes, traffic signalization, temporary construction, slopes, replacement railroad/transit bridge over U.S. 1, maintenance of traffic during construction and other ancillary improvements upon a demonstration by VDOT that said improvements cannot reasonably, from a financial standpoint, or practicably be accommodated or maintained within the 148-foot easement;

3. To identify known archaeological sites within or adjacent to the Base Easement and to provide available information to facilitate completion of both a NHPA and a NEPA analysis by the Route 1 Widening project;

4. To negotiate mutually acceptable locations and types of storm water management facilities which would minimize surface impacts, reduce right of way impacts, and minimize construction and maintenance impacts and costs;

5. To negotiate with Woodlawn Baptist Church to provide access to Church property through Fort Belvoir property and to evaluate relocation of the ballfield as necessary to provide such access to Church property;

6. To accept standard turn lanes in lieu of ramps to Belvoir Road, as may be necessary to accommodate moving the proposed alignment to the south to avoid encroachment on Fremont Field (formerly the P-2 fields);

7. To vacate a portion of the existing easements in favor of a single easement that will encompass a portion of the existing easements, the proposed Phase 1 and Phase 2 Improvements, and the Route 1 Widening Project.

8. To request authorization from VDOT for use of airspace over the easements granted to VDOT pursuant to this Agreement, whether such use is by the Army or any other public or private entity, only to the extent that such use will not interfere with the construction, operation or maintenance of the transportation facilities, right of way, and improvements contemplated under this Agreement or anticipated future transportation needs, and otherwise complies with 23 CFR Part 710 Subpart D and all other FHWA, Federal Aviation Administration (FAA), and Davison Army Airfield (DAA) requirements.

9. Upon request by VDOT and/or FHWA, to provide copies of any environmental studies, investigations, aerial photographs, or other information in its possession which pertain to the property to be outgranted by easement (easement property) to VDOT and/or FHWA for the design, construction,

operation and maintenance of the Route 1 Widening Project. Upon request, to grant access to the easement property necessary for VDOT's or FHWA's performance of environmental due diligence for the Route 1 Widening Project. Upon notification by VDOT and/or FHWA of the presence of munitions and explosives of concern (MEC), petroleum or hazardous substances on the easement property, Army will perform environmental response action as required under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and other applicable Federal, state and local laws and regulations.

B. VDOT agrees:

1. To act in good faith to minimize, to the extent practicable as mutually agreed to by the parties, the amount of land required in addition to the Base Easement, for utility relocation, storm water management facilities, turn lanes, traffic signalization, temporary construction, slopes, replacement railroad/transit bridge over U.S. 1, maintenance of traffic during construction, and other ancillary improvements

2. To plan for construction sequencing in order to minimize the need for easements outside the Base Easement.

3. To negotiate mutually acceptable locations and types of storm water management facilities which would minimize surface impacts, reduce right of way impacts, and minimize construction and maintenance costs and impacts;

4. To the extent practicable as determined by VDOT, negotiate with utility providers for authorization to relocate all overhead utility relocations to one side of the roadway alignment;

5. To negotiate improvements within the easement, including signage, lighting, landscaping and fencing, consistent with Army, Fort Belvoir, and VDOT design standards, the ownership and maintenance of which will be determined prior to VDOT approval of the final design plans for Route 1;

6. To the extent practicable as mutually agreed to by the parties, consider the use of retaining walls to avoid impacts on Army property or facilities;

7. To the extent practicable as mutually agreed to by the parties, design the Route 1 Widening Project so as to minimize or avoid impacts to identified environmentally sensitive areas, Army community resources, and historic and archaeological resources, on or within Fort Belvoir,

8. To design future replacement of the existing railroad transit corridor bridge with a bridge consistent with the Real Property Master Plan Digest, Fort Belvoir Virginia, dated December 2009 which requires "Conversion of the abandoned railway into a transit corridor - either as BRT or light-rail system to connect to Franconia-Springfield Metrorail Station and VRE stations." At the time of design, VDOT will coordinate with Fort Belvoir to determine if more recent Master Plan information is available, and shall use the latest Fort Belvoir-adopted plan to design the bridge.

9. To invite the National Trust for Historic Preservation to represent Woodlawn National Historic Landmark as a stakeholder in the design process for the Route 1 Widening Project.

10. To pay with future Route 1 Widening project funds the administrative costs of vacation of a portion of the existing easements and granting of a single easement that will encompass a portion of the existing easements, the proposed Phase 1 and Phase 2 Improvements, and the Route 1 Widening Project. This provision shall not relieve the Army of its responsibility to fund the administrative costs of granting and recording easements in conjunction with the proposed Phase 1 and Phase 2 Improvements prior to granting an easement for the future widening of Route 1.

11. To grant land use permits in a timely manner, as appropriate to ensure completion of construction by the Army of Phase 1 and Phase 2 Improvements on schedule provided said permit applications and permits meet VDOT requirements.

ARTICLE II. TERM OF AGREEMENT

This Agreement will terminate upon any of the following: (1) Upon completion of the Phase 1 and Phase 2 improvements and a decision by VDOT not to construct the future Route 1 Widening improvements for any reason, in which case individual easements for Phase 1 and Phase 2 improvements will be granted by separate agreement, or (2) a mutual decision to terminate evidenced by a writing signed by both parties.

ARTICLE III. KEY OFFICIALS AND CONTACTS

Designated points of contact for the coordination of this project are:

- A. For the Army: Bill L. Sanders, Director of Public Works
9430 Jackson Loop, Suite 107
Fort Belvoir, Virginia 22060-6107
- B. For VDOT: Tom Fahrney, Commonwealth BRAC Coordinator
14685 Avion Parkway
Chantilly, Virginia 20151

ARTICLE IV. GENERAL TERMS AND CONDITIONS

A. This Agreement contains the entire Agreement and understanding of the Parties, and may not be amended, modified, or discharged nor may any of its terms be waived except by an instrument in writing signed by the Parties.

B. The failure of a Party to insist in any instance upon strict performance of any of the terms, conditions, or covenants contained, referenced, or incorporated into this Agreement shall not be construed as a waiver or a relinquishment of the Party's rights to the future performance of such terms, conditions, or covenants.

C. If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term and

provision of the Agreement shall be valid and be enforced to the fullest extent permitted by applicable law.

D. This Agreement has been drafted jointly by the Parties hereto. As a result, the language used in this Agreement shall be deemed to be the language chosen by the Parties to express their mutual intent and no rule of strict construction shall be applied against either Party.

E. Nothing in this Agreement shall be construed as limiting or affecting the legal authorities of the parties, or as requiring the Parties to perform beyond their respective authorities. Nothing in this Agreement shall be deemed to bind either Party to expend funds in excess of available appropriations.

F. This Agreement is assignable; however, no transfer or assignment of this Agreement, or any part thereof or interest therein, directly or indirectly, voluntarily or involuntarily, shall be made unless such transfer or assignment is first approved in writing by the Parties.

G. The Parties shall not discriminate in the selection of employees or participants for any employment or other activities undertaken pursuant to this Agreement on the grounds of race, creed, color, sex, or national origin, and shall observe all of the provisions of Titles VI and VII of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. Section 2000(d) *et seq.*). The Parties shall take positive action to ensure that all applicants for employment or participation in any activities pursuant to this Agreement shall be employed or involved without regard to race, creed, color, sex, or national origin.

H. No member of, or Delegate to, or Resident Commissioner in Congress shall be admitted to any share or part of this Agreement, or to any benefits that may arise therefrom, unless the share or part or benefit is for the general benefit of a corporation or company.

I. The Parties will abide by the provisions of 18 U.S.C. Section 1913 (Lobbying with Appropriated Monies).

J. Contracts entered into by any Federal agency pursuant to this Agreement are subject to all laws governing federal procurement and to all regulations and rules promulgated thereunder, whether now in force or hereafter enacted or promulgated, except as specified in this Agreement.

K. The Parties accept full responsibility for any property damage, injury, or death caused by the acts or omissions of their respective employees, acting within the scope of their employment, or their contractors' scope of work, to the extent allowed by law. All claims shall be processed pursuant to applicable governing law.

L. Nothing in this Agreement shall be construed as in any way impairing the general powers of either of the Parties of supervision, regulation, and control of its property under such applicable laws, regulations, and rules.

ARTICLE V: FUNDING LIMITATIONS

The obligations of the Army to expend, pay, or reimburse any funds under this Agreement are subject to the availability of appropriated funds, and nothing

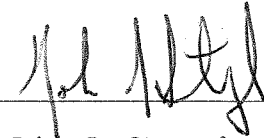
in this Agreement shall be interpreted to require obligations or payments by the Army in violation of the Antideficiency Act, 31 U.S.C. Section 1341, or other applicable fiscal laws.

IN WITNESS WHEREOF, the Parties have executed this Agreement, as verified by their signature below.

UNITED STATES OF AMERICA
DEPARTMENT OF THE ARMY

COMMONWEALTH OF VIRGINIA

By: _____

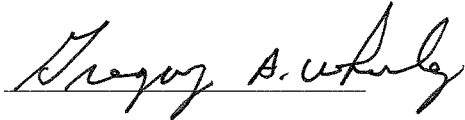


John J. Strycula
Colonel, US Army
Commanding

Date: _____

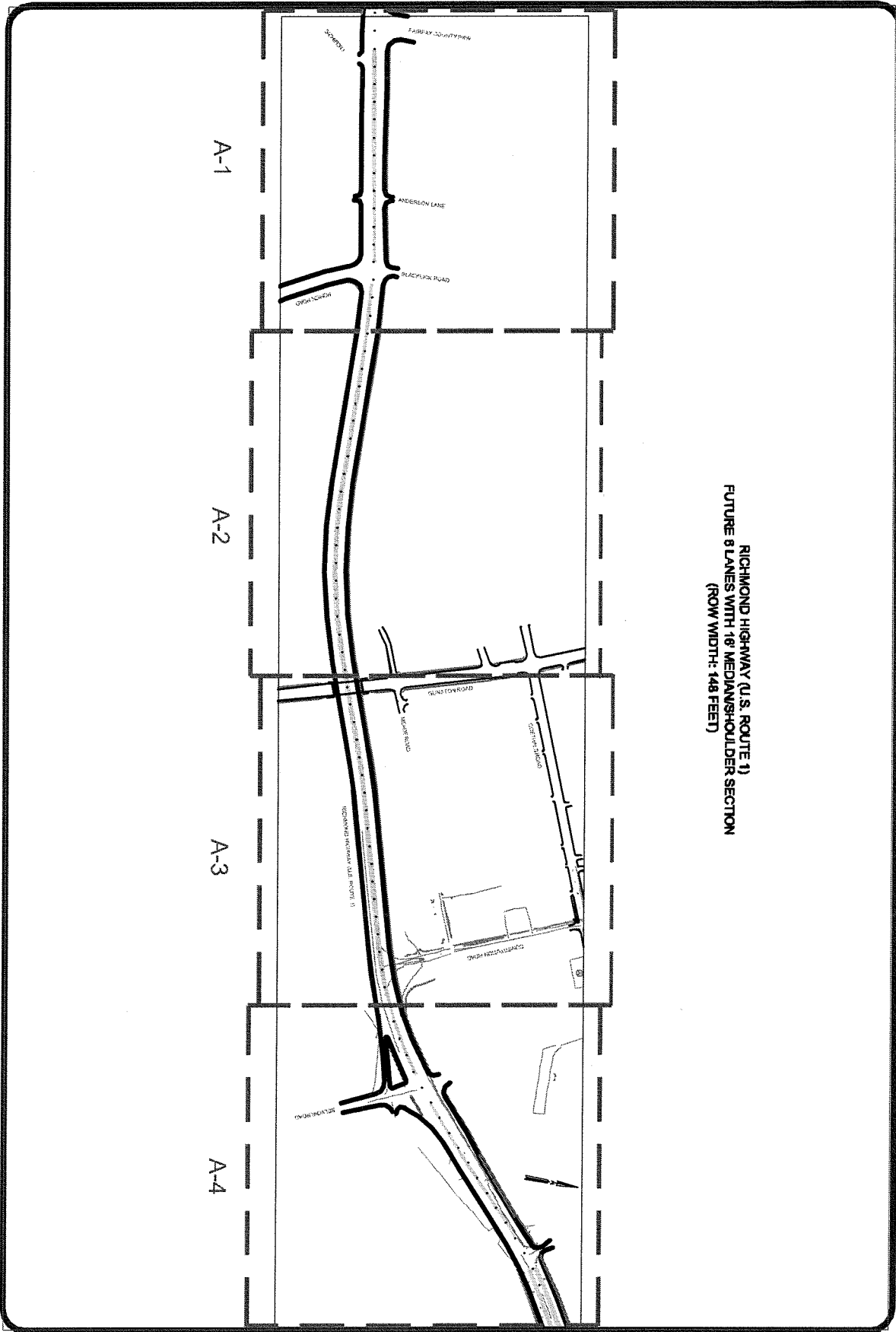
26 Aug 2010

By: _____

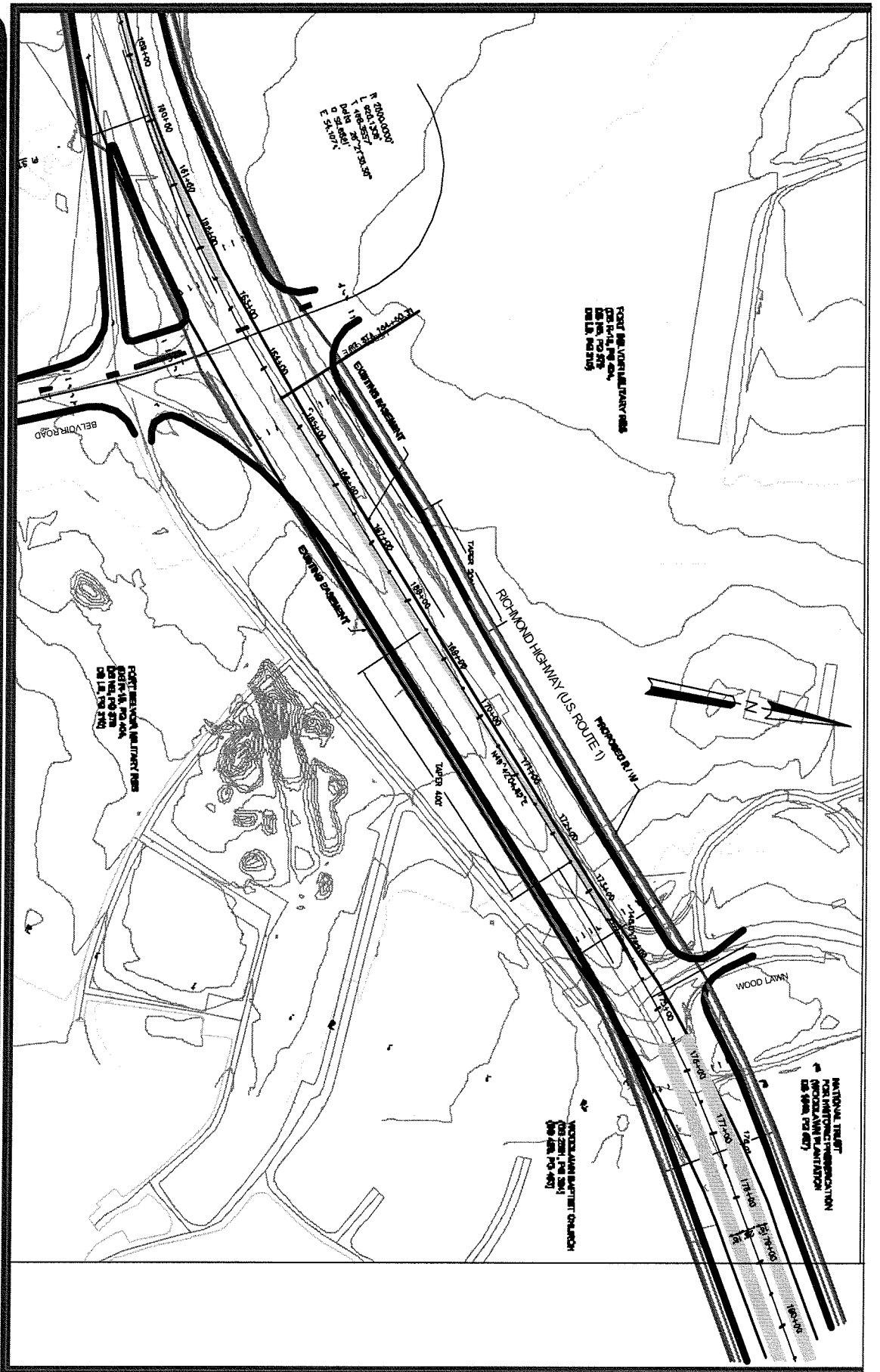


Date: _____

7/20/10



REVISION:	DESIGNED BY:	DATE: 1/11/2010	EXHIBIT A	 1100 NORTH GLEBE ROAD SUITE 500 ARLINGTON, VIRGINIA 22201 TEL (571) 218-1000 FAX (571) 218-1000
	DRAWN BY:	DRAWING No.		
	CHECKED BY:	SCALE: 1" = 500'		



REVISION:

DESIGNED BY:

DATE: 1/11/2010

DRAWN BY:

DRAWING NO.

CHECKED BY:

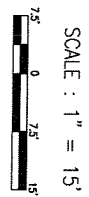
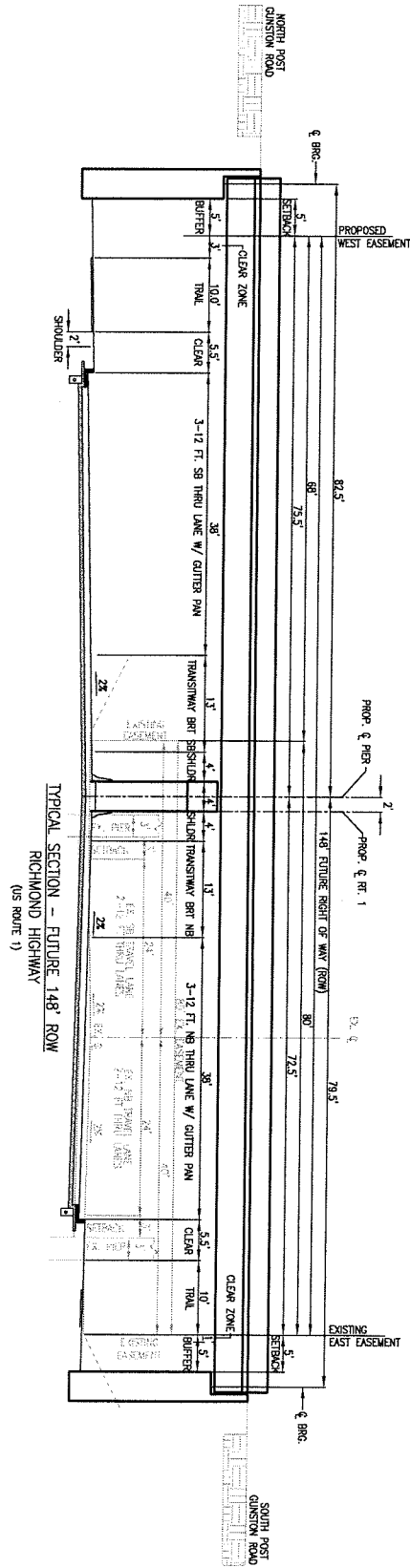
SCALE: 1" = 200'

A-4



1100 NORTH CLARE ROAD SUITE 500
 ARLINGTON, VIRGINIA 22201
 TEL (571) 218-1000
 FAX (571) 218-1800

EXHIBIT B



**Memorandum of Agreement Among
The Department of the Army and
The Department of Transportation Federal Highway Administration, and
The Commonwealth of Virginia, Virginia Department of Transportation and
The County of Fairfax, Virginia**

**For the Design and Construction of Transportation Improvements on Fort Belvoir
and US Route 1 between Telegraph Road and Mount Vernon Memorial Highway
in Fairfax County, Virginia**

Appendix B

Right of Way Acquisition by Design-Builder

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Appendix B: Right-of-Way Acquisition by Design-Builder

The design-builder, under contract to the Federal Highway Administration (FHWA), acting as agent on behalf of the Virginia Department of Transportation (VDOT), shall provide all right-of-way acquisition services for the Project's acquisition of fee right-of-way and permanent, temporary and utility easements, including survey plats. Right of way acquisition services shall include certified title reports, appraisal, appraisal review, negotiations, relocation assistance services and parcel closings, to include an attorney's final certification of title. The design-builder's lead right-of-way acquisition consultant shall be a member of VDOT's prequalified right-of-way contracting consultants, listed on VDOT's web site, and the design-builder's right-of-way team shall include VDOT prequalified appraisers and review appraisers, also listed on VDOT's web site. FHWA, in consultation with VDOT, will retain authority for approving appraisal scope and appraiser, just compensation, relocation benefits, and settlements. VDOT must issue a Notice to Proceed for right-of-way acquisition to the design-builder prior to any offers being made to acquire the property. This represents a hold point in the design-builder's baseline schedule. FHWA must also issue a Clearance for Construction to the design-builder once the property has been acquired prior to commencing construction on the property. This also represents a hold point in the design-builder's baseline schedule. The design-builder will not be responsible for the right-of-way acquisition costs. As used in this RFP, the term "right-of-way acquisition costs" means the actual purchase price paid to a landowner for right-of-way, including fee, any and all easements, and miscellaneous fees associated with closings as part of the Project. All right-of-way acquisition costs will be paid by VDOT and shall not be included in the offeror's lump sum bid. Notwithstanding the foregoing provision, should additional right-of-way, whether fee or easements, be required to accommodate design-builder's unique solution and/or contractor's means, methods and resources used during construction above and beyond the right-of-way limits depicted on the preliminary drawings included in the RFP information package, then all right-of-way acquisition costs for such additional fee or easements shall be paid by the design-builder. These costs would include, but not be limited to, the costs of any public hearings that may be required, actual payments to property owners, all expenses related to the additional acquisitions and associated legal costs, and any additional monies paid the landowners to reach a settlement or pay for court award. In the event additional right-of-way is needed as a result of an approved scope change request by the design-builder, the design-builder shall follow the procedures indicated in the "Right of Way Acquisition Guidelines" included in the RFP information package. Additionally, the design-builder is solely responsible for any schedule delays due to additional right-of-way acquisition associated with the design-builder's design changes and no time extensions shall be granted.

The following responsibilities shall be carried out by either the design-builder or VDOT as specified in each bulleted item below:

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- The design-builder shall acquire property in accordance with all federal and state laws and regulations, including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (the "Uniform Act") and Titles 25.1 and 33.1 of the Code of Virginia. The acquisition of property shall follow the guidelines as established by VDOT, state and federal guidelines, the VDOT Right of Way Manual of Instructions, the VDOT Utilities Manual of Instructions, and IIM-LD-243.4 and Chapter 12 of the VDOT Survey Manual, which require individual plats to be prepared and recorded with each deed, easement agreement, certificate, or other instrument relating to the acquisition of any interest in real property required for this Project. All conveyance documents for the acquisition of any property interest shall also be accompanied by properly marked plan sheets and profile sheets.
- VDOT shall designate a hearing officer to hear any relocation assistance appeals. VDOT agrees to assist with any out-of-state relocation by persons displaced within the rights of way by arranging with any such other state for verification of the relocation assistance claim.
- The design-builder shall submit a Project specific Acquisition and Relocation Plan (Plan) to FHWA for approval, in consultation with VDOT, prior to commencing right-of-way activities. No offers to acquire property shall be made prior to Plan approval. This represents a hold point in the offeror's CPM Schedule. The Plan shall describe the offeror's methods, including the appropriate steps and workflow required for title examinations, appraisals, review of appraisals, negotiations, acquisition, and relocation, and shall contain the proposed schedule of right-of-way activities including the specific parcels to be acquired and all relocations. The schedule shall include activities and time associated with FHWA's review and approval of just compensation, relocation benefits, and administrative settlements. The Plan shall allow for the orderly relocation of displaced persons based on time frames not less than those provided by the Uniform Act. This plan shall be updated as necessary during the life of the Project.
- Both a FHWA Representative and a VDOT Representative will be available to make timely decisions concerning establishing review and approval of just compensation, approval of relocation benefits, and approval of administrative settlements on behalf of VDOT. The FHWA Representative, in consultation with VDOT, is committed to issuing decisions on approval requests within twenty one (21) days. The commitment is based on the Plan providing a reasonable and orderly workflow and the work being provided to the FHWA representative as completed.
- The design-builder shall obtain access to and use VDOT's Right of Way and Utilities Management System (RUMS) to manage and track the acquisition process. RUMS will be used for Project status reporting. Entries in RUMS shall be made at least weekly to accurately reflect current Project status. VDOT standard forms and documents, as found in RUMS, will be used to the extent possible. Training in the use of RUMS and

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technical assistance will be provided by VDOT. County shall have read-only access to the RUMS system for the purposes of monitoring right-of-way acquisition progress.

- The design-builder shall provide a current title examination, no older than sixty (60) days, for each parcel at the time of the initial offer to the landowner. Each title examination report shall be prepared by a VDOT approved attorney or title company. If any title examination report has an effective date that is older than sixty (60) days, an update is required prior to making an initial offer to the landowner. A title insurance policy in favor of the Commonwealth in form and substance satisfactory to the FHWA and VDOT shall be provided by the design-builder for every parcel acquired.
- The design-builder shall prepare appraisals in accordance with VDOT's Appraisal Guidelines.
- The design-builder shall provide appraisal reviews complying with technical review guidelines the design-builder shall submit a scope of work detailing the type of appraisal to be prepared for each parcel and the name of the proposed appraiser for FHWA review and approval prior to commencing the individual parcel appraisal. The proposed appraiser shall be of an appropriate qualification level to match the complexity of the appraisal scope.
- The design-builder shall provide appraisal reviews complying with technical review guidelines found in VDOT's Right of Way Utilities Manual of Instructions and make a recommendation of just compensation. The design-builder's right-of-way consultant shall be a member of the VDOT pre-qualified contracting consultant list, and such team shall include a VDOT pre-qualified fee appraiser. The reviewer shall be approved by FHWA, in consultation with VDOT, and shall also be on VDOT's approved fee appraiser list. VDOT shall have the responsibility to recommend final approval of all appraisals to FHWA.
- The design-builder shall make direct payments of benefits to property owners for negotiated settlements, relocation benefits, and payments to be deposited with the court. Payment documentation is to be prepared and submitted with the Acquisition Report (RW-24). VDOT will process vouchers and issue state warrants for all payments and send to the design-builder, who will be responsible for disbursement and providing indefeasible title to VDOT.
- The design-builder shall prepare, obtain execution of, and record documents conveying title to such properties to the Commonwealth and deliver all executed and recorded general warranty deeds to FHWA and VDOT. For all property purchased in conjunction with the Project, title will be acquired in fee simple (except that VDOT may, in its sole discretion, direct the acquisition of a right-of-way easement with respect to any portion of the right of way) and shall be conveyed to the "Commonwealth of Virginia, Grantee" by a VDOT-approved general warranty deed, free and clear of all liens and

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encumbrances, except encumbrances expressly permitted by VDOT in writing in advance. All easements, except for private utility company easements shall be acquired in the name of "Commonwealth of Virginia, Grantee." Private utility company easements will be acquired in the name of each utility company when the private utility company has prior recorded easements.

- Because these acquisitions are being made on behalf of the Commonwealth, VDOT shall make the ultimate determination in each case as to whether the recommendation for settlement is appropriate or whether the filing of an eminent domain action is necessary, taking into consideration the recommendations of the design-builder. When VDOT recommends the filing of a certificate to FHWA, the design-builder shall prepare a Notice of Filing of Certificate and the certificate assembly. All required documents necessary to file a certificate shall be forwarded to the FHWA and VDOT Project managers. VDOT will review and execute the certificate, provide the money as appropriate and will return the assembly to the design-builder. The design-builder shall update the title examination and shall file the certificate.
- When FHWA, in consultation with VDOT, determines that it is appropriate, the design-builder shall be responsible for continuing further negotiations for a minimum of sixty (60) days in order to reach settlement after the filing of certificate. After that time the case will be assigned to an outside attorney appointed by VDOT and the Office of the Attorney General. When requested, the design-builder shall provide the necessary staff and resources to work with VDOT and its attorney throughout the entire condemnation process until the property is acquired by entry of a final non-appealable order, by deed, or by an Agreement After Certificate executed and approved by VDOT and the appropriate court. The design-builder will provide updated appraisals (*i.e.*, appraisal reports effective as of the date of taking) and expert testimony supporting condemnation proceedings upon request by FHWA and VDOT. Services performed by the design-builder or its consultants after an eminent domain action is assigned to an outside attorney will be paid, if and when necessary, under a contract modification.
- The design-builder will be responsible for all contacts with landowners for rights of way or construction items.
- The design-builder shall maintain access at all times to properties during construction.
- The design-builder shall use reasonable care in determining whether there is reason to believe that property to be acquired for rights of way may contain concealed or hidden wastes or other materials or hazards requiring remedial action or treatment. When there is reason to believe that such materials may be present, the design-builder shall notify FHWA within three (3) calendar days. The design-builder shall not proceed with acquiring such property until they receive written notification from FHWA.

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- During the acquisition process and for a period of three years after final payment is made to the design-builder for any phase of the work, and until the Commonwealth has indefeasible title to the property, all Project documents and records not previously delivered to FHWA and VDOT, including but not limited to design and engineering costs, construction costs, cost of acquisition of rights of way, and all documents and records necessary to determine compliance with the laws relating to the acquisition of rights of way and the costs of relocation of utilities, shall be maintained and made available to FHWA and VDOT for inspection and/or audit. Throughout the design, acquisition and construction phases of the Project, copies of all documents and correspondence shall be submitted to FHWA, and both the Central Office and respective Regional Right of Way office.
- Prior to Project completion, the design-builder shall provide and set VDOT RW-2 right-of-way monuments within the Project Limits.

Attachment B

*** * ***

Correspondence

MAY 12 2011

In Reply Refer to: HFPP-15

Mr. John Eddins
Program Analyst
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Mr. Eddins:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we have initiated consultation with the Virginia Department of Historic Resources (VDHR) regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties (copy of letter enclosed). Other potential consulting parties have been identified for this undertaking (list included in letter to VDHR) and a meeting with them will be scheduled in the near future.

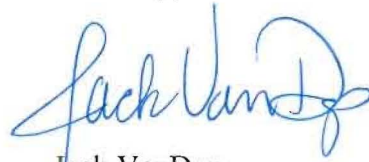
This project has the potential to have adverse effects on listed, or eligible for listing, properties including the National Historic Landmark Woodlawn Plantation and the Woodlawn Historic District. We have notified Mr. William Bolger of the National Park Service regarding the potential for adverse effects on a National Historic Landmark (copy enclosed).



The FHWA hereby invites your office to participate in the National Historic Preservation Act related activities for this undertaking. Should you decide to participate as a consulting party we will provide you with notice of all future meetings.

Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County

Mr. Marcus Brundage, Fort Belvoir

Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011

In Reply Refer to: HFPP-15

Mr. Marcus Brundage
NEPA Program Manager
Directorate of Public Works
U.S. Army Garrison Fort Belvoir
9430 Jackson Loop
Fort Belvoir, VA 22060

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Invitation to be Cooperating Agency

Dear Mr. Brundage:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division (EFLHD), is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

The EFLHD is the Federal Lead Agency for preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA).

Should land from Fort Belvoir be required for this project, your participation as a cooperating agency may satisfy U.S. Army compliance with NEPA and obviate a separate U.S. Army requirement to meet the needs of U.S. Army Regulation (AR) 200-2, *Environmental Effects of Army Actions*. Accordingly, we invite your agency to be a cooperating agency in the preparation of the EA. Your written response would be appreciated.



Please feel free to call me at (703) 404-6282 or email me at jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Derek Manning, Fort Belvoir
Mr. Sid Siddiqui, VDOT

MAY 12 2011

In Reply Refer to: HFPP-15

Reverend Travis Hilton
Woodlawn Baptist Church
9001 Richmond Highway
Alexandria, VA 22309

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Reverend Hilton:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated **with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC)**.

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite the Woodlawn Baptist Church to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that you can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011

In Reply Refer to: HFPP-15

Dr. Wenonah G. Haire
Tribal Historic Preservation Officer
Catawba Indian Nation
P.O. Box 750
Rock Hill, SC 29731

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Dr. Haire:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed or eligible for listing on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite your organization to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that you can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011 In Reply Refer to: HFPP-15

Mr. Robert G. Gore
CENAB-PL-E
Chief, Planning and Environmental Services Branch
U.S. Army Corps of Engineers, Baltimore District
P.O. Box 1715
Baltimore, MD 21203-1715

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Invitation to be Cooperating Agency

Dear Mr. Gore:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division (EFLHD), is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

The EFLHD is the Federal Lead Agency for preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA).

It is our understanding that your office will assist the Garrison of Fort Belvoir to facilitate possible realty transfers for this roadway project. Should these actions require a NEPA decision by your office, your participation as a cooperating agency on this project may satisfy the U.S. Army's compliance with NEPA and obviate a separate U.S. Army requirement to meet the needs of the U.S. Army Regulation (AR) 200-2, *Environmental Effects of Army Actions*. Accordingly, we invite your agency to be a cooperating agency in the preparation of the EA. Your written response would be appreciated.



Please feel free to call me at (703) 404-6282 or email me at jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT

MAY 12 2011

In Reply Refer to: HFPP-15

Mr. Nicholas L. Konchuba
Chief, Northern Virginia Regulatory Section
Norfolk District Corps of Engineers, Fort Norfolk
803 Front Street
Norfolk, VA 23510-1096

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Invitation to be Cooperating Agency

Dear Mr. Konchuba:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division (EFLHD), is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (Figure 1). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

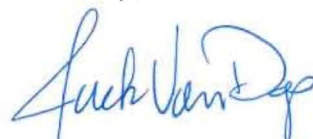
The EFLHD is the Federal Lead Agency for preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA).

Your office may be requested to issue permits under the Clean Water Act for potential impacts to Accotink Creek and other water resources in the vicinity of the project. Should these actions require a NEPA decision by your office, your participation as a cooperating agency on this project may satisfy the Corps' compliance with NEPA and obviate a separate environmental document. Accordingly, we invite your agency to be a cooperating agency in the preparation of the EA. Your written response would be appreciated.



Please feel free to call me at (703) 404-6282 or email me at jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County

Mr. Marcus Brundage, Fort Belvoir

Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011

In Reply Refer to: HFPP-15

Mr. Anthony Griffin
Fairfax County Executive
Fairfax County Office of the
County Executive
12000 Government Center Parkway, Suite 552
Fairfax, VA 22035-0066

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Mr. Griffin:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated **with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC)**.

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed or eligible for listing on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite Fairfax County to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that the County can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011 In Reply Refer to: HFPP-15

Ms. Jacque-Lynne Shulman
The Historical Society of Fairfax County
P.O. Box 415
Fairfax, VA 22038

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Ms. Shulman:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated **with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC)**.

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite your organization to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that you can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011

In Reply Refer to: HFPP-15

Mr. Marcus Brundage
NEPA Program Manager
Directorate of Public Works
U.S. Army Garrison Fort Belvoir
9430 Jackson Loop
Fort Belvoir, VA 22060

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Mr. Brundage:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite Fort Belvoir to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that the Fort can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Derek Manning, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011

In Reply Refer to: HFPP-15

Mr. James D. Nations
Alexandria Friends Meeting at Woodlawn
8990 Woodlawn Road
Fort Belvoir, VA 22060

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Mr. Nations:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite your organization to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that you can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,

A handwritten signature in blue ink that reads "Jack VanDop". The signature is written in a cursive, slightly slanted style.

Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT

MAY 12 2011

In Reply Refer to: HFPP-15

Mr. Ron Chase
Gum Springs Historical Society
8100 Fordson Road
Alexandria, VA 22306

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Mr. Chase:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

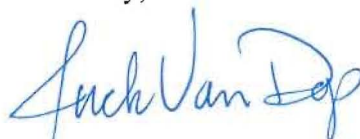
The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite your organization to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that you can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011

In Reply Refer to: HFPP-15

Ms. Deanna Beacham
Virginia Council on Indians
Commonwealth of Virginia
1111 East Broad Street, Room 4010
Richmond, VA 23219

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Ms. Beacham:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated **with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC)**.

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite you to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that you can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,

A handwritten signature in blue ink that reads "Jack VanDop". The signature is written in a cursive style with a large, stylized "V" and "D".

Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011 In Reply Refer to: HFPP-15

Mr. Bill Brookover
National Park Service
U.S. Custom House
200 Chestnut Street
3rd Floor
Philadelphia, PA 19106

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Mr. Brookover:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we have initiated consultation with the Virginia Department of Historic Resources (VDHR) regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties (copy of letter enclosed). Other potential consulting parties have been identified for this undertaking (list included in letter to VDHR) and a meeting with them will be scheduled in the near future.

This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation.



Because of the project's potential for an adverse effect to Woodlawn Plantation NHL, FHWA invites you, as the designated representative of the Secretary of the Interior, to participate in the consultation. FHWA will be actively working with management staff of Woodlawn Plantation and the National Trust for Historic Preservation (Trust) (owners of the NHL) to understand their concerns and develop appropriate mitigation for possible impacts.

Please notify my office in writing if you would like to participate in the consultation process. We would appreciate your input and any assistance that the National Park Service can provide. Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT

MAY 12 2011 In Reply Refer to: HFPP-15

Ms. Betsy Merritt
The National Trust for Historic Preservation
1785 Massachusetts Ave., NW
Washington, DC 20036

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Ms. Merritt:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

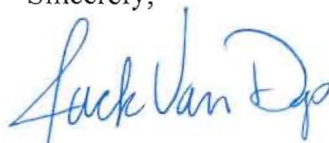
The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite your organization to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that The Trust can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011 In Reply Refer to: HFPP-15

Ms. Cindy Schulz
Field Office Supervisor
Virginia Ecological Services Field Office
U.S. Fish and Wildlife Service
6669 Short Lane
Gloucester, VA 23061-4410

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Invitation to be Cooperating Agency

Dear Ms. Schulz:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division (EFLHD), is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (Figure 1). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated **with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC)**.

The EFLHD is the Federal Lead Agency for preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA).

Your office may be requested to provide input regarding applications to the U.S. Army Corps of Engineers for permits under the Clean Water Act for potential impacts to Accotink Creek and other water resources in the vicinity of the project. Additionally, the project may impact the Accotink Bay Wildlife Refuge on Army property at Fort Belvoir and we believe your agency could offer special expertise in identifying and addressing potential impacts to these resources, as well as provide input on potential impacts to federally listed threatened or endangered species. Accordingly, we invite your agency to be a cooperating agency in the preparation of the EA. Your written response would be appreciated.



Please feel free to call me at (703) 404-6282 or email me at jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

MAY 12 2011

In Reply Refer to: HFPP-15

Mr. Tom Fahrney
BRAC Coordinator
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030

Subject: Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia
From Telegraph Road to Mount Vernon Memorial Highway
Initiation of Section 106 Consultation

Dear Mr. Fahrney:

In cooperation with the U.S. Army – Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division, is conducting studies for improvements to Route 1 from Telegraph Road to Mount Vernon Memorial Highway (**Figure 1**). This section of Route 1 extends approximately 3.5 miles and currently has four through lanes. Planning efforts for Route 1 improvements are being coordinated with other ongoing improvements associated with recent changes at Fort Belvoir due to the 2005 Defense Base Realignment and Closure (BRAC).

The FHWA is preparing an Environmental Assessment (EA) for this undertaking to comply with the National Environmental Policy Act (NEPA). In accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations (36 CFR Part § 800), we are initiating consultation regarding the identification of historic properties and consideration of effects that the undertaking may have on such properties. This project has the potential to have adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places, including the National Historic Landmark (NHL) Woodlawn Plantation and the Woodlawn Historic District.

We hereby invite the Virginia Department of Transportation to participate in the consultation process. Please notify my office in writing if you would like to participate. We would appreciate your input and any assistance that your agency can provide. A meeting with consulting parties will be scheduled in the near future.



Please feel free to contact me at (703) 404-6282 or jack.vandop@dot.gov with any questions regarding this project.

Sincerely,



Jack VanDop
Senior Technical Specialist

Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County
Mr. Marcus Brundage, Fort Belvoir
Mr. Sid Siddiqui, VDOT



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Douglas W. Domenech
Secretary of Natural Resources

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

19 May 2011

Mr. Jack Van Dop
Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, Virginia 20166-6511

RE: U.S. Route 1 Improvements at Fort Belvoir
Fairfax County
VDHR File No. 2001-0007

Dear Mr. Van Dop:

The Department of Historic Resources (DHR) has received your letter of 13 April 2011 regarding the above referenced project. It is our understanding that the Federal Highway Administration (FHWA) proposes to conduct improvements along U.S. Route 1 between Telegraph Road and Mount Vernon Memorial Highway in Fairfax County, Virginia. The improvements are necessary due to an expected traffic increase along this approximately 3.5-mile section of Route 1 resulting from BRAC activities at Fort Belvoir. Your letter of 13 April is intended to initiate consultation under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA).

Several years ago FHWA and the Virginia Department of Transportation (VDOT) had plans to improve and widen this section of Route 1. The VDOT did extensive environmental and historic property surveys along the road corridor in support of its NEPA and Section 106 compliance. Numerous consulting party meetings were held to discuss the project and its anticipated effects on identified historic properties. However, funding was withdrawn from the undertaking before the Section 106 process was completed. Due to the number of intervening years between the initial cultural resources surveys and the initiation of the current undertaking, DHR would expect FHWA to update the survey reports in order to confirm their residual validity. It is also advisable to re-initiate contact with those consulting parties involved in the earlier Route 1 project coordination.

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6416
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Office
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way 2nd
Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5428
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7031
Fax: (540) 868-7033

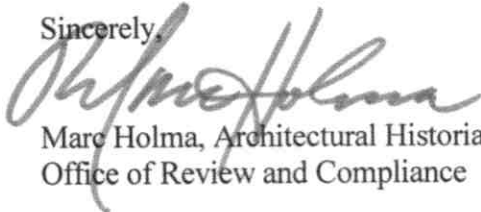
Page 2
19 May 2011
Mr. Jack Van Dop

Of those historic properties identified in 2001 for the Route 1 project some are particularly noteworthy. These are the Alexandria Friends Meetinghouse, Woodlawn Plantation, and the Woodlawn Historic District. As you are probably already aware, Woodlawn Plantation is a National Historic Landmark (NHL), which requires special consideration under Section 106 regulations.

The DHR is ready to assist FHWA in fulfilling its mandated requirements under Section 106. Please continue to work closely with us throughout this early planning stage to ensure that significant historic properties are considered in the project design.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marc Holma".

Marc Holma, Architectural Historian
Office of Review and Compliance

C: Ms Helen Ross, VDOT
Mr. Stuart Tyler, Parsons Transportation Group

From: Justin R Coleman [mailto:jrcoleman@simmsshowerslaw.com]
Sent: Thursday, June 02, 2011 1:06 PM
To: VanDop, Jack (FHWA)
Cc: Rob Showers; Woodlawn Baptist Church
Subject: HFPP-15; Environmental and Historic Preservation Consultation for Rt. 1 Expansion

Dear Mr. VanDop,

My name is Justin Coleman. I am an associate at Simms Showers, LLP. Our office has been retained by Woodlawn Baptist Church to represent them in regards to the expansion of Richmond Highway and its impact on our client's real property.

Our client received your letter inviting them to participate in a "consultation process" regarding the expansion and its effects on the historic properties, including our client's property, surrounding Richmond Highway. Our client forwarded this letter to our attention.

We are willing to meet with your office to discuss these matters. Please let us know what days the Federal Highway Administration is considering holding these meetings so we can plan accordingly with our client.

Again, we respectfully request that all communications to our client be directed to our office. Thank you.

Sincerely,

Justin R. Coleman, Esq.
Simms Showers LLP
305 Harrison St. SE
Third Floor
Leesburg, VA 20175
(703) 771-4671 (office)
(703) 771-4681 (fax)
jrcoleman@simmsshowerslaw.com

WARNING: THE INFORMATION CONTAINED IN THIS EMAIL IS INTENDED ONLY FOR THE PERSONAL AND CONFIDENTIAL USE OF THE RECIPIENT NAMED ABOVE. THIS MESSAGE MAY BE AN ATTORNEY-CLIENT COMMUNICATION AND AS SUCH IS PRIVILEGED AND CONFIDENTIAL. If the reader of this message is not the intended recipient or you have received this message in error, please notify us immediately by telephone, return the original message to us and delete it from your machine. Any unauthorized review, dissemination, distribution or copying of this message is strictly prohibited. Thank you.

From: Muse, John C. [mailto:John.Muse@VDOT.Virginia.gov]
Sent: Thursday, June 02, 2011 8:23 AM
To: VanDop, Jack (FHWA)
Cc: Ross, Helen P.; Vaughan, Jan; Iosco, Robert C.; Fahrney, Tom W.
Subject: Rte 1 Improvements at Ft. Belvoir, Fairfax Co., (From Telegraph Rd to Mt. Vernon Memorial Hwy); Initiation of Section 106 Consultation Process

Jack,

Tom Fahrney forwarded your May 12 letter to my office the other week regarding the Section 106 Consultation process for the Rte 1 Improvements Study. I am writing to accept VDOT's participation in the consultation process. By copy of this email to Helen Ross, our Architectural Historian & Preservation Manager, I am designating her as the primary VDOT contact in the consultation process. Please let us know when a meeting with consulting parties will be scheduled.

-John

Note New Address/New Office Number

John C. Muse | District Environmental Manager | Virginia Department of Transportation | 4975 Alliance Drive |
Fairfax, Virginia 22030 | 703.259.1215 (o) | 571.641.1176 (c)

From: Judy Rigin [mailto:rigginjm@verizon.net]
Sent: Tuesday, June 07, 2011 3:42 PM
To: VanDop, Jack (FHWA)
Subject: Friends' response to May 12 Route One letter

Hello Jack,

I just located the May 12 letter sent to Jim Nations this afternoon at the meetinghouse.

In response to it, I am formally requesting that Alexandria Monthly Meeting of the Religious Society of Friends be named as a consulting party for the Route 1 Improvements at Fort Belvoir project.

I will also note that we are now listed (meetinghouse, burial grounds, and property) on the National Register of Historic Places by the name, "Woodlawn Quaker Meetinghouse," so that may be the most suitable term for your use during this project.

Thanks, Judy



DEPARTMENT OF THE ARMY
U.S. ARMY INSTALLATION MANAGEMENT COMMAND
US ARMY GARRISON, FORT BELVOIR
DIRECTORATE OF PUBLIC WORKS
9430 JACKSON LOOP, SUITE 100
FORT BELVOIR, VIRGINIA 22060-5116

REPLY TO
ATTENTION OF

23 June 2011

RECEIVED
2011 JUN 27 PM 12:27

EASTERN FEDERAL LANDS
HIGHWAY DIVISION
STERLING, VA

Directorate of Public Works

SUBJECT: Section 106 Consultation, Route 1 Improvements at Fort Belvoir, Fairfax County, Virginia from Telegraph Road to Mount Vernon Memorial Highway

Mr. Jack VanDop
Senior Technical Specialist
Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, Virginia 20166

Dear Mr. VanDop:

In response to your letter of May 12, 2011, U.S. Army Garrison Fort Belvoir will be a participant in National Historic Preservation Act (Section 106) consultation for the above referenced project. Fort Belvoir has reviewed its historic properties inventory and provides the following summary of historic properties within the Area of Potential Effect (APE), as defined in your letter of May 11, 2011 to the Virginia State Historic Preservation Office (SHPO).

a. Architectural Properties:

1. Pohick Episcopal Church (VDHR #:029-0046)
2. Facility 1433 Railroad Bridge (VDHR #:029-5424)
3. Camp A.A. Humphreys Pump Station and Filter Building (VDHR File #: 029-0096)
4. Woodlawn Historic District (VDHR #: 029-5181)
5. Woodlawn Quaker Meeting House (VDHR #:029-0172)
6. Woodlawn National Historic Landmark (VDHR #: 029-0056)
7. Woodlawn Road Transfer Parcel (VDHR #: 2005-0931)

b. Archeological Properties:

1. 44FX1657 – Recommended for Further Study
2. 44FX1679 – Recommended for Further Study
3. 44FX1680 – Recommended for Further Study
4. 44FX1811 – Recommended for Further Study
5. 44FX1936 – Recommended for Further Study

“LEADERS IN EXCELLENCE”

6. 44FX1937 – Recommended for Further Study
7. 44FX1211 (Woodlawn Quaker Cemetery) – See 029-0172
8. 44FX1212 (Woodlawn Baptist Cemetery) – See 029-5181

Fort Belvoir's records indicate that sites 44FX1657, 1679, 1680, 1811, 1936, and 1937 were recommended ineligible for National Register listing by a January 2002 archeological study performed in association with an earlier Route 1 improvement project (VDHR File #: 2001-0007). Fort Belvoir has no records indicating that the SHPO either received or concurred with the finding of that report. Fort Belvoir recommends that Pohick Church be invited to participate in consultation as their property falls within the APE for this undertaking.

Copies of this correspondence have been submitted to FHWA, the Advisory Council on Historic Preservation, Woodlawn Baptist Church, Catawba Indian Nation, Fairfax County, The Historical Society of Fairfax County, Alexandria Monthly Meeting of the Religious Society of Friends, Gum Springs Historical Society, Virginia Council on Indians, National Park Service, National Trust for Historic Preservation, SHPO and Virginia Department of Transportation.

Point of contact is Derek Manning, Cultural Resources Manager, at 703-806-3759.

Sincerely,



Bill Sanders
Director



DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF:

June 21, 2011

RECEIVED
2011 JUN 27 PM 12: 25

EASTERN FEDERAL LANDS
HIGHWAY DIVISION
STERLING, VA

Eastern Virginia Regulatory Section
NAO-2011-0839

Federal Highway Administration
Eastern Federal Lands Highway Division
ATTN: Mr. Jack Van Dop
21400 Ridgetop Circle
Sterling, VA 20166

Dear Mr. Van Dop:

This letter is in response to your letters dated April 13, 2011 and May 12, 2011 concerning planned improvements to Route 1 between Telegraph Road and Mount Vernon Memorial Highway in Fairfax County. You indicated that the Federal Highway Administration, Eastern Federal Lands Highway Division will prepare an Environmental Assessment (EA) for this project. Considering the location and nature of the project, it will likely impact waters and/or wetlands regulated by the Norfolk District Army Corps of Engineers (Norfolk District) under Section 404 of the Clean Water Act (33 U.S.C. 1344), and a permit or permits will likely be required. The Norfolk District will participate as a cooperating agency in the development of the EA. We wish to participate in any interagency meetings and/or field reviews you conduct.

Our regulations require that we consider a full range of public interest factors and conduct an alternatives analysis in order to identify the least environmentally damaging practicable alternative (LEDPA), which is the only alternative we can authorize. In addition to wetland and waters impacts, we must consider factors such as land use (including displacements of homes and businesses), floodplain hazards and values, water supply and conservation, water quality, safety, cost, economics, threatened and endangered species, historic and cultural resources, and environmental justice. The EA should address all of these factors to avoid the need for us to prepare a separate document.

Measures to avoid and minimize impacts to aquatic resources should be considered and documented in the EA. Bridging is preferred for stream and wetland crossings, particularly where there are high-quality streams, larger wetland areas, threatened or endangered species habitat, or otherwise unique and valuable resource areas. All crossings for which culverts will be installed must be countersunk at least six inches below streambeds to allow for passage of aquatic species. We recommend that to the extent practicable, existing disturbed areas be utilized for road improvements, as this should help minimize impacts to higher quality, less disturbed resources.

Wetland impacts are typically mitigated 2:1 for forested; 1.5 to 1 for scrub/shrub, and 1:1 for emergent. Typically, we require stream mitigation for unavoidable stream impacts to greater than 300 linear feet of stream at a crossing. However, we also consider the cumulative impacts to streams from a given project, and may require mitigation for shorter lengths of stream if there are

many impacts in close proximity, or if there are multiple impacts to the same stream and/or its direct tributaries. We encourage natural channel design to the extent practicable for streams that must be relocated. We utilize the Unified Stream Methodology (USM) for determining how much stream mitigation is required for projects. The USM is also used to determine the amount of mitigation credit that will be granted for stream mitigation projects. The use of credits from an approved mitigation bank that includes the impact areas in its geographic service area is the preferred means of compensation for impacts.

The project may affect historic and cultural resources. As per 36 CFR 800.2(a)(2), the FHWA, Eastern Federal Lands Highway Division is hereby designated as the lead federal agency to fulfill the collective Federal responsibilities under Section 106 of the National Historic Preservation Act, for the undertaking. We authorize your agency to conduct Section 106 coordination on our behalf. Any Memorandum of Agreement prepared by your agency under 36 CFR 800.6 should include the following clause in the introductory text:

“WHEREAS, pursuant to Section 10 and/or Section 404 of the Clean Water Act, a Department of the Army permit will likely be required from the Corps of Engineers for this project, and the Corps has designated FHWA as the lead federal agency to fulfill federal responsibilities under Section 106;”

Please contact Alice Allen-Grimes at (757) 201-7219 or alice.w.allen-grimes@usace.army.mil, if you have any questions.

Sincerely,



Kimberly A. Prisco-Baggett
Chief, Eastern Virginia
Regulatory Section

Copy furnished:

Parsons Transportation Group, Washington, DC

From: Lisa LaRue-Baker - UKB THPO [mailto:ukbthpo-larue@yahoo.com]
Sent: Tuesday, April 10, 2012 6:02 PM
To: Kimberley, Ryan (FHWA)
Cc: lstapleton@unitedkeetoowahband.org
Subject: Re: FHWA/US Army highway improvement project, Fairfax County, VA

The United Keetoowah Band of Cherokee Indians in Oklahoma defers consultation on this project to federally recognized tribes with a documented historic interest in this location. Thank you for contacting us,

Lisa LaRue-Baker
Acting THPO
United Keetoowah Band of Cherokee Indians in Oklahoma
PO Box 748
Tahlequah, OK 74465

c 918.822.1952 f 918.458.6889
ukbthpo-larue@yahoo.com

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--- On Wed, 3/28/12, Ryan.Kimberley@dot.gov <Ryan.Kimberley@dot.gov> wrote:

From: Ryan.Kimberley@dot.gov <Ryan.Kimberley@dot.gov>
Subject: FHWA/US Army highway improvement project, Fairfax County, VA
To: UKBTHPO-Larue@yahoo.com
Cc: christopher.daniel9@us.army.mil, Jack.VanDop@dot.gov
Date: Wednesday, March 28, 2012, 10:05 AM

Dear Lisa,

As we discussed on the phone today, the Federal Highway Administration and the US Army Garrison Fort Belvoir are planning to conduct roadway improvements on Rt. 1 in Fairfax County, VA. The project will impact numerous historic and prehistoric sites. A Section 106 Programmatic Agreement is being developed with the Virginia SHPO and other consulting parties. Based on our conversation, the project will occur outside of the area of traditional interest for the United Keetoowah Band of Cherokee Indians in Oklahoma (UKB). Please provide confirmation that UKB has elected to defer Section 106 responsibility for this undertaking.

Sincerely,
Ryan Kimberley
FHWA
703-404-6211



U.S. Department
of Transportation
**Federal Highway
Administration**

Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

APR 17 2012

In Reply Refer to: HFPP-15

FEDERAL EXPRESS

Mr. Marc Holma
Architectural Historian
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23211

Subject: Project Route 1 Improvements at Fort Belvoir
Fairfax County, Virginia
Request for Concurrence with Determinations of Eligibility of Architectural
Properties and Areas of Potential Effect

Dear Mr. Holma:

The Eastern Federal Lands Highway Division, of the Federal Highway Administration (FHWA), acting as the lead federal agency for the purposes of consultation with your agency under Section 106 of the National Historic Preservation Act (16 U.S.C. § 470), in cooperation with the U.S. Army Garrison, Fort Belvoir, the County of Fairfax, Virginia and the Virginia Department of Transportation, is proposing improvements to Richmond Highway (Route 1) in Fairfax County, Virginia.

The FHWA, in consultation with interested parties, has been investigating the potential for the proposed undertaking to have adverse impacts on historic properties. Architectural and archaeological surveys have been conducted in the vicinity of the project, and five meetings have been held to discuss the concerns of the consulting parties.

The FHWA respectfully requests your concurrence with the following determinations of eligibility and with the architectural and archaeological Areas of Potential Effect (APE) for the proposed undertaking (See Attachment 1). A request for concurrence with determinations of eligibility for archaeological properties will be sent in a separate correspondence.

Properties Recommended as Not Eligible

Based on findings by Coastal Carolina Research (CCR) that have been documented in the architectural survey report, the newly recorded architectural properties listed in Attachment 2 are recommended as not eligible for inclusion in the National Register of Historic Places (NRHP).

Additionally, due to a lack of historical or architectural focus for a district, and the area's lack of integrity, the FHWA recommends that the Village of Accotink be considered not eligible for inclusion in the NRHP as an historic district.

Due to loss of architectural integrity, CCR did not recommend the Accotink Methodist Church and Cemetery (029-5697), or Odd Fellows Hall (029-5691), as eligible for inclusion on the NRHP. Due to concerns expressed by the consulting parties about the methods used to determine the church's eligibility, the FHWA recommends that additional studies be done before a determination of eligibility is made for the property. However, the FHWA does not propose to conduct further studies at this time, as the architectural APE for the project does not include either property. (Please see the attached APE description and map.)

Recommendations for Properties Contributing to the Woodlawn National Register Eligible Historic District

According to Virginia Department of Historic Resources Data Sharing System (DSS) records, current contributing resources to the Woodlawn National Register Eligible Historic District (Woodlawn Historic District; 029-5181) include (see Attachment 3):

- a. Woodlawn Plantation (029-0056).
- b. Grand View (029-0062).
- c. Woodlawn Baptist Church and Cemetery (029-0070). The modern church building is not eligible for listing on the NRHP, and the FHWA does not recommend it for inclusion as a contributing resource to Woodlawn Historic District. Please see below for the FHWA's recommendation for the cemetery (44FX1212).
- d. George Washington's Distillery and Gristmill (029-0330).
- e. Woodlawn Quaker Meeting House (029-0172).
- f. Community of Gum Springs.

The FHWA recommends the following additions and modifications to the list of architectural properties contributing to the Woodlawn Historic District:

1. Otis Tufton Mason House (029-5181-0006). While the house represents a common design for the period of construction and place, and is not recommended as individually eligible for inclusion on the National Register of Historic Places (NRHP), the exterior of the house retains a high level of integrity.
2. Pope-Leighey House (029-0058). The house is currently listed as individually eligible for inclusion in the NRHP. Woodlawn Historic District's period of significance currently extends to include the Antebellum Period (1830 – 1860), while Pope-Leighey House was constructed in 1939, and moved to its current location in 1965. However, the FHWA and consulting parties feel that the house has significance to the nation's historic preservation movement, and thus should be considered a contributing element of Woodlawn Historic District. The National Register nomination package that the FHWA will prepare for Woodlawn Historic District will recommend expansion of the district's period of significance to include this more recent component.

3. Woodlawn Baptist Church Cemetery (44FX1212). While the modern church building on the Woodlawn Baptist Church property is not historic, the cemetery should be considered a contributing resource to the historic district.
4. Woodlawn Quaker Meeting House Cemetery (44FX1211). The cemetery is recommended as a contributing element of Woodlawn Historic District.
5. Woodlawn Baptist Church property. While the modern church building is not historic and is not recommended as a contributing resource to the historic district, the FHWA recommends that the limits of the Woodlawn Baptist Church property be included within the boundaries of Woodlawn Historic District.
6. Sharpe Stable Complex Dairy, Corncrib, Stable and Bank Barn (029-5181-0005). The dairy building has been extensively altered, but still retains most of its overall exterior appearance. The corncrib retains a higher level of integrity, but has also been slightly altered. Neither the dairy building, nor the corncrib, are recommended as individually eligible for inclusion on the NRHP. The bank barn is recommended as a contributing element of Woodlawn Historic District and also as individually eligible (see below).

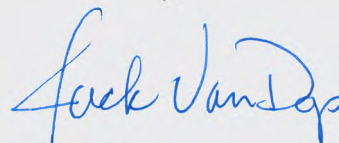
While the Community of Gum Springs has historic ties to the Woodlawn Quaker Meeting House, and may be eligible for inclusion on the NRHP as its own historic district or property, the two properties are physically separated by a considerable distance. Therefore, the FHWA recommends that it not be considered a contributing resource to the Woodlawn Historic District.

Properties Recommended as Individually Eligible

The Sharpe Stable Complex Bank Barn (029-5181-0005) is a rare example of a bank barn in Fairfax County, and retains a high level of architectural integrity. Therefore, the FHWA recommends that it be considered eligible for individual listing in the NRHP, as well as being a contributing resource to the Woodlawn Historic District.

Enclosed you will find descriptions and maps of the architectural APE and proposed boundaries of Woodlawn Historic District to facilitate your review. A copy of the final architectural and archaeological survey reports will be forwarded to you as soon as they are available. The FHWA respectfully requests the favor of your response within 15 days of receiving the survey report. If you have any questions, please contact either Mr. Ryan Kimberley, Environmental Protection Specialist, at Ryan.Kimberley@dot.gov or (703) 404-6211, or Ms. Lana Lau, Environmental Protection Specialist, at Lana.Lau@dot.gov or (703) 404-6314.

Yours sincerely,



Jack Van Dop
Senior Technical Specialist

Enclosures

cc:

Ms. Jane Rosenbaum, Fairfax County DOT, Fairfax, VA
Ms. Laura Miller, Fairfax County DOT, Fairfax, VA
Mr. Surbhi Ashton, Parsons Transportation Group, Fairfax, VA
Mr. Stuart Tyler, Parson Transportation Group, Fairfax, VA
Mr. Christopher Landgraf, Fort Belvoir DPW-MP, U.S. Army, Fairfax, VA
Mr. Christopher Daniel, Fort Belvoir DPW-ENRD, U.S. Army, Fairfax, VA
Ms. Susan Hellman, National Trust for Historic Preservation, Fairfax, VA
Mr. Ross Bradford, National Trust for Historic Preservation, Fairfax, VA
Ms. Elizabeth Merritt, National Trust for Historic Preservation, Fairfax, VA
Mr. Brian Russell, Inlet Cove Board of Directors, Fairfax, VA
Ms. Martha Claire Catlin, Woodlawn Quaker Meetinghouse, Fairfax, VA
Ms. Judy Riggin, Woodlawn Quaker Meetinghouse, Fairfax, VA
Ms. Linda Blank, Fairfax County DPZ, Fairfax, VA
Ms. Helen Ross, Virginia DOT, Fairfax, VA
Ms. Michele Aubry, Fairfax County ARB, Fairfax, VA
Mr. Justin Coleman, Legal Counsel, Woodlawn Baptist Church, Fairfax, VA
Mr. Travis Hilton, Woodlawn Baptist Church, Fairfax, VA
Mr. Don Briggs, Potomac Heritage Natural Scenic Trail, NPS, Fairfax, VA
Ms. Elizabeth Crowell, Fairfax County Park Authority, Fairfax, VA
Mr. Christopher Sperling, Fairfax County Park Authority, Fairfax, VA
Mr. Michael Elston, Legal Counsel, Pohick Episcopal Church, Woodbridge, VA

From: Caitlin Haire [mailto:caitlinh@ccppcrafts.com]

Sent: Friday, May 04, 2012 11:21 AM

To: VanDop, Jack (FHWA)

Subject: Route 1 Improvements

Mr. Vandop,

We Concur with the introduction language in the Draft you sent us. We wish to be a signatory to the PA. Please send the document for us to sign. If you need anything else from us or have any questions let me know. Thanks

Caitlin

--

Caitlin Totherow
Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, SC 29730

803-328-2427 ext. 226
Caitlinh@ccppcrafts.com

Please Note: We CANNOT accept Section 106 forms via e-mail, unless requested. Please send us hard copies. Thank you for your understanding

June 8, 2012

SENT VIA EMAIL TO
JACK.VANDOP@DOT.GOV

NATIONAL
TRUST
FOR
HISTORIC
PRESERVATION®

Law Division

Mr. Jack Van Dop
Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166

RE: May 14, 2012 - US Route 1 Improvements at Fort Belvoir, Section 106 Consulting Parties Meeting

Dear Mr. Van Dop:

The National Trust for Historic Preservation would like to provide the Federal Highway Administration (FHWA) with our comments on the US Route 1 Improvements at Fort Belvoir road project from the May 14, 2012 consultation meeting.

General Comments

The National Trust continues to review the alternatives proposed by the FHWA for the widening of Route 1. Of particular concern to the National Trust is the FHWA's inadequate explanation for how the proposed 148-foot-wide typical section proposed for Route 1 satisfies the obligations of Section 4(f) of the Department of Transportation Act and Section 110(f) of the National Historic Preservation Act to avoid and minimize harm to historic properties.

In addition, materials produced currently by the FHWA do not adequately illustrate or describe how storm water management will impact the National Trust's property, specifically the Woodlawn National Historic Landmark and the Woodlawn Historic District. These materials also do not depict the range and scope of new or additional utility easements or drainage easements that may be needed for either alignment option. These issues must be considered and disclosed by the FHWA in its evaluation of impacts and alternatives to minimize harm.

Objections to Proposed Determinations of No Adverse Effect

The National Trust objects to the proposed determination that the Pope-Leighey House will not be adversely affected by the undertaking. The FHWA's position regarding the Pope-Leighey House directly contradicts the agency's position in connection with the Richmond Highway-Telegraph Road Connector project, where the FHWA determined there would be adverse effects to the Pope-Leighey House. The basis for that determination was not limited to whether the architectural integrity of the house would be adversely affected; instead, there was a determination that there would be adverse visual impacts to the house. The FHWA should consider noise impacts on the Pope-Leighey

House and how those indirect impacts might adversely impact the site and visitor experience. In addition, the FHWA is required to evaluate the cumulative impacts of both road projects on the Pope-Leighey House, pursuant to 36 C.F.R. 800.5(a)(1).

With regard to the FHWA's determination of adverse effects on National Register and National Register Eligible properties, the FHWA should include consideration of the auditory and cumulative impacts on the Woodlawn National Historic Landmark, the Woodlawn National Register Eligible Historic District, and the Sharpe Stables Complex as potential adverse effects.

Comments on the May 10, 2012 Draft Programmatic Agreement

The Draft Programmatic Agreement (PA) is enclosed and contains comments and edits. We call to the FHWA's attention to the following items, which are missing from the PA or are not adequately addressed:

- A commitment from the Department of the Army to provide a permanent ingress/egress easement to the National Trust, Woodlawn Quaker Meetinghouse, and Woodlawn Baptist Church for a shared use driveway to ensure access to Route 1;
- A commitment from VDOT to submit an application to the Commonwealth Transportation Board requesting the abandonment of any unneeded portions of Route 1 through the Woodlawn Historic District, in connection with the bypass alternative;
- Inclusion of the following features in the Woodlawn Historic District Workshops:
 - The design of storm water management structures; and
 - The design of historic district gateways;
- A commitment from the FHWA and VDOT to use quiet pavement technologies;¹

¹ The National Trust was informed by the FHWA that quiet pavement technologies were not acceptable to VDOT. We point the FHWA and VDOT to VDOT's own website where VDOT indicates that the Virginia General Assembly instructed VDOT to expedite the development of quiet pavement technologies and that all contract solicitations for asphalt paving beginning in the 2013 paving season in cases where sound mitigation is a consideration should include specifications for quiet pavement. (http://www.virginiadot.org/projects/hamptonroads/quiet_pavement_technologies_pilot_project.asp) In addition, we direct the FHWA and VDOT to the following section of the Code of Virginia:

§ 33.1-223.2:21 Noise abatement practices and technologies:

A. Whenever the Commonwealth Transportation Board or the Department plan for or undertake any highway construction or improvement project and such project includes or may include the requirement for the mitigation of traffic noise impacts, first consideration should be given to the use of noise reducing design and low noise pavement materials and techniques in lieu of construction of noise walls or sound barriers. Vegetative screening, such as the planting of appropriate conifers, in such a design would be utilized to act as a visual screen if visual screening is required.

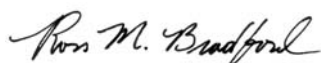
B. The Department shall expedite the development of quiet pavement technology such that applicable contract solicitations for paving shall include specifications for quiet pavement technology and other sound mitigation alternatives in any case in which sound mitigation is a consideration. To that end, the Department

- Vibration monitoring is not adequately addressed, and it is unclear why only the Pohick Episcopal Church would be monitored.

Finally, the National Trust requests that it be an invited signatory to the PA due to the nature of this project, its direct impact on our property, and because the National Trust will have a significant obligation to work on and approve mitigation measures with the FHWA throughout the project's duration.

Thank you for your consideration of the National Trust's comments. If you have any questions regarding this letter, please feel free to contact me via email at rbradford@savingplaces.org or via telephone at 202-588-6252.

Sincerely,



Ross M. Bradford
Associate General Counsel

Enclosure

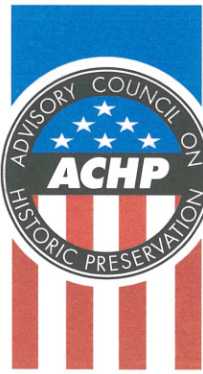
cc: Mr. Marc Holma, Virginia Department of Historic Resources
Ms. Jane Rosenbaum, Fairfax County DOT
Ms. Laura Miller, Fairfax County DOT
Mr. Surbhi Ashton, Parsons Transportation Group
Mr. Stuart Tyler, Parson Transportation Group
Mr. Christopher Landgraf, Fort Belvoir DPW-MP, U.S. Army
Mr. Christopher Daniel, Fort Belvoir DPW-ENRD, U.S. Army
Ms. Susan Hellman, National Trust for Historic Preservation
Ms. Elizabeth Merritt, National Trust for Historic Preservation
Mr. Brian Russell, Inlet Cove Board of Directors,
Ms. Martha Claire Catlin, Woodlawn Quaker Meetinghouse
Ms. Judy Riffin, Woodlawn Quaker Meetinghouse
Ms. Linda Blank, Fairfax County DPZ
Ms. Helen Ross, Virginia DOT
Ms. Michele Aubry, Fairfax County ARB
Mr. Justin Coleman, Legal Counsel, Woodlawn Baptist Church
Mr. Travis Hilton, Woodlawn Baptist Church
Mr. Don Briggs, Potomac Heritage Natural Scenic Trail, NPS
Ms. Elizabeth Crowell, Fairfax County Park Authority
Mr. Christopher Sperling, Fairfax County Park Authority
Mr. Michael Elston, Legal Counsel, Pohick Episcopal Church

shall construct demonstration projects sufficient in number and scope to assess applicable technologies. The assessment shall include evaluation of the functionality and public safety of these technologies in Virginia's climate and shall be evaluated over two full winters. The Department shall provide an interim report to the Governor and the General Assembly by June 30, 2012, and a final report by June 30, 2013. The report shall include results of demonstration projects in Virginia, results of the use of quiet pavement in other states, a plan for routine implementation of quiet pavement, and any safety, cost, or performance issues that have been identified by the demonstration projects.

Milford Wayne Donaldson, FAIA
Chairman

Clement A. Price Ph.D.
Vice Chairman

John M. Fowler
Executive Director



Preserving America's Heritage

June 18, 2012

Mr. Victor M. Mendez
Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Ref: *Route 1 Improvements from Telegraph Road to Mount Vernon Memorial Highway
Fort Belvoir, Fairfax County, Virginia*

Dear Mr. Mendez:

In response to requests from Congressman James P. Moran and consulting parties, the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a Memorandum of Agreement for the referenced undertaking. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met for this proposed undertaking because the project has substantial impacts on important historic properties.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying Mr. Jack VanDop, Senior Technical Specialist, FHWA, of this decision.

Our participation in this consultation will be handled by Ms. Najah Duvall-Gabriel who can be reached at (202) 606-8585 or via e-mail at ngabriel@achp.gov. We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to reach a Programmatic Agreement.

Sincerely,

John M. Fowler
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



U.S. Department
of Transportation

**Federal Highway
Administration**

Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

AUG 14 2012

In Reply Refer to: HFPP-15

FEDERAL EXPRESS

Mr. Marc Holma
Architectural Historian
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23211

Subject: DHR File #2001-007: Route 1 Improvements at Fort Belvoir
Fairfax County, Virginia
Request for Concurrence with Determinations of Eligibility and Effect on
Archaeological Properties

Dear Mr. Holma:

The Eastern Federal Lands Highway Division, of the Federal Highway Administration (FHWA), acting as the lead federal agency for the purposes of consultation with your agency under Section 106 of the National Historic Preservation Act (16 U.S.C. § 470), in cooperation with the U.S. Army Garrison, Fort Belvoir, the County of Fairfax, Virginia, and the Virginia Department of Transportation, is proposing improvements to Richmond Highway (Route 1) in Fairfax County, Virginia.

On March 6, 2012, the Virginia Department of Historic Resources (VDHR) submitted comments related to the draft report titled *Archaeological Survey of Proposed Area of Potential Effects Route 1 Improvements at Fort Belvoir (Telegraph Road to Mount Vernon Memorial Highway), Fairfax County, Virginia*. The correspondence contained concurrence with the following determinations:

- Sites 44FX0220, 0833, 1680, 1708, 1811, 1904, 1905, 1918, 1937, 2134, 2461, 3256, and 3634 are *not eligible* for listing in the National Register of Historic Places (NRHP);
- Sites 44FX1657, 1679, and 1936 are *potentially eligible* for listing in the National Register, but do not retain within the APE significant deposits that would contribute to the overall eligibility of the site; and
- Sites 44FX1146, 1212, and 2330 are *eligible* for listing in the NRHP as contributing resources to listed properties.

On April 23, 2012, FHWA submitted an amended archaeological report containing revised determinations due to the proposed construction of two storm water management ponds. One of the ponds would impact portions of site 44FX1936 that may contain NRHP eligible deposits. Previously it had been determined that the potentially eligible portions of the site would remain completely outside of the Area of Potential Effect (APE). A second storm water management pond would affect site 44FX1810, a site that has been recommended for Phase II evaluation, but

was not included in the original report. Additional surveys will be required to determine the significance and potential impacts to these two sites, as reflected in the draft Programmatic Agreement (PA) for this undertaking.

The proposed construction of sound walls near the intersection of Telegraph Road has the potential to impact an archaeological site, 44FX2135, that was previously considered to be outside of the APE. The site was previously found *not eligible* for listing in the NRHP by VDHR staff.

FHWA has determined that the NRHP *eligible* sites 44FX1212 and 44FX2330, more commonly known as the Woodlawn Baptist Church Cemetery and the Pohick Church Cemetery, will not be adversely affected by this undertaking.

A determination of effect cannot be made at this time for Woodlawn Plantation archaeological deposits (44FX1146). This site will undergo additional archaeological surveys to delineate its boundaries and ensure avoidance, minimization of impacts, or mitigation for impacts that could result from proposed relocation of utilities or other mitigation measures. The PA will also contain provisions for actions to be taken should FHWA determine that there may be unavoidable impacts.

The FHWA respectfully requests your concurrence with the determinations contained in this correspondence within 15 days. If you have any questions, please contact Mr. Ryan Kimberley, Environmental Protection Specialist, at Ryan.Kimberley@dot.gov or (703) 404-6211.

Yours sincerely,



Jack Van Dop
Senior Technical Specialist

Enclosure:
Concurrence sheet

The Department of Historic Resources concurs with FHWA's determination that:

- Sites 44FX0220, 0833, 1680, 1708, 1811, 1904, 1905, 1918, 1937, 2134, 2135, 2461, 3256 and 3634 are *not eligible* for listing on the National Register of Historic Places.
- Sites 44FX1657 and 1679 are *potentially eligible* for listing in the National Register of Historic Places, but do not retain within the APE significant deposits that would contribute to the overall eligibility of the site.
- Additional survey will be required to determine the significance and potential impacts to archaeological sites 44FX1810 and 44FX1936.
- 44FX1212 and 44FX2330 will not be adversely affected by this undertaking.
- A determination of effect cannot be made at this time for the Woodlawn Plantation archaeological deposits (44FX1146). This site will undergo additional archaeological survey to delineate its boundaries and ensure avoidance, minimization of impacts, or mitigation for impacts that could result from proposed relocation of utilities or other mitigation measures.

Marc Holma, Architectural Historian
Office of Review and Compliance
Department of Historic Resources
Commonwealth of Virginia

Date



U.S. Department
of Transportation
**Federal Highway
Administration**

Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

AUG 14 2012 In Reply Refer to: HFPP-15

FEDERAL EXPRESS

Mr. Marc Holma
Architectural Historian
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23211

Subject: DHR File #2001-007: Route 1 Improvements at Fort Belvoir
 Fairfax County, Virginia
 Request for Concurrence with Determinations of Effect on Architectural Properties

Dear Mr. Holma:

The Eastern Federal Lands Highway Division, of the Federal Highway Administration (FHWA), acting as the lead federal agency for the purposes of consultation with your agency under Section 106 of the National Historic Preservation Act (16 U.S.C. § 470), in cooperation with the U.S. Army Garrison, Fort Belvoir, the County of Fairfax, Virginia, and the Virginia Department of Transportation, is proposing improvements to Richmond Highway (Route 1) in Fairfax County, Virginia.

FHWA, in consultation with interested parties, has been investigating the potential for the proposed undertaking to have adverse impacts on historic properties. On May 11, 2012, FHWA sent a letter requesting concurrence from the Virginia Department of Historic Resources with our determinations of effect for architectural properties. Based on further consultation with interested parties and modifications to the Area of Potential Effect (APE), this correspondence contains updated descriptions and determinations of effect.

The FHWA has determined that the following properties within the APE are listed, or are eligible for listing, on the National Register of Historic Places (NRHP), but will not be adversely affected by the undertaking:

- a) George Washington's Distillery and Grist Mill (029-0330); the project will not directly disturb or alter the property; visualization studies indicate that the proposed roadway will be less visible from the property than the current alignment or the widen-in-place alternative. Relocation of the Woodlawn Stables will introduce a new equestrian facility within the viewshed, however, this agricultural development is not considered to be inconsistent with, or detrimental to, the historic setting of the property. Proposed changes to the Woodlawn Stables entrance, including additional

- turning lanes on Mount Vernon Highway, will not encroach upon the property or result in significant visual or auditory impacts.
- b) Pope-Leighey House (029-0058); Pope-Leighey House is included on the NRHP for its architectural significance. The house does not retain its original setting, as it was moved from its original site during the 1960's. The proposed project will not adversely affect the architectural integrity of the house. The proposed roadway would be constructed further away from the house than the existing roadway, therefore visual and auditory impacts will not adversely impact the property.
 - c) Camp A. A. Humphreys Pump Station and Filter Building (029-0096); the property is eligible for the NRHP due to its significance to the World War I U.S. Army mobilization and the Army's construction of support facilities as part of the development of World War I cantonments. The undertaking will not result in alterations to the contributing buildings.
 - d) William Herris Gravemarker (029-0562); the gravemarker is located in the Pohick Episcopal Church Cemetery and will not be disturbed or affected in any way.
 - e) Woodlawn Baptist Church Cemetery (44FX1212); the proposed realignment of Route 1 in the vicinity of Woodlawn Baptist Church will preserve the cemetery and will not require the relocation of any graves. The proposed alignment will reduce visual and auditory impacts compared to the existing conditions and facilitate long-term preservation of the site.
 - f) Woodlawn Quaker Meetinghouse (029-0172) and Cemetery (44FX1211); the proposed realignment of Route 1 moves the road further from the Meetinghouse than it is currently, and avoids taking any church property. Moreover, the increased distance from the roadway will facilitate and enhance the Quaker practice of silent worship.

FHWA has determined that the undertaking will have no adverse effect on King's Highway/Old Colchester Road (029-0953), conditional upon the implementation of protective measures, which will be agreed upon and specified in the Programmatic Agreement under development.

FHWA has determined that the Undertaking will have an Adverse Effect on the following NR eligible or listed historic properties:

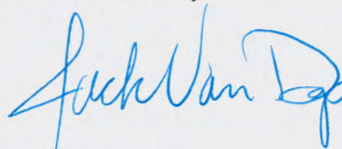
- a) Fort Belvoir Military Railroad bed (029-5648); the portion of the railroad bed within the limits of construction will be physically altered and destroyed.
- b) Facility No. 1433, Railroad bridge (029-5424); the bridge will be removed from its current location, and may be permanently destroyed if a suitable recipient cannot be identified.
- c) Woodlawn Historic District (029-5181); adverse effects include: alteration of the viewshed; visual and auditory impacts; changes in relationship among the contributing properties; modification of the historic landscape, including construction of a realigned roadway, and relocation of the two non-historic Woodlawn Stables structures to another location within the Historic District; physical relocation of the Otis T. Mason House (029-5181-005); and changes in land use and circulation patterns.
- d) Otis T. Mason House (029-5181-006); this c.1865 structure is currently sited on a hill overlooking the Sharpe Stable Complex. The proposed roadway realignment will require the physical relocation of the structure which will impact the setting and its relationship to other Historic District features.

- e) Sharpe Stable Complex, including the individually NRHP-eligible Bank Barn (029-5181 -0005); adverse effects include changes in land use that will impact the historic setting of the complex; visual and auditory impacts; changes in the relationship between the individual structures and the surrounding landscape, including relocation of the Otis T. Mason House.
- f) Woodlawn Plantation National Historic Landmark (029-0056); adverse effects include: taking of Woodlawn Plantation property; physical destruction of a portion of the historic landscape for a road and stormwater management infrastructure; changes in land use and access between different parts of the property; alteration of the viewshed; noise impacts; and cumulative impacts from the combination of the proposed project and the widening of Old Mill Road.

A determination of effect cannot be made at this time for the Pohick Episcopal Church (029-0046). However, the Programmatic Agreement (PA) will include stipulations requiring vibration assessments and monitoring at the church to determine whether the undertaking will have an adverse effect on the structure. Design charrettes will also address potential visual impacts to the property. The PA will also contain provisions for actions to be taken should FHWA determine that there will be adverse effects to this property.

The FHWA respectfully requests your concurrence with the determinations contained in this correspondence within 15 days. If you have any questions, please contact Mr. Ryan Kimberley, Environmental Protection Specialist, at Ryan.Kimberley@dot.gov or (703) 404-6211.

Yours sincerely,



Jack Van Dop
Senior Technical Specialist

Enclosure:
Concurrence sheet

The Department of Historic Resources concurs with FHWA's determination that:

- George Washington's Distillery and Grist Mill (029-0330), Pope-Leighey House (029-0058), Camp A. A. Humphreys Pump Station and Filter Building (029-0096), William Herris Gravemarker (029-0562), Woodlawn Baptist Church Cemetery (44FX1212), and Woodlawn Quaker Meetinghouse (029-0172) and Cemetery (44FX1211) will not be adversely affected by the undertaking.
- King's Highway/Old Colchester Road (029-0953) will not be adversely affected by the undertaking if protective measures are implemented, as proposed.
- A determination of effect cannot be made at this time for Pohick Episcopal Church (029-0046).
- Fort Belvoir Military Railroad bed (029-5648), Facility No. 1433, Railroad bridge (029-5424), Woodlawn Historic District (029-5181), Otis T. Mason House (029-5181-006), Sharpe Stable Complex, including the individually NRHP-eligible Bank Barn (029-5181 -0005), and Woodlawn Plantation National Historic Landmark (029-0056) will be adversely affected by the Undertaking.

Marc Holma, Architectural Historian
Office of Review and Compliance
Department of Historic Resources
Commonwealth of Virginia

Date



AUG 14 2012

In Reply Refer to: HFPP-15

FEDERAL EXPRESS

Mr. Marc Holma
Architectural Historian
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23211

Subject: DHR File #2001-007: Route 1 Improvements at Fort Belvoir
Fairfax County, Virginia
Request for Concurrence with Determinations of Eligibility for Architectural
Properties

Dear Mr. Holma:

As you are aware, the Eastern Federal Lands Highway Division, of the Federal Highway Administration (FHWA), acting as the lead federal agency for the purposes of consultation with the Virginia Department of Historic Resources under Section 106 of the National Historic Preservation Act (16 U.S.C. § 470), in cooperation with the U.S. Army Garrison, Fort Belvoir, the County of Fairfax, Virginia and the Virginia Department of Transportation, is proposing improvements to Richmond Highway (Route 1) in Fairfax County, Virginia.

An architectural survey has been conducted within the project Area of Potential Effect (APE). A draft report [*Architectural Survey of Proposed Area of Potential Effects, Route 1 Improvements at Fort Belvoir (Telegraph Road to Mount Vernon Memorial Highway), Fairfax County, Virginia*] summarizing the survey results was delivered to your office by the contractor, Coastal Carolina Research (CCR). The report contains an overview and updates related to previously recorded architectural properties as well as documentation for 35 newly recorded properties. The report also includes a detailed analysis of Accotink Village in order to determine whether the historic settlement is eligible for inclusion in the National Register of Historic Places (NRHP) as a district. A summary of the findings is provided in Table 5.1-1 of the report and has been included with this correspondence.

Two of the newly recorded properties, Otis Tufton Mason House (029-5181-0006), and Sharpe Stable Complex-Dairy, Corncrib, Stable and Bank Barn (029-5181-0005), were found eligible as contributing resources to the Woodlawn Historic District. The Bank Barn was also recommended as individually eligible for listing in the NRHP. FHWA concurs with these recommendations.

Thirty-three (33) properties were recommended by CCR as not eligible for inclusion in the NRHP. Due to loss of architectural integrity, CCR did not recommend the Accotink Methodist Church and Cemetery (029-5697), or Odd Fellows Hall (029-5691), as eligible for inclusion in the NRHP. As a result of concerns expressed by the consulting parties, FHWA recommends that additional studies be done before a determination of eligibility is made for the two properties. However, FHWA does not propose to conduct further studies at this time, as the architectural APE for the project does not include either property. Additionally, due to a lack of historical or architectural focus for a district, and the area's lack of integrity, the FHWA recommends that the Village of Accotink be considered not eligible for inclusion in the NRHP as an historic district.

Recommendations for Properties Contributing to the Woodlawn National Register Eligible Historic District

According to Virginia Department of Historic Resources Data Sharing System (DSS) records, current contributing resources to the Woodlawn Historic District (029-5181) include:

1. Woodlawn Plantation (029-0056).
2. Grand View (029-0062).
3. Woodlawn Baptist Church and Cemetery (029-0070). The modern church building is not eligible for listing on the NRHP, and the FHWA does not recommend it for inclusion as a contributing resource to Woodlawn Historic District. Please see below for the FHWA's recommendation for the cemetery (44FX1212).
4. George Washington's Distillery and Gristmill (029-0330).
5. Woodlawn Quaker Meeting House (029-0172).
6. Community of Gum Springs.

The FHWA recommends the following additions and modifications to the list of architectural properties contributing to the Woodlawn Historic District:

1. Otis Tufton Mason House (029-5181-0006). While the house represents a common design for the period of construction and place, and is not recommended as individually eligible for inclusion on the NRHP, the exterior of the house retains a high level of integrity.
2. Pope-Leighey House (029-0058). The house is currently listed as individually eligible for inclusion in the NRHP. Woodlawn Historic District's period of significance currently extends to include the Antebellum Period (1830 – 1860), while Pope-Leighey House was constructed in 1939, and moved to its current location in 1965. However, FHWA and other consulting parties feel that the house has significance to the nation's historic preservation movement, and thus should be considered a contributing element of Woodlawn Historic District. The National Register nomination package that the FHWA will prepare for Woodlawn Historic District will recommend expansion of the district's period of significance to include this more recent component.
3. Woodlawn Baptist Church Cemetery (44FX1212). While the modern church building on the Woodlawn Baptist Church property is not historic, the cemetery should be considered a contributing resource to the historic district.

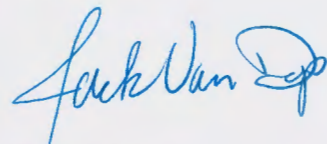
4. Woodlawn Quaker Meeting House Cemetery (44FX1211). The cemetery is recommended as a contributing element of Woodlawn Historic District.
5. Sharpe Stable Complex Dairy, Corncrib, Stable and Bank Barn (029-5181-0005). The dairy building has been extensively altered, but still retains most of its overall exterior appearance. The corncrib retains a higher level of integrity, but has also been slightly altered. Neither the dairy building, nor the corncrib, are recommended as individually eligible for inclusion on the NRHP. The bank barn is recommended as a contributing element of Woodlawn Historic District and also as individually eligible.
6. While the Community of Gum Springs has historic ties to the Woodlawn Quaker Meeting House, and may be eligible for inclusion on the NRHP as its own historic district or property, the two properties are physically separated by a considerable distance. Therefore, the FHWA recommends that it not be considered a contributing resource to the Woodlawn Historic District.

In addition to the architectural properties listed above, the boundaries of the Woodlawn Historic District should include:

1. Woodlawn Baptist Church property; while the modern church building is not historic and is not recommended as a contributing resource to the historic district, the FHWA recommends that the limits of the Woodlawn Baptist Church property be included within the boundaries of Woodlawn Historic District.
2. The entire National Trust for Historic Preservation (NTHP) property including the limits of the National Historic Landmark on the north side of Rt. 1, the entire pasture/equestrian facility on the south side of Rt. 1, and the parcel of land between the Woodlawn Quaker Meeting House and the National Historic Landmark property currently being transferred to NTHP by the Army as part of the Mulligan Road project.

The FHWA respectfully requests your concurrence with the recommendations contained in this correspondence within 15 days. If you have any questions, please contact Mr. Ryan Kimberley, Environmental Protection Specialist, at Ryan.Kimberley@dot.gov or (703) 404-6211.

Yours sincerely,



Jack Van Dop
Senior Technical Specialist

Enclosures:
Concurrence sheet
Table 5.1-1 (from CCR architectural report)

The Department of Historic Resources concurs with FHWA's determination that:

- Table 5.1-1 of the *Architectural Survey of Proposed Area of Potential Effects, Route 1 Improvements at Fort Belvoir (Telegraph Road to Mount Vernon Memorial Highway), Fairfax County, Virginia* (CCR, 2012) contains an accurate National Register of Historic Places eligibility status determination for architectural properties within or adjacent to the APE; however, a determination of eligibility for two properties, Odd Fellows Hall (029-05691) and Accotink Methodist Church and Cemetery (029-0597), should not be made until additional studies are completed. Additionally, the Village of Accotink is considered *not eligible* for inclusion in the NRHP as an historic district
- Contributing resources to the Woodlawn Historic District (029-5181) include Woodlawn Plantation (029-0056), Grand View (029-0062), Woodlawn Baptist Church and Cemetery (029-0070), Sharpe Stable Complex Dairy, Corncrib, Stable and Bank Barn (029-5181-0005), Otis Tufton Mason House (029-5181-0006), Pope-Leighey House (029-0058), Woodlawn Baptist Church Cemetery (44FX1212), Woodlawn Quaker Meeting House (029-0172) and Cemetery (44FX1211), and George Washington's Distillery and Gristmill (029-0330). Additional land within the Historic District boundaries includes the Woodlawn Baptist Church property and the entire National Trust for Historic Preservation property on both sides of Rt. 1.

Marc Holma, Architectural Historian
Office of Review and Compliance
Department of Historic Resources
Commonwealth of Virginia

Date

Table 5.1-1: Summary of Above-Ground Resources Within the APE for Architecture Including Indirect Effects.

VDHR #	Name	Date	NRHP Status on File at VDHR and/or Comments	Updated Information or CCR Recommendation
029-0046	Pohick (Episcopal) Church	1772	NRHP Listed (1969)	--
029-0056	Woodlawn Plantation	ca. 1800	NRHP Listed (1970), National Historic Landmark	--
029-0058	Pope-Leighey House	1938	NRHP Listed (1970), Included in Woodlawn HD	--
029-0062	Grand View	ca. 1859	Eligible, Contributing to Woodlawn HD	--
029-0070	Woodlawn Baptist Church & Cemetery	ca. 1872	Not Eligible, Both Components Contributing to Woodland HD	--
029-0096	Camp A. A. Humphreys Pump Station and Filter Building	1918	NRHP Listed (1996)	--
029-0118	Gas Station	ca. 1940	Not Eligible	No Longer Extant
029-0172	Woodlawn Friends Meeting House	ca. 1853	NRHP Listed (2009)	--
029-0210	House, Richmond Highway	ca. 1930	Not Eligible	No Longer Extant
029-0265	Quick Shop and Secondary Dwelling	ca. 1910, ca. 1930	Not Eligible	No Longer Extant
029-0266	House, 9333 Richmond Hwy	ca. 1940	Not Eligible	No Longer Extant
029-0290	Pohick Antiques Emporium	ca. 1920	Not Eligible	No Longer Extant
029-0330	George Washington's Distillery and Gristmill	ca. 1932	NRHP Listed (2003), Included in Woodlawn HD	--
029-0479	Bridge, Rt. 1, #1001	1933	Not Eligible	--
029-0562	William Herris Gravemarker	1698	Unevaluated, Within Cemetery at NRHP listed Pohick Church	Potentially Eligible as Individual Resource
029-0953	King's Highway (SR 611)	ca. 1664	Eligible	--
029-0955	Bozzellis Brothers Deli	ca. 1920	Not Eligible	No Longer Extant
029-5181	Woodlawn Historic District	ca. 1730	Potentially Eligible in DSS, Considered Eligible in Previous Section 106 Coordination	--
029-5181-0005	Sharpe Stable Complex, 8907 Richmond Highway	ca. 1913	Newly Recorded; Within Woodlawn HD	Historic Buildings Are Contributing to Woodlawn HD (VDHR # 029-5181); Bank Barn Within Complex Recommended as Individually Potentially Eligible
029-5181-0006	Otis T, Mason House, 8907 Richmond Highway	ca. 1865	Newly Recorded; Within Woodlawn HD	Not Individually Eligible But Recommended as Contributing to the Woodlawn HD (VDHR # 029-5181)
029-5422	Facility No. 1402 = Installation Sign	1963	Not Eligible	No Longer Extant
029-5423	Facility No. 1432 = Golf Course, 9 Hole	1936	Eligible	No Longer Extant
029-5424	Facility No. 1433 = Railroad Bridge	1948	Eligible	--
029-5425	Facility No. 1443 = Vehicle Bridge	1948	Not Eligible	--
029-5428	Facility No. 1808 = Installation Sign	1954	Not Eligible	--
029-5429	Facility No. 1965 = Loading Dock	1950	Not Eligible	--
029-5433	Facility No. 3013 = Installation Sign	1954	Not Eligible	--
029-5488	Resource No. 1489 = Electric Substation	1990	Not Eligible, Current Replaced Historic Facility	--
029-5608	Alternative Paths Training School	ca. 1956	Unevaluated, Previously Recommended Not Eligible for the NRHP (2007)	Not Eligible

029-5623	Davison Army Airfield Historic District	1948	Not Eligible	--
029-5648	Fort Belvoir Military Railroad Track Bed	ca. 1918	Unevaluated in DSS, Recommended Eligible by Fort Belvoir	Section Within Current APE Would Contribute to Overall Eligibility of Resource
029-5680	House, 9036 Telegraph Road	ca. 1935	Newly Recorded	Not Eligible
029-5681	House, 9300 Old Colchester Road	ca. 1900	Newly Recorded	Not Eligible
029-5682	The Courts at Belvoir, 9140 Richmond Highway	ca. 1957	Newly Recorded*	Not Eligible
029-5683	Commercial Building, 9150 Richmond Highway	ca. 1962	Newly Recorded*	Not Eligible
029-5684	House, 9170 Richmond Highway	ca. 1930	Newly Recorded*	Not Eligible
029-5685	House, 9111 Anderson Lane	ca. 1940	Newly Recorded*	Not Eligible
029-5686	House, 9116 Anderson Lane	ca. 1930	Newly Recorded*	Not Eligible
029-5687	House, 9117 Anderson Lane	ca. 1930	Newly Recorded*	Not Eligible
029-5688	House, 9119 Anderson Lane	ca. 1930	Newly Recorded*	Not Eligible
029-5689	House, 9121 Anderson Lane	ca. 1930	Newly Recorded*	Not Eligible
029-5690	House, 9135 Anderson Lane	ca. 1930	Newly Recorded*	Not Eligible
029-5691	Odd Fellows Hall, 9012 Backlick Road	ca. 1916	Newly Recorded*	Not Eligible
029-5692	House, 9014 Backlick Road	ca. 1925	Newly Recorded*	Not Eligible
029-5693	House, 9020 Backlick Road	ca. 1925	Newly Recorded*	Not Eligible
029-5694	House, 9026 Backlick Road	ca. 1925	Newly Recorded*	Not Eligible
029-5695	House, 9034 Backlick Road	ca. 1920	Newly Recorded*	Not Eligible
029-5696	House, 9042 Backlick Road	ca. 1920	Newly Recorded*	Not Eligible
029-5697	Accotink Methodist Church & Cemetery, 9043 Backlick Road	ca. 1880	Newly Recorded*	Not Eligible
029-5698	House, 9104 Backlick Road	ca. 1930	Newly Recorded*	Not Eligible
029-5699	House, 9108 Backlick Road	ca. 1908	Newly Recorded*	Not Eligible
029-5700	House, 9112 Backlick Road	ca. 1920	Newly Recorded*	Not Eligible
029-5701	House, 9120 Backlick Road	ca. 1904	Newly Recorded*	Not Eligible
029-5702	House, 9121 Backlick Road	ca. 1878	Newly Recorded*	Not Eligible
029-5703	House, 9124 Backlick Road	ca. 1902	Newly Recorded*	Not Eligible
029-5704	House, 9123 Shepherd Lane	ca. 1930	Newly Recorded*	Not Eligible
029-5705	Commercial Building, 8853-59 Richmond Highway	ca. 1960	Newly Recorded	Not Eligible
029-5706	Garage, 8853 A Richmond Highway	ca. 1960	Newly Recorded	Not Eligible
029-5707	Commercial Building, 5638-40 Mt. Vernon Memorial Hwy	ca. 1961	Newly Recorded	Not Eligible
029-5708	Route 1 Between Woodlawn and Accotink		Newly Recorded	Not Eligible
029-5709	Route 1 Bridge over Accotink Creek	1927	Newly Recorded	Not Eligible
029-5710	Culvert under Route 1 near Davison Army Airfield	ca. 1932	Newly Recorded	Not Eligible
029-5711	Culvert under Route 1 near Accotink	1932	Newly Recorded	Not Eligible
029-5712	Culvert under Route 1 at Railroad Bridge (029-5424)	1935	Newly Recorded	Not Eligible

*within historic Village of Accotink area, which is recommended as not meeting criteria for NRHP-eligible historic district



AUG 14 2012

In Reply Refer to: HFPP-15

FEDERAL EXPRESS

Mr. Marc Holma
Architectural Historian
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23211

Subject: DHR File #2001-007: Route 1 Improvements at Fort Belvoir
Fairfax County, Virginia
Request for Concurrence with Areas of Potential Effect

Dear Mr. Holma:

As you are aware, the Eastern Federal Lands Highway Division, of the Federal Highway Administration (FHWA), acting as the lead federal agency for the purposes of consultation with your agency under Section 106 of the National Historic Preservation Act (16 U.S.C. § 470), in cooperation with the U.S. Army Garrison, Fort Belvoir, the County of Fairfax, Virginia and the Virginia Department of Transportation, is proposing improvements to Richmond Highway (Route 1) in Fairfax County, Virginia.

The FHWA, in consultation with interested parties, has been investigating the potential for the proposed undertaking to have adverse impacts on historic properties. On April 17, 2012, FHWA requested your concurrence with the architectural and archaeological Areas of Potential Effect (APE) for the proposed undertaking. Since that time, decisions about the project design have enabled us to provide a more refined description of the APE. Through this correspondence, FHWA is transmitting revised narrative descriptions and graphic depictions of the APE. The revised narrative description measures the extent of the APE relative to the limits of construction for the proposed roadway, rather than the centerline of the existing road. Other changes to the APE are summarized below.

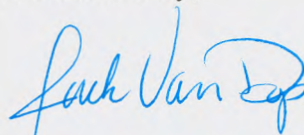
Prior to the selection of a preferred alternative, the APE included potential separated-grade intersections that have now been eliminated from consideration. The removal of these flyover ramps from the project has decreased the APE at the intersections of Route 1 with the Fairfax County Parkway, Pohick Road, and Old Colchester Road.

Elimination of the separated-grade intersection at Telegraph Road led to an alternative proposal involving the construction of additional at-grade turning lanes to improve traffic flow at that location. The elimination of the flyover ramp and the addition of at-grade improvements have led to a modified APE in that vicinity.

Additional changes to the APE are the result of updated storm water management pond locations, proposed sound walls, and the expanded potential for impacts related to reconfiguration of the Woodlawn Stables. This reconfiguration would impact the parcel of land owned by the National Trust for Historic Preservation on the south side of Route 1 and a portion of land along Mount Vernon Memorial Highway that would be widened to include turning lanes for the equestrian facility.

Enclosed you will find descriptions and maps of the architectural and archaeological APE. A list of architectural and archaeological sites within the APE is also included. FHWA respectfully requests the favor of your response within 15 days. If you have any questions, please contact Mr. Ryan Kimberley, Environmental Protection Specialist, at Ryan.Kimberley@dot.gov or (703) 404-6211.

Yours sincerely,



Jack Van Dop
Senior Technical Specialist

Enclosures:
APE map
Concurrence sheet with APE description

The Department of Historic Resources concurs with Archaeological and Architectural Areas of Potential Effect depicted in the maps contained in this correspondence and described below:

The Area of Potential Effect (APE) is the geographic area, or areas, within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist. For this project, the FHWA has established separate APEs for archaeological and architectural resources.

Archaeological APE

The APE for archaeological resources is considered the area with potential direct effects. The archaeological APE generally includes those areas extending 50 feet from the proposed roadway construction limits, as well as extended areas for:

- The existing section of Route 1 that would be abandoned after construction of the Southern Bypass.
- The entire National Trust for Historic Preservation property which could be impacted by the relocation of Woodlawn Stables and the implementation of other mitigation measures.
- Proposed stormwater management facilities, noise abatement walls, and staging areas, to the extent that such areas have currently been identified.

Architectural APE

The APE for architectural resources is considered the area with the potential for direct impacts (as described above) or indirect effects, including visual and auditory effects. The architectural APE encompasses all above-ground resources (dwellings, buildings, bridges, culverts, etc.) in those areas extending 500 feet on either side of the proposed construction limits or extending to the boundaries of adjacent NRHP-listed or eligible properties and districts, if such boundaries exceed 500 feet from the proposed construction limits.

Marc Holma, Architectural Historian
Office of Review and Compliance
Department of Historic Resources
Commonwealth of Virginia

Date

From: Van Ness, James, Mr, DoD OGC [james.vanness@osd.mil]
Sent: Friday, August 24, 2012 8:48 AM
To: 'Jack.VanDop@dot.gov'
Cc: Milton.Hsieh@dot.gov; Van Ness, James, Mr, DoD OGC; Witschi, David, CIV, WSO-OEA
Subject: RE: Draft Programmatic Agreement for Route 1 Improvements at Fort Belvoir

Jack -

Here for your consideration is a very simple "Whereas" clause that is intended to establish OEA's role in this project without complicating the matter unnecessarily. I continue to believe that because OEA is providing the funding for this "undertaking" it can be argued that OEA has an obligation to satisfy section 106 of the NHPA, therefore I think it would be beneficial to have OEA added to the list of PA signatories and to the "Now, therefore" clause.

"WHEREAS, the Department of Defense Office of Economic Adjustment has approved Fairfax County's application for funding assistance in an amount not to exceed \$180 million for the design and construction of transportation infrastructure improvements to Route 1 that are needed to improve patient access to the new Fort Belvoir Community Hospital, which was constructed to facilitate recommendations of the 2005 Defense Base Realignment and Closure Commission; and"

Please do not hesitate to contact me if you have any concerns regarding this matter.

Jim

James G. Van Ness
Senior Associate General Counsel
(Environment & Installations)
PHONE: 703.693.4841
FAX: 703.693.4507

CAUTION: This message may contain information protected by the attorney-client, attorney work product, deliberative process, or other privileges. Do not disseminate without prior approval from the Office of the DoD General Counsel.

-----Original Message-----

From: Jack.VanDop@dot.gov [mailto:Jack.VanDop@dot.gov]
Sent: Tuesday, August 21, 2012 5:51 PM
To: Van Ness, James, Mr, DoD OGC
Cc: Milton.Hsieh@dot.gov
Subject: Draft Programmatic Agreement for Route 1 Improvements at Fort Belvoir

Jim,

Per our discussion last week - the current project PA can be found on the project website under documents draft PA - 7-30-12.

Please call if you have any questions.

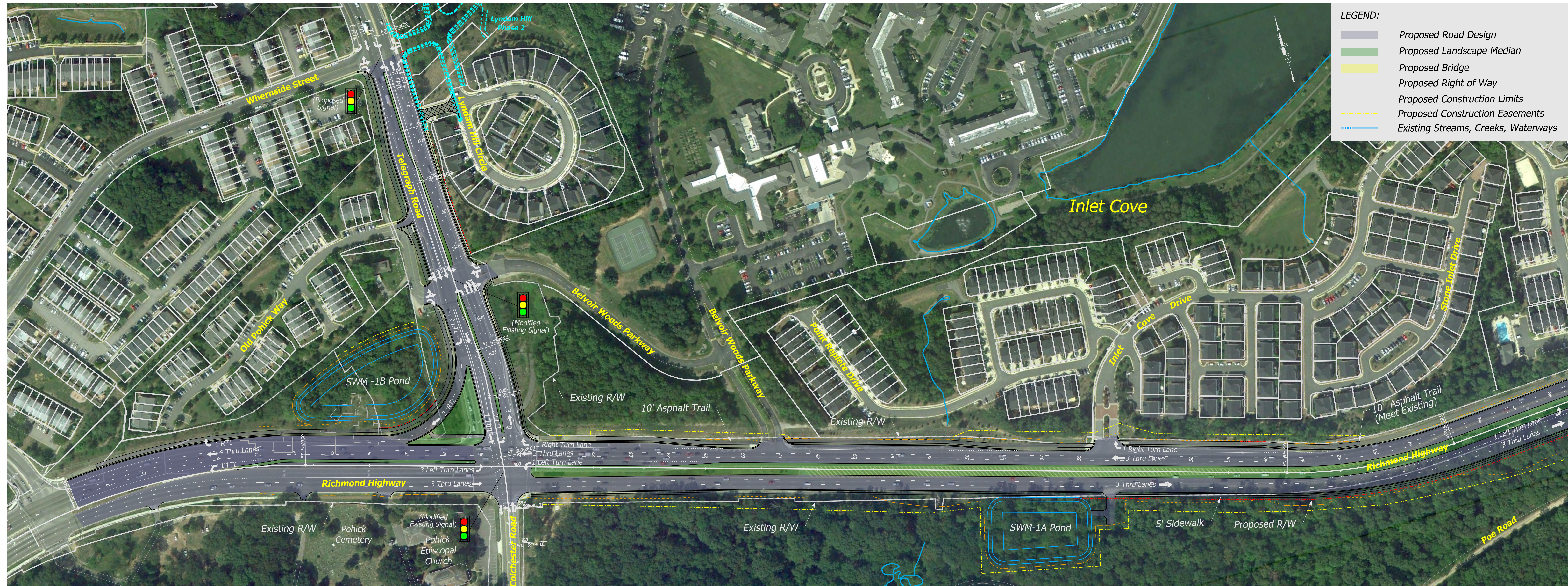
Jack

703-404-6282

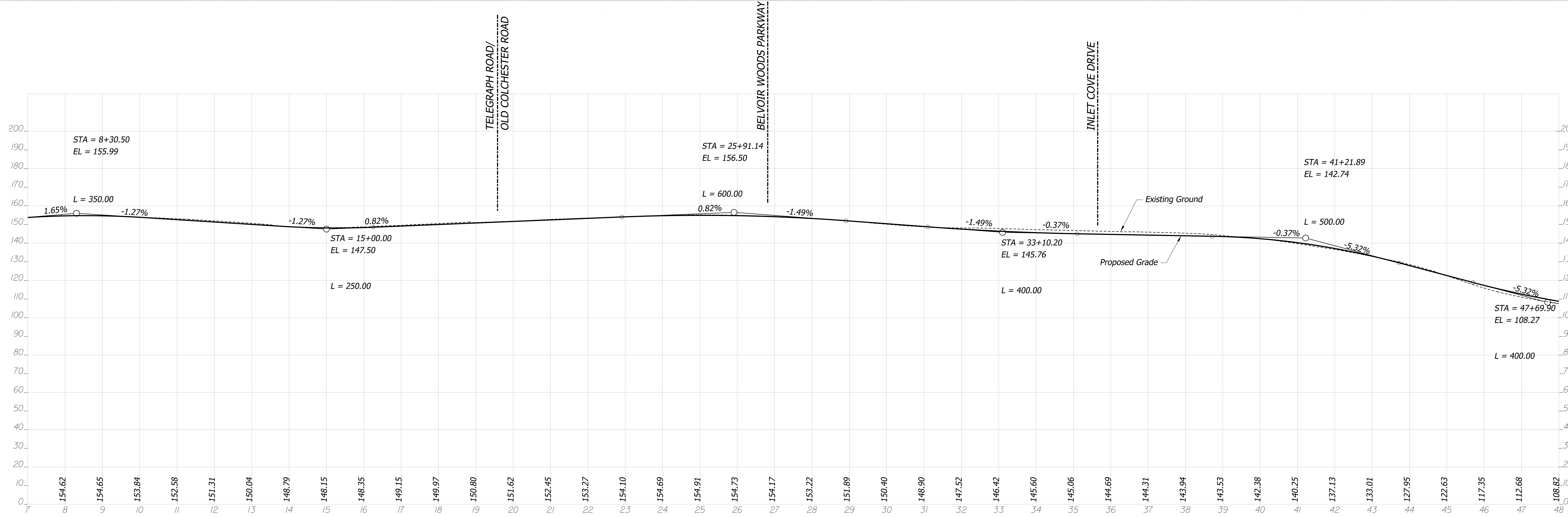
Attachment C

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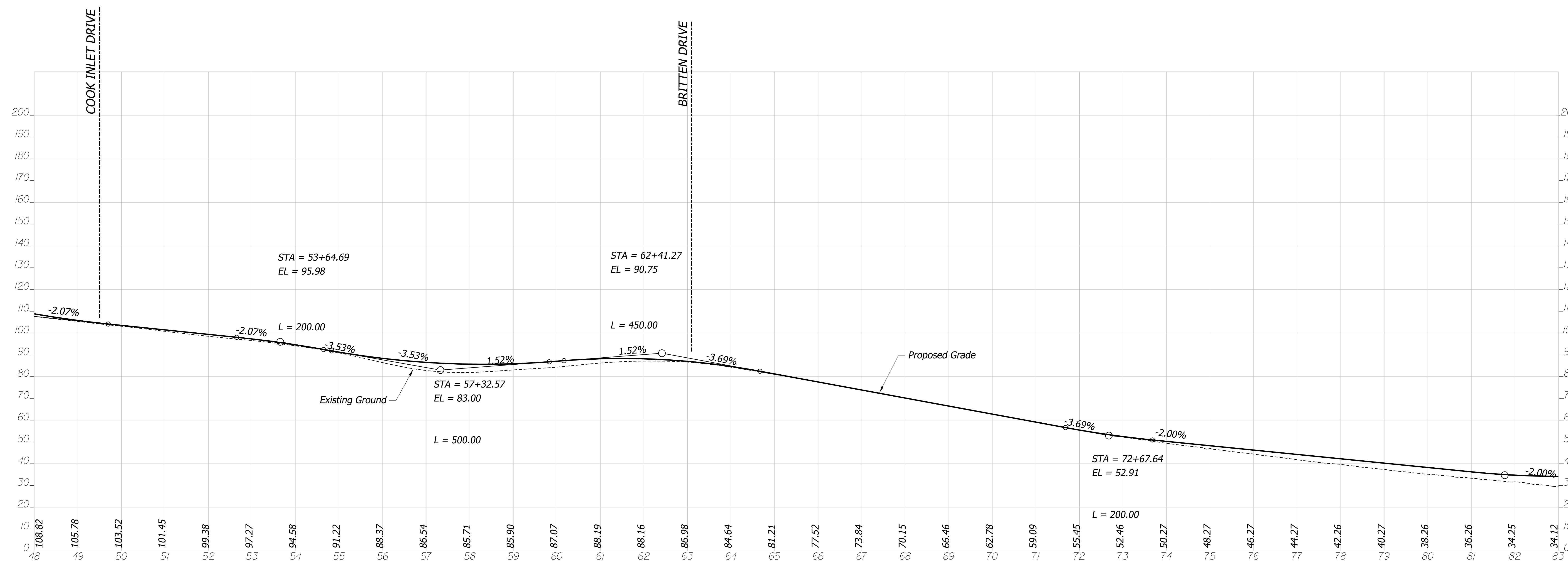
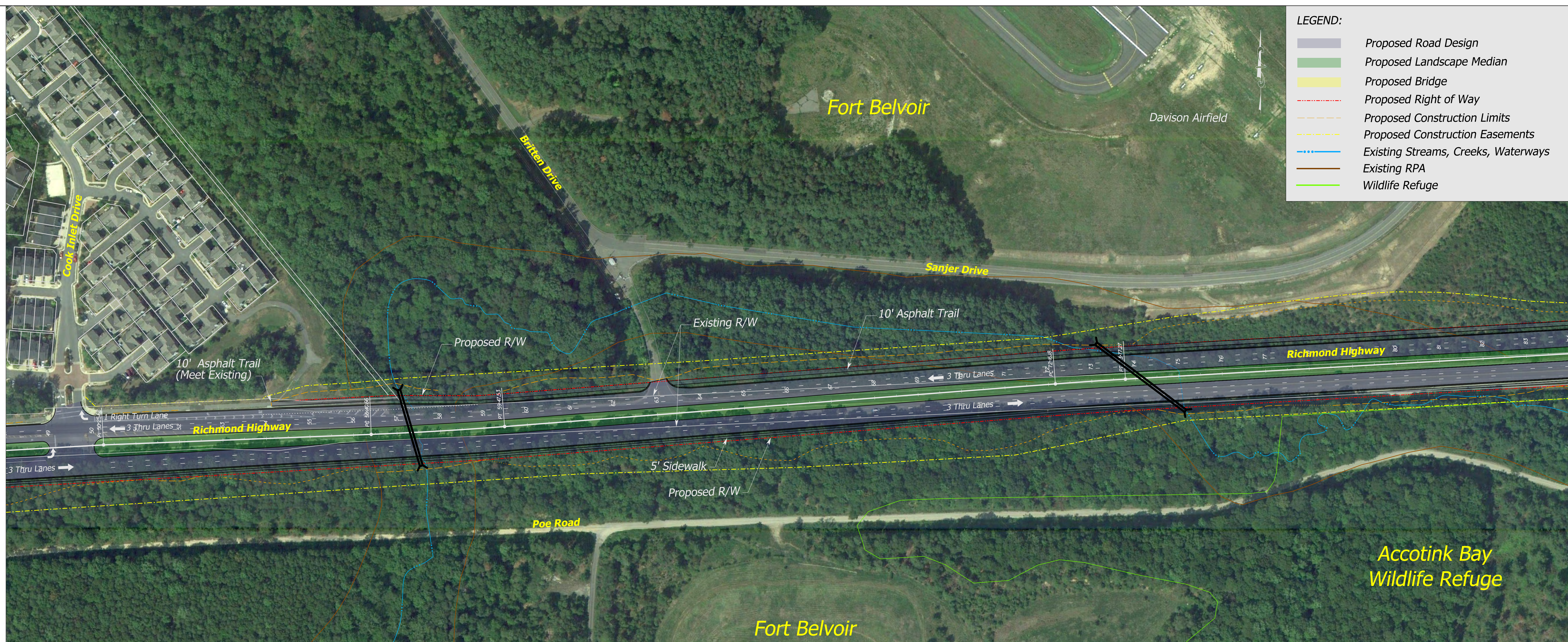
Proposed New Alignment for Route 1



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

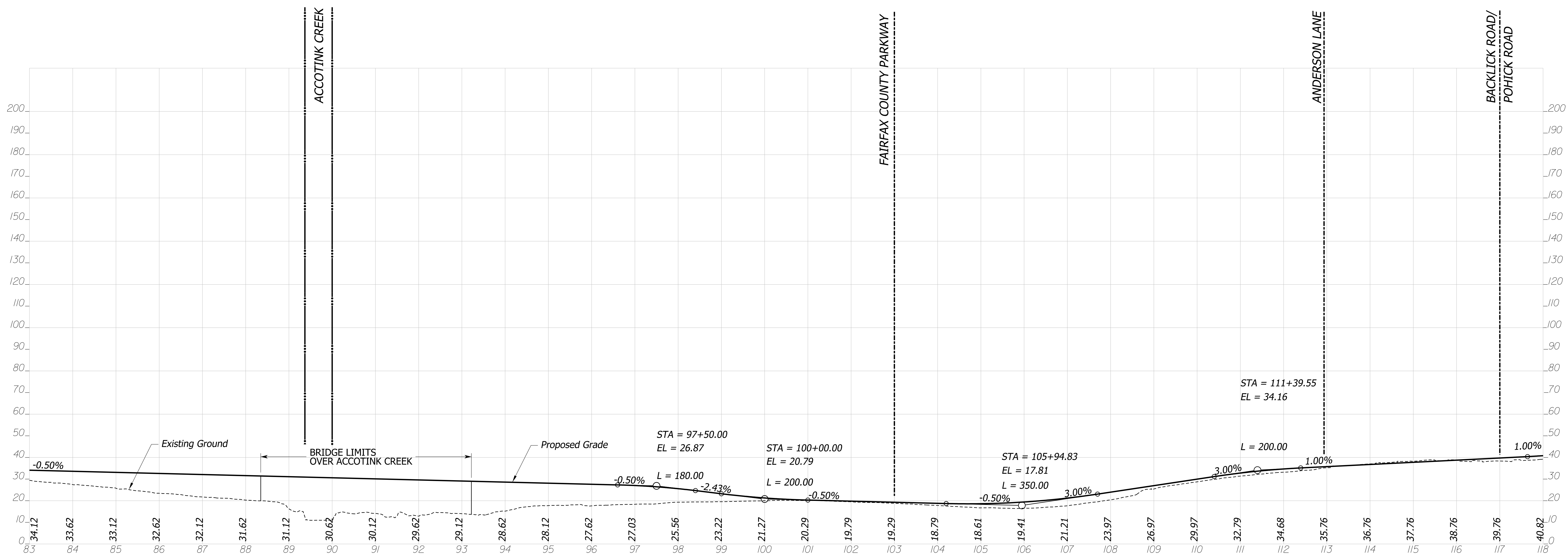
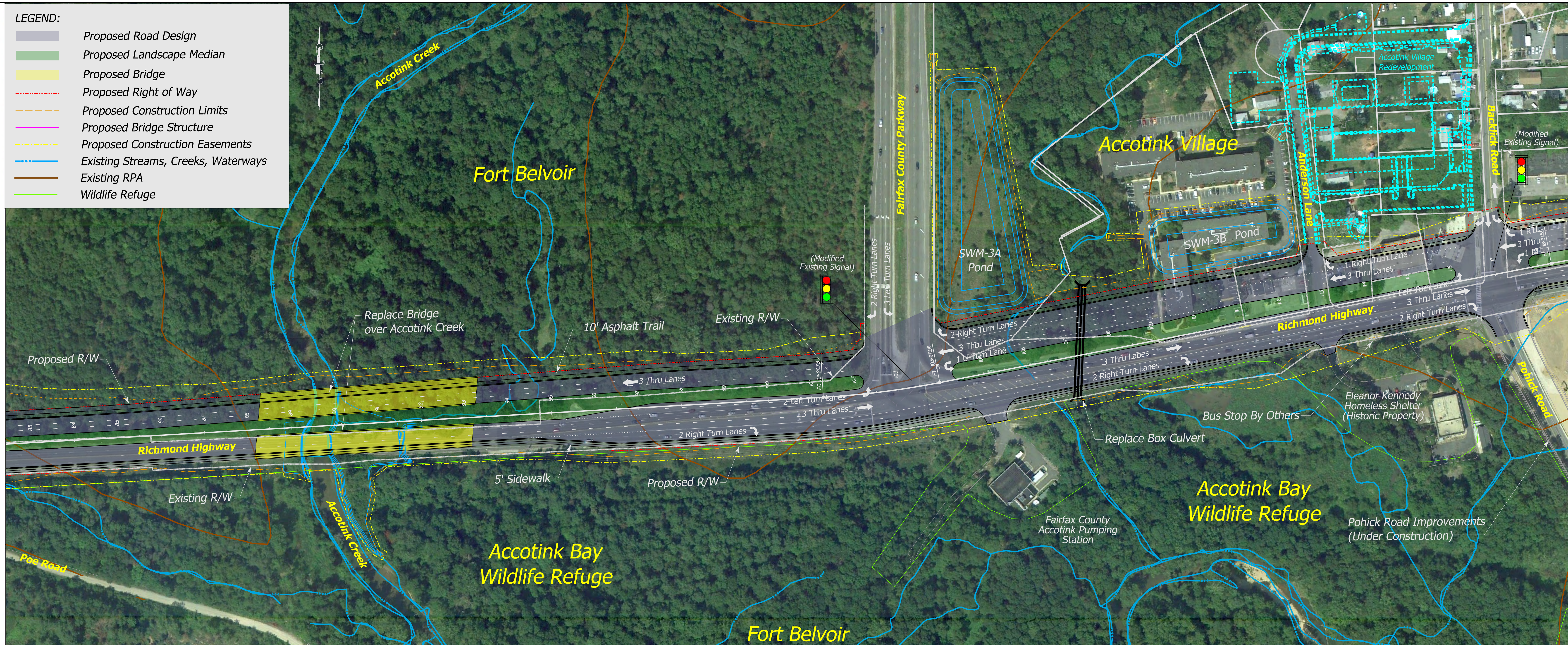


RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B - SHEET 1

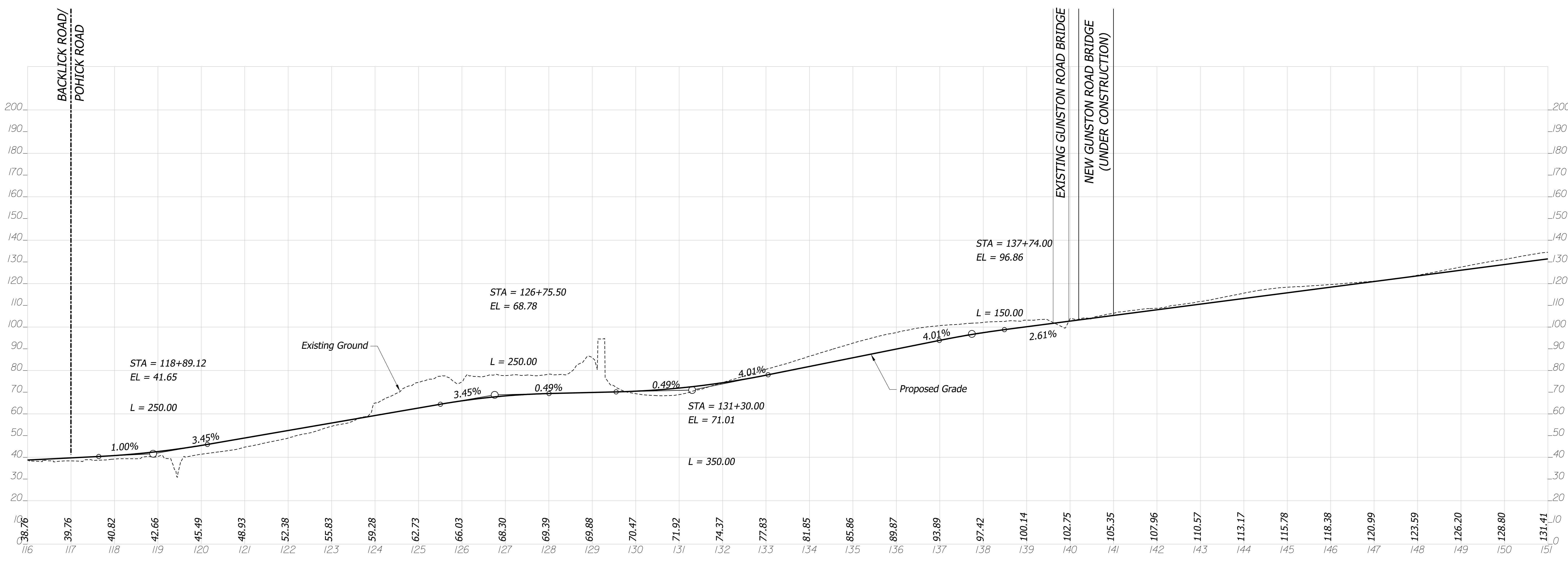
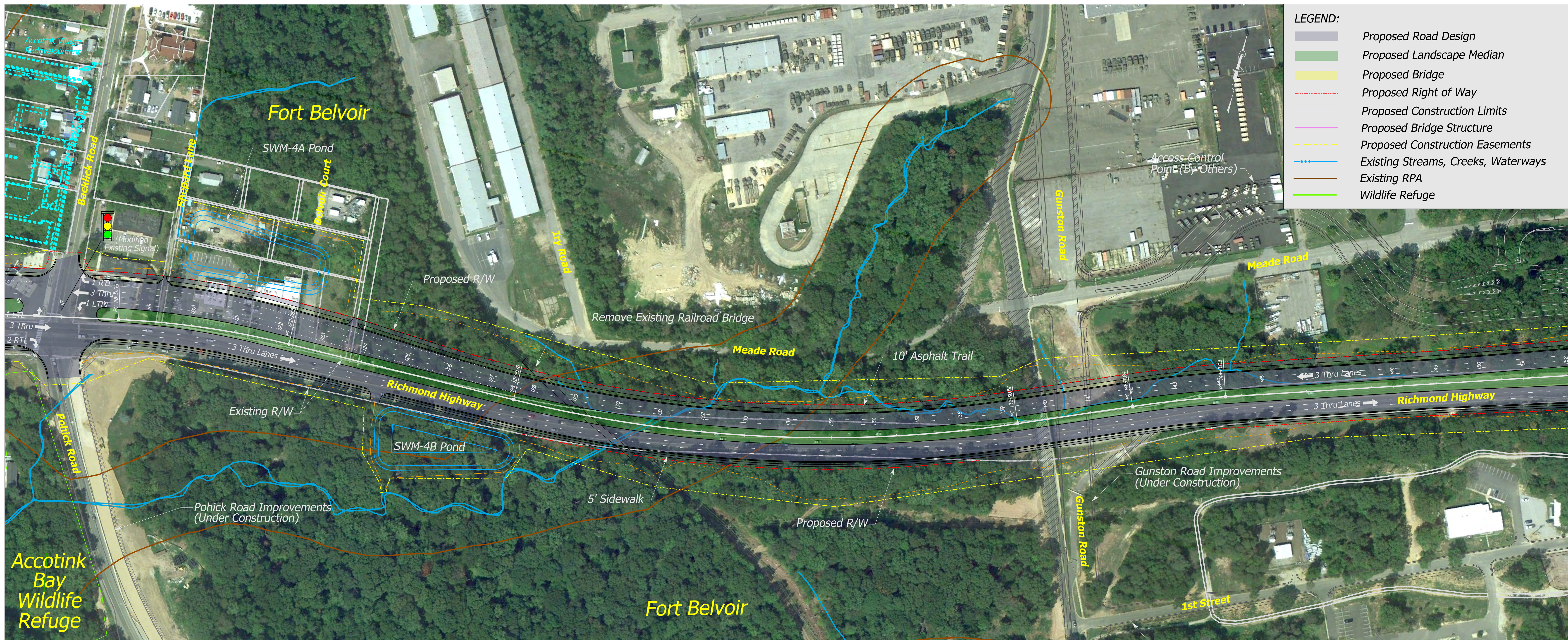


RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B - SHEET 2

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

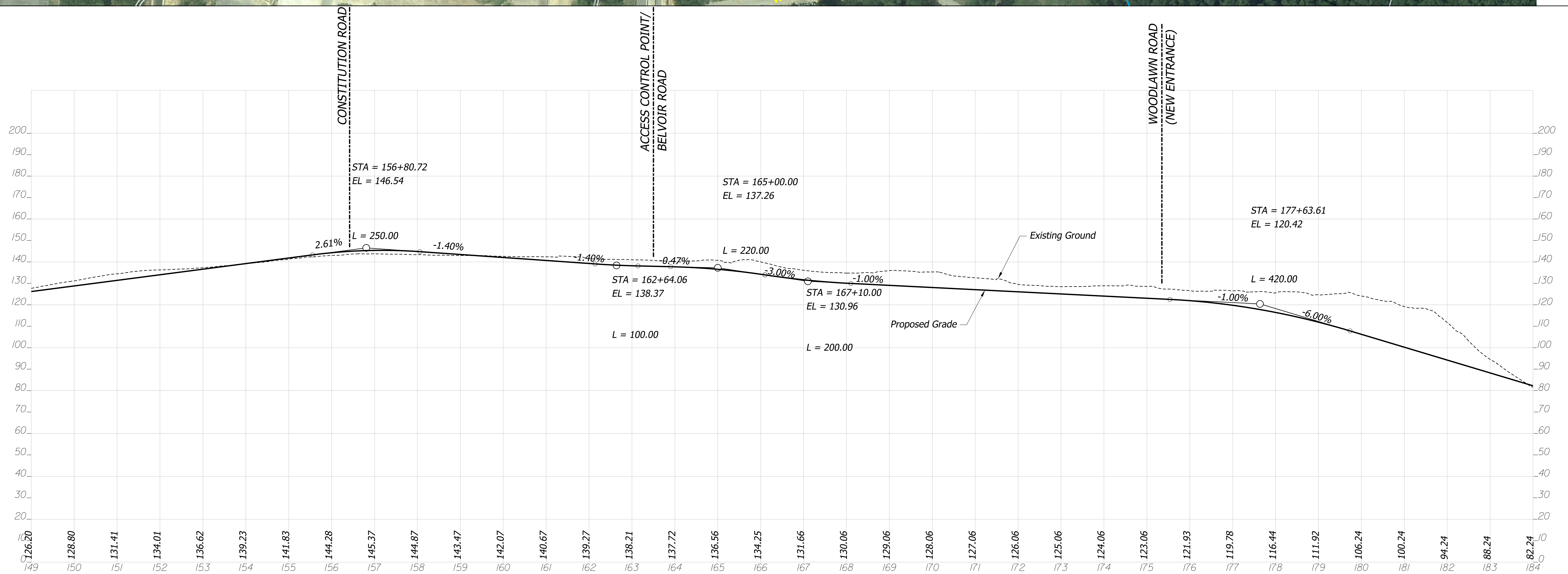
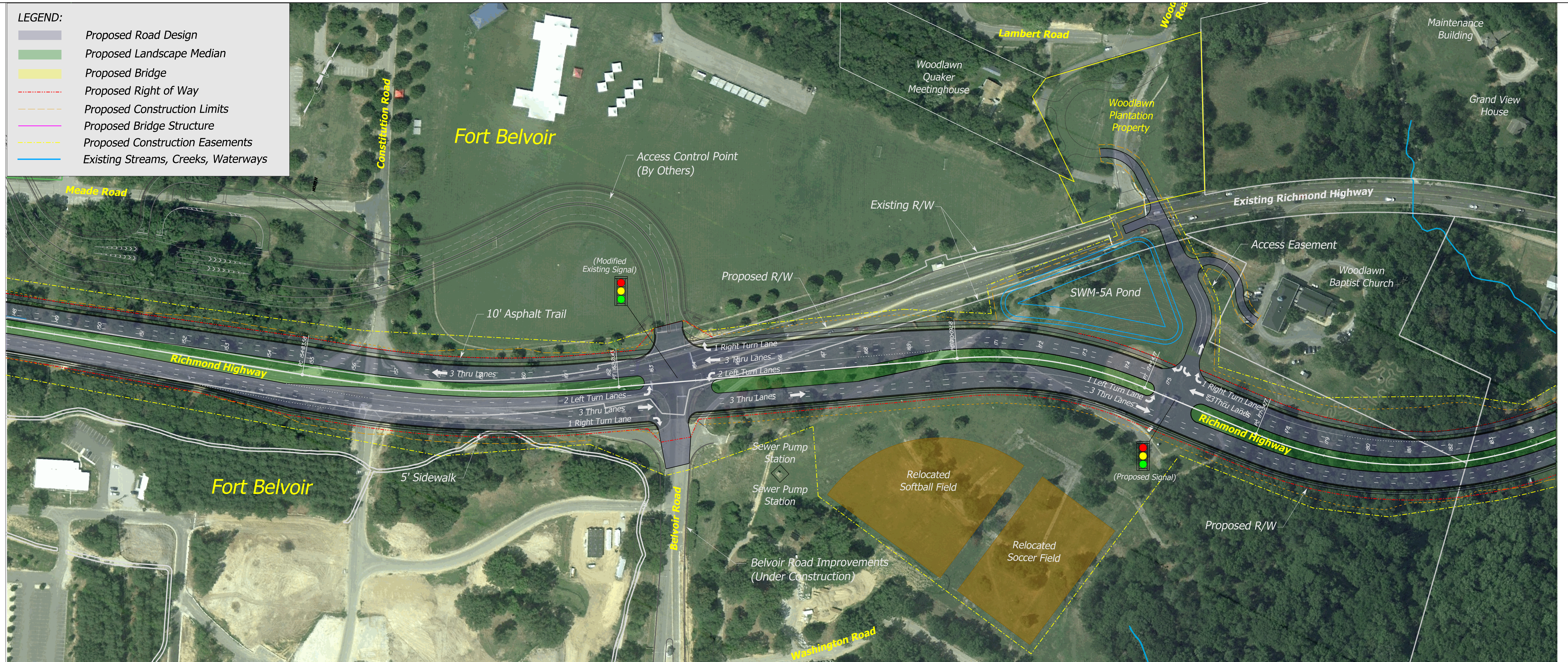


RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B - SHEET 3



RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B - SHEET 4

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

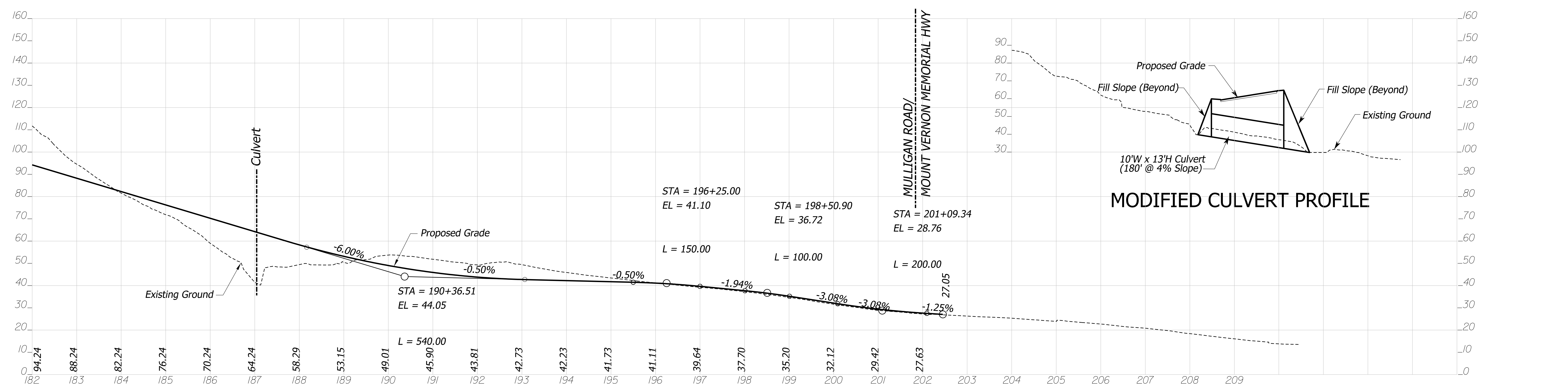


RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B (REVISED) - SHEET 5



LEGEND:

- Proposed Road Design
- Proposed Landscape Median
- Proposed Bridge
- Proposed Right of Way
- Proposed Construction Limits
- Proposed Retaining Wall
- Proposed Construction Easements
- Existing Streams, Creeks, Waterways
- Existing RPA



RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B (REVISED) - SHEET 6

Attachment D

*** * ***

Area of Potential Effect

Route 1 - Southern Bypass Alternative

Legend

- Construction Limits
- Archaeological APE
- Architectural APE



Attachment E

*** * ***

Architectural Properties Listed or Eligible for Listing on the National Register

Attachment E (Part A) - Architectural Resources Listed on the National Register

VDHR Site #	Name	Eligibility	Survey No.	Eligible Criteria
029-0046, 029-9800-0013	Pohick Episcopal Church	NRHP Listed (1969)	none assigned	A, B, C
029-0056	Woodlawn Plantation	NRHP Listed (1998), National Historic Landmark	none assigned	A, B, C (NHL Criteria 1, 2, 4)
029-0058	Pope-Leighey House	NHRP Listed (1970)	none assigned	C
029-0096	Camp A. A. Humphreys Pump Station	NRHP Listed (1996)	none assigned	A
029-0172	Woodlawn Quaker Meeting House	NRHP Listed (2009)	2001-0007, 09000335	A, C
029-0330	George Washington's Distillery and Grist Mill	NRHP Listed (2003)	3000739	A, C, D
029-5181	Woodlawn Historic District	Potentially Eligible	2001-0007	A, C

Attachment E (Part B) - Architectural Resources Eligible for Listing on the National Register

VDHR Site #	Name	Eligibility	Survey No.	Eligible Criteria
029-0058	Grand View	Eligible	2001-0007	B
029-0953	King's Highway (SR 611), Old Colchester Road	Eligible	none assigned	A
029-5181	Woodlawn Historic District	Potentially Eligible	2001-0007	A, C
029-5424	Railroad Bridge, Facility No. 1433	Eligible	2001-0007	A
029-5181-0005	Sharpe Stable bank barn	Eligible	2001-0007	C

Attachment F

*** * ***

Archaeological Sites Listed or Eligible for Listing on the National Register

Attachment F (Part A) - Archaeological Sites Listed on the National Register

VDHR Site #	Name	Eligibility	Survey No.
44FX1146	Woodlawn Plantation	NRHP listed (1969)	none assigned

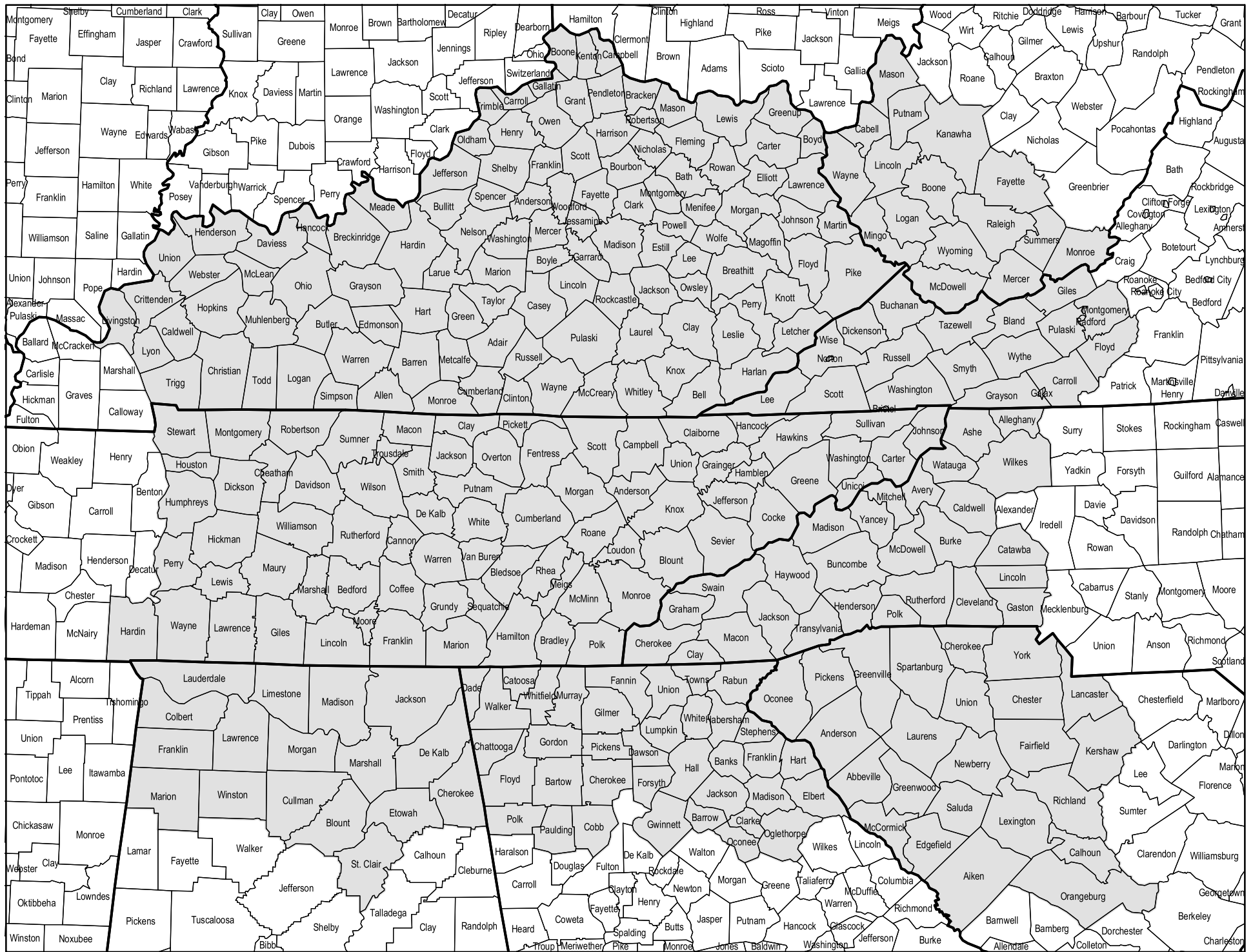
Attachment F (Part B) - Archaeological Sites Eligible for Listing on the National Register

VDHR Site #	Name	Eligibility	Survey No.
44FX1212	Woodlawn Baptist Church Cemetery	Eligible	2001-0007
44FX1657	Late 19th-Earth 20th C Historic Domestic	Potentially eligible	2001-0007
44FX1679	Archaic Native American	Potentially eligible	2001-0007
44FX1936	Unaffiliated Native American Campsite; 18th - 19th C Historic Domestic	Potentially eligible	2001-0007
44FX2330	Pohick Church Cemetery	Eligible	2002-0013

Attachment G

* * *

**Eastern Band of Cherokee Indians Aboriginal
Territory Map**

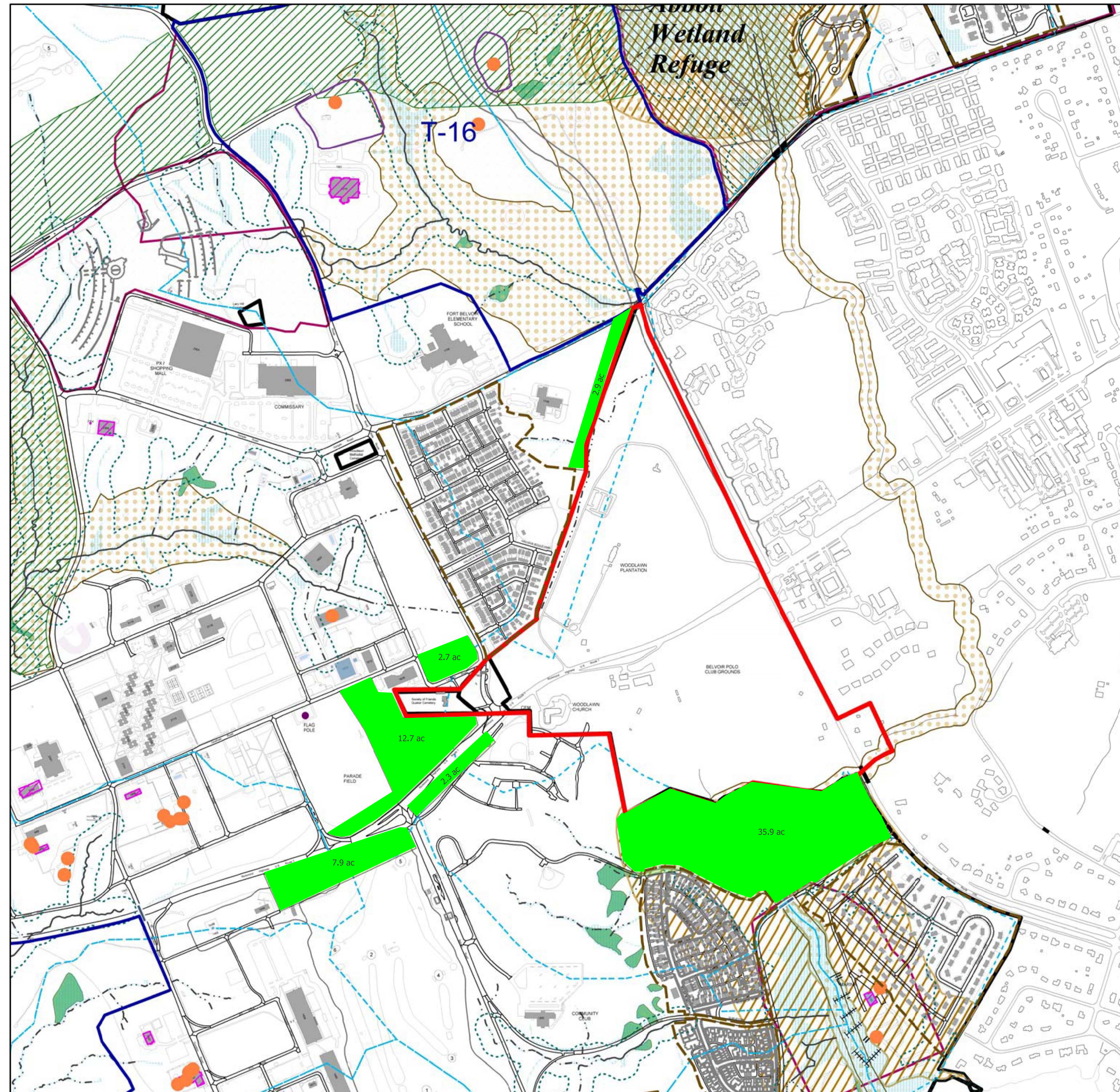


Attachment G - Eastern Band of Cherokee Indians Aboriginal Territory Map of Area of Interest

Attachment H

*** * ***

Existing BRAC PA Open Space Map



NATIONAL REGISTER ELIGIBLE WOODLAWN HISTORIC DISTRICT

Legend

-  WOODLAWN HISTORIC DISTRICT
-  OPEN SPACE
-  LEASE ZONE AREA
-  BELVOIR RPA BOUNDARY 2004
-  WATERSHED
-  WATER COURSE
-  EPHEMERAL STREAM
-  INTERMITTENT STREAM
-  PERENNIAL STREAM
-  WETLAND
-  WILDLIFE REFUGE
-  WILDLIFE CORRIDOR
-  WOOD TURTLE HABITAT
-  PIF MONITORING SITES
-  RARE PLANT COMMUNITIES
-  RARE PLANTS
-  HISTORIC DISTRICT
-  HISTORIC STRUCTURE
-  RANGE
-  TRAINING AREA
-  SOLID WASTE MANAGEMENT UNIT (SWMU)
-  HAZARDOUS WASTE AREA

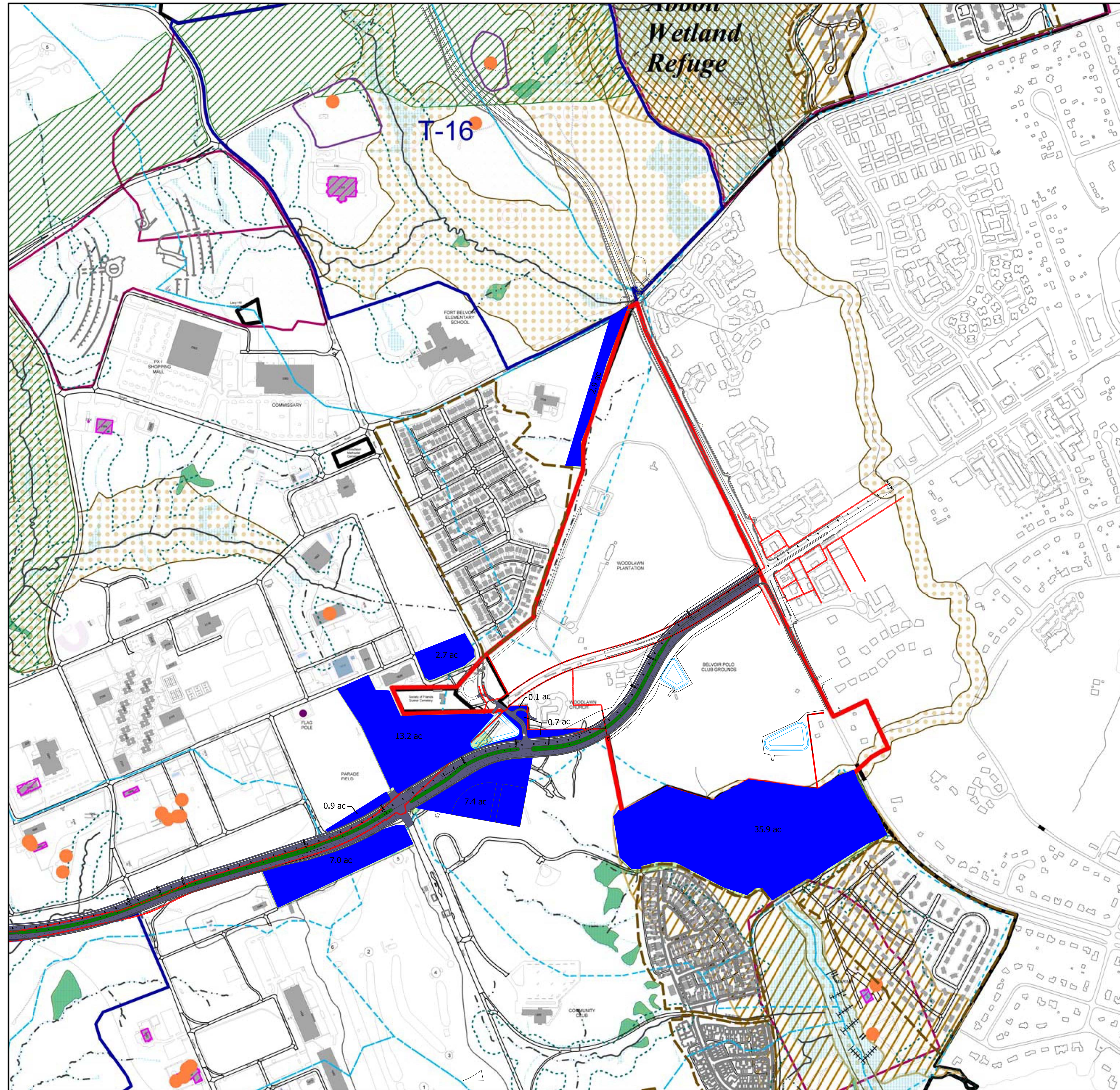


MAP ID: 4037
UPDATED 10/3/2007

Attachment I

*** * ***

Proposed BRAC PA Open Space Map



NATIONAL REGISTER ELIGIBLE WOODLAWN HISTORIC DISTRICT

Legend

-  WOODLAWN HISTORIC DISTRICT
-  OPEN SPACE
-  LEASE ZONE AREA
-  BELVOIR RPA BOUNDARY 2004
-  WATERSHED
-  WATER COURSE
-  EPHEMERAL STREAM
-  INTERMITTENT STREAM
-  PERENNIAL STREAM
-  WETLAND
-  WILDLIFE REFUGE
-  WILDLIFE CORRIDOR
-  WOOD TURTLE HABITAT
-  PIF MONITORING SITES
-  RARE PLANT COMMUNITIES
-  RARE PLANTS
-  HISTORIC DISTRICT
-  HISTORIC STRUCTURE
-  RANGE
-  TRAINING AREA
-  SOLID WASTE MANAGEMENT UNIT (SWMU)
-  HAZARDOUS WASTE AREA



Attachment J

*** * ***

Catawba Indian Nation THPO Burial Policy and Procedures

**Catawba Indian Nation Tribal Historic Preservation Office
Policy and Procedure**

Burials

Policy

1. No research designs will be considered for the sole purpose of the location and excavation of pre-contact burials.
2. There will be an ongoing and open dialogue with regard to policy and procedures affecting burials between the Tribal Historic Preservation Office (THPO) Executive Director, the Archaeology Department, and the Department of Traditional Medicine of the Catawba Nation and the Executive Committee of the Catawba Nation.
3. No changes or adjustments to the policy and procedures affecting burials can be made without agreement between the THPO Executive Director, the Archaeology Department, the Department of Traditional Medicine of the Catawba Nation and the Executive Committee of the Catawba Nation.
4. A tract of ground will be set aside for the sole purpose of the re-interment of burials. The location of this tract of ground will not be made available to the general population. The location will be on record in the offices of the THPO Executive Director, the Archaeology Department and the Department of Traditional Medicine of the Catawba Nation, the Department of Planning and Development of the Catawba Nation and the Executive Committee of the Catawba Nation.

Procedure

When human burials are located during the course of other projects (i.e. construction, archaeological survey and/or excavation) the following procedures will be carried out.

1. The Department of Traditional Medicine of the Catawba Indian Nation will be notified immediately.
2. A meeting between the THPO Executive Director, the Archaeology Department and the Department of Traditional Medicine of the Catawba Nation will be called within 24 hours of the discovery.
3. The following options for action will be considered;
 - a. No action. The burial/s will be left in place and the project will proceed without regard to the disturbance to the burial/s.
 - b. The burial/s will be left in place but protected by modification to the projected construction or survey plans.
 - c. The burial/s will be excavated, measurements and photos taken but the remains will not be removed from the burial pit. The burial pit will be mapped and recorded and back filled when the work is completed.
 - d. The burial/s will be exhumed and reburied.
4. When the decision to exhume a burial/s has been made the following procedures will be followed.
 - a. A member of the Department of Traditional medicine will be present during the entire exhumation process and will be in charge performing and directing those rituals and/or ceremonies appropriate.
 - b. No excavation will be done prior to notification from the Department of Traditional Medicine that all-necessary rituals and/or ceremonies have been completed.

- c. A professionally qualified member of the Department of Archaeology will do all excavation necessary to exhume the burial.
- d. A member of the Department of Traditional Medicine of the Catawba Nation will physically remove human remains and grave goods from the burial pit when directed to do so by the Archaeological Field Director.
- e. Human remains will be transported from the burials site wrapped plain colored archival quality paper inside archival quality boxes by a member of the Archaeology Department or the Department of Traditional Medicine. Remains will be immediately delivered to the Archeology Department.
- f. Human remains will be stored in the Archaeology Laboratory for analysis a period not to exceed 72 hours. During this analysis period the human remains will be stored in a secured area and will not be in view of the general public.
- g. No invasive or destructive analysis methods will be employed on human remains.
- h. Destructive or invasive analysis methods must be pre-approved by the Director of THPO, the Archaeology Department and the Department of Traditional Medicine.
- i. An extension of the analysis period can only be granted after a meeting of the Director of THPO, the Archaeology Dept. and the Department of Traditional Medicine at which all parties agree.
- j. The Department of Traditional medicine will be notified immediately upon completion of the analysis of human remains.

Contact Information:

Dr. Wenonah G. Haire
Director
Tribal Historic Preservation Office
PO Box 750
Rock Hill South Carolina 29731

803-328-2427 ext. 224

Sandra Reinhardt
Archaeology Dept.
Tribal Historic Preservation Office
PO Box 750
Rock Hill, South Carolina 29731

803-328-2427 ext. 233