



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.

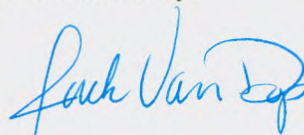
Prior to the selection of a preferred alternative, the APE included potential separated-grade intersections that have now been eliminated from consideration. The removal of these flyover ramps from the project has decreased the APE at the intersections of Route 1 with the Fairfax County Parkway, Pohick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

Route 1 - Southern Bypass Alternative

Legend

— Construction Limits

■ Archaeological APE

■ Architectural APE

