

ROUTE 1 WIDENING

Telegraph Road to Mount Vernon Memorial Highway

July 31, 2012

Consulting Parties Information Meeting

PROJECT HISTORY

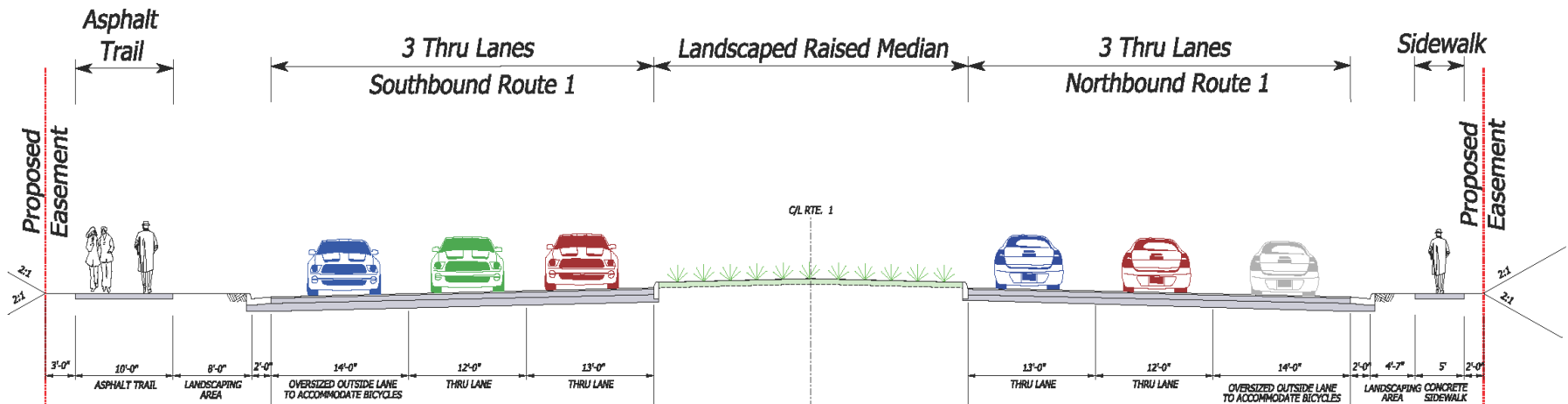
FUNDING

“for construction of Transportation Infrastructure Improvements associated with medical facilities related to recommendations of the 2005 Defense Base Closure and Realignment Commission”.

July 2009	County Board authorized \$3M for Preliminary Engineering
May 2010	County Board authorized FHWA to conduct NEPA documentation
August 2011	DoD-OEA issued Notice of Funding Availability for \$300M
November 2011	DoD announced Fairfax County had submitted a successful proposal and would be invited to apply for \$180M
June 2012	Fairfax County submitted funding application for \$180M
July 2012	Funding transferred from DoD to FHWA

DEVELOPMENT OF 2010 MOA - TYPICAL SECTION

- BRAC 2005 Recommendations for Fort Belvoir Main Post included reconstruction of the Gunston Road Bridge crossing Route 1
- Reconstruction of the Bridge required negotiation of width of future widening of the roadway
- In August 2010, Fort Belvoir and VDOT entered into an agreement that provides for a 148' base easement (allows for increases for turn lanes, SWM, utilities, slopes, etc.)

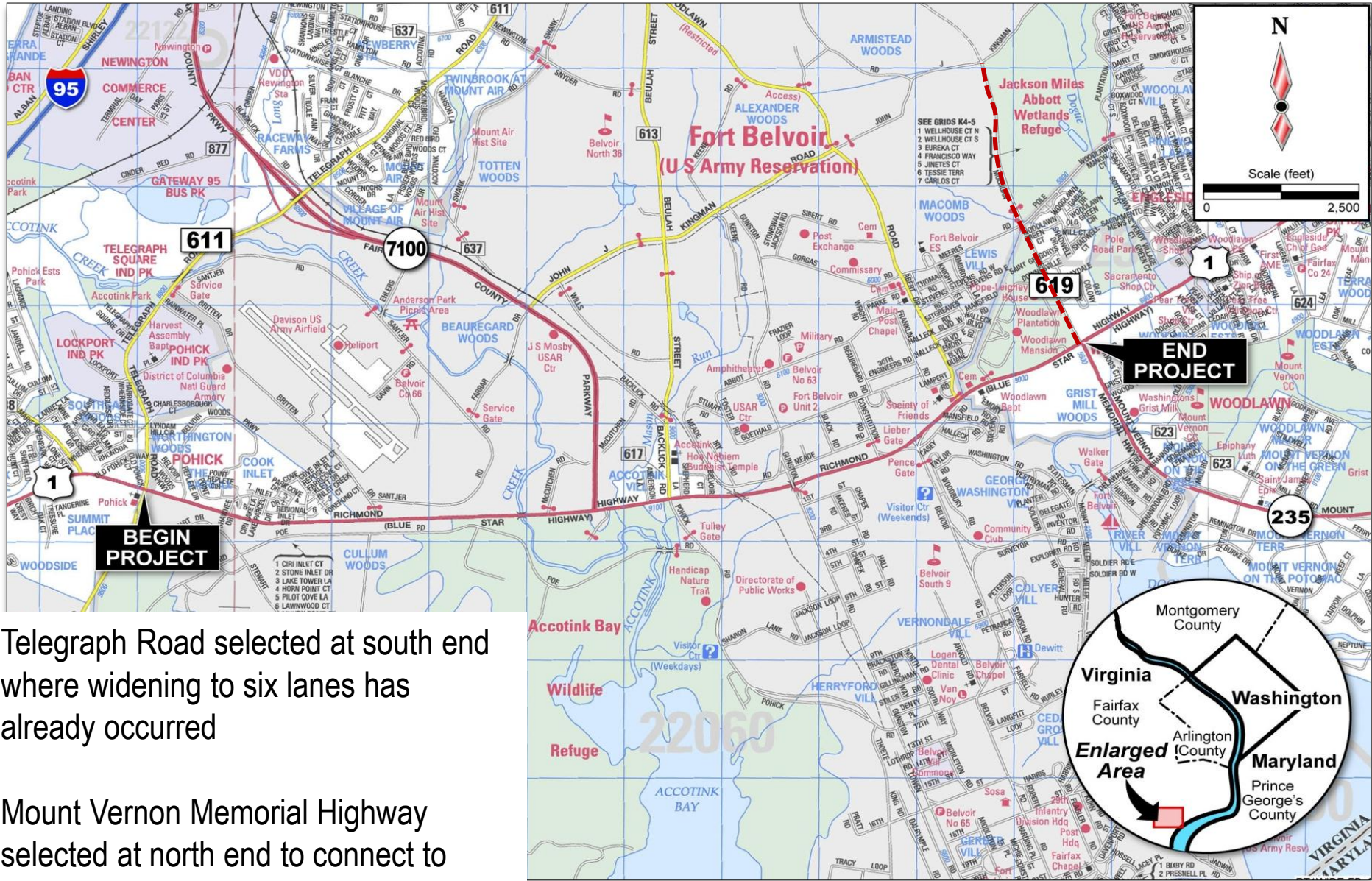


PURPOSE AND NEED

The purpose of the project is to

- expand roadway capacity to accommodate travel demand
- facilitate access to medical and other facilities on Fort Belvoir
- implement facilities for pedestrian and bicycle travel, and
- provide space for future transit services pursuant to Fairfax County's Comprehensive Plan.

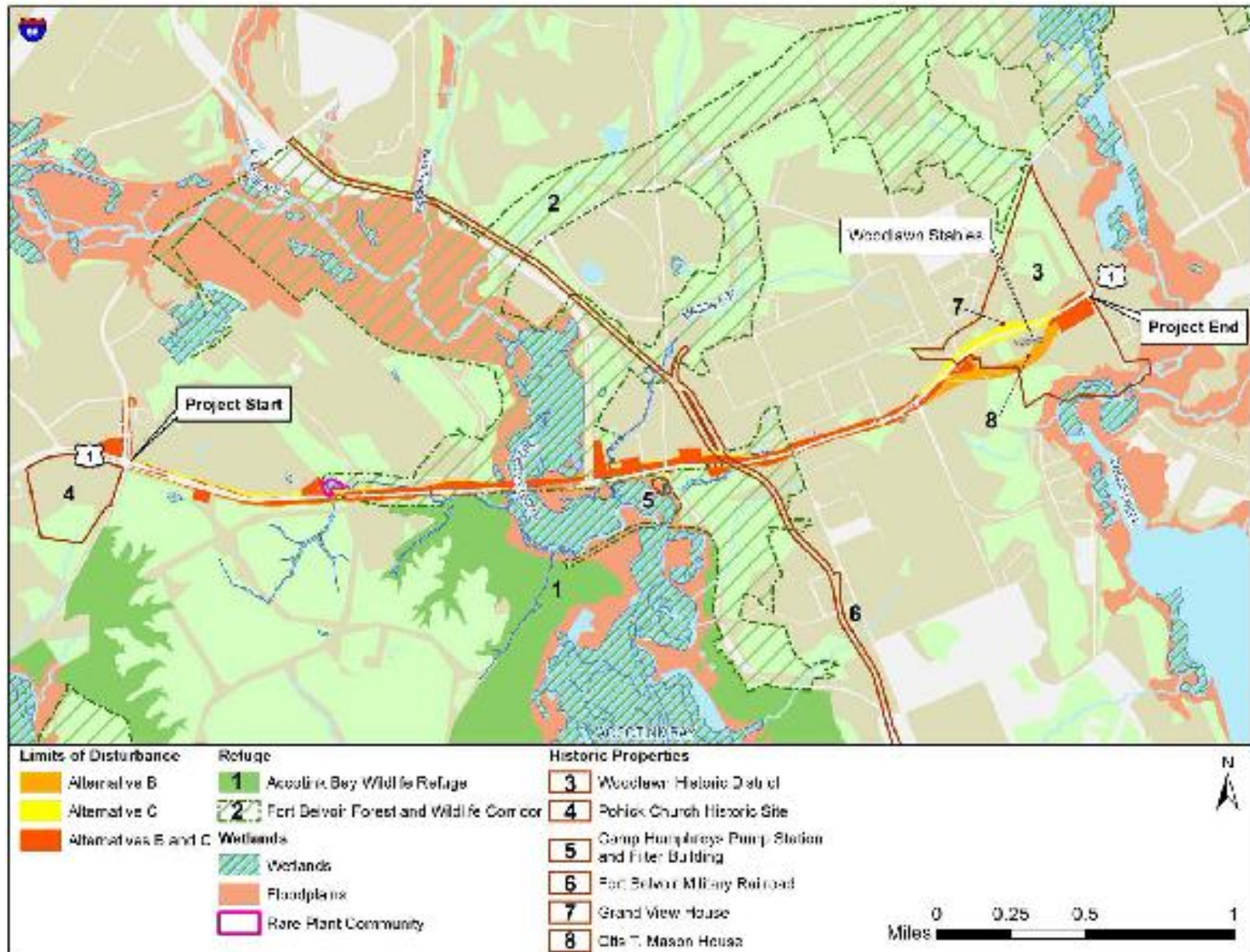
ESTABLISHMENT OF PROJECT LIMITS



Telegraph Road selected at south end where widening to six lanes has already occurred

Mount Vernon Memorial Highway selected at north end to connect to completed Mulligan Road

ENVIRONMENTAL RESOURCES



ADVISORY COUNCIL ON HISTORIC PRESERVATION

May 12, 2011	FHWA invited ACHP to participate
June 9, 2011	ACHP declined to participate
May 2012	ACHP was asked to reconsider
Jun 18, 2012	ACHP Letter to Congressman Moran confirming participation
July 5, 2012	ACHP Letter to R. Ballo confirming participation
July 17, 2012	ACHP met with FHWA

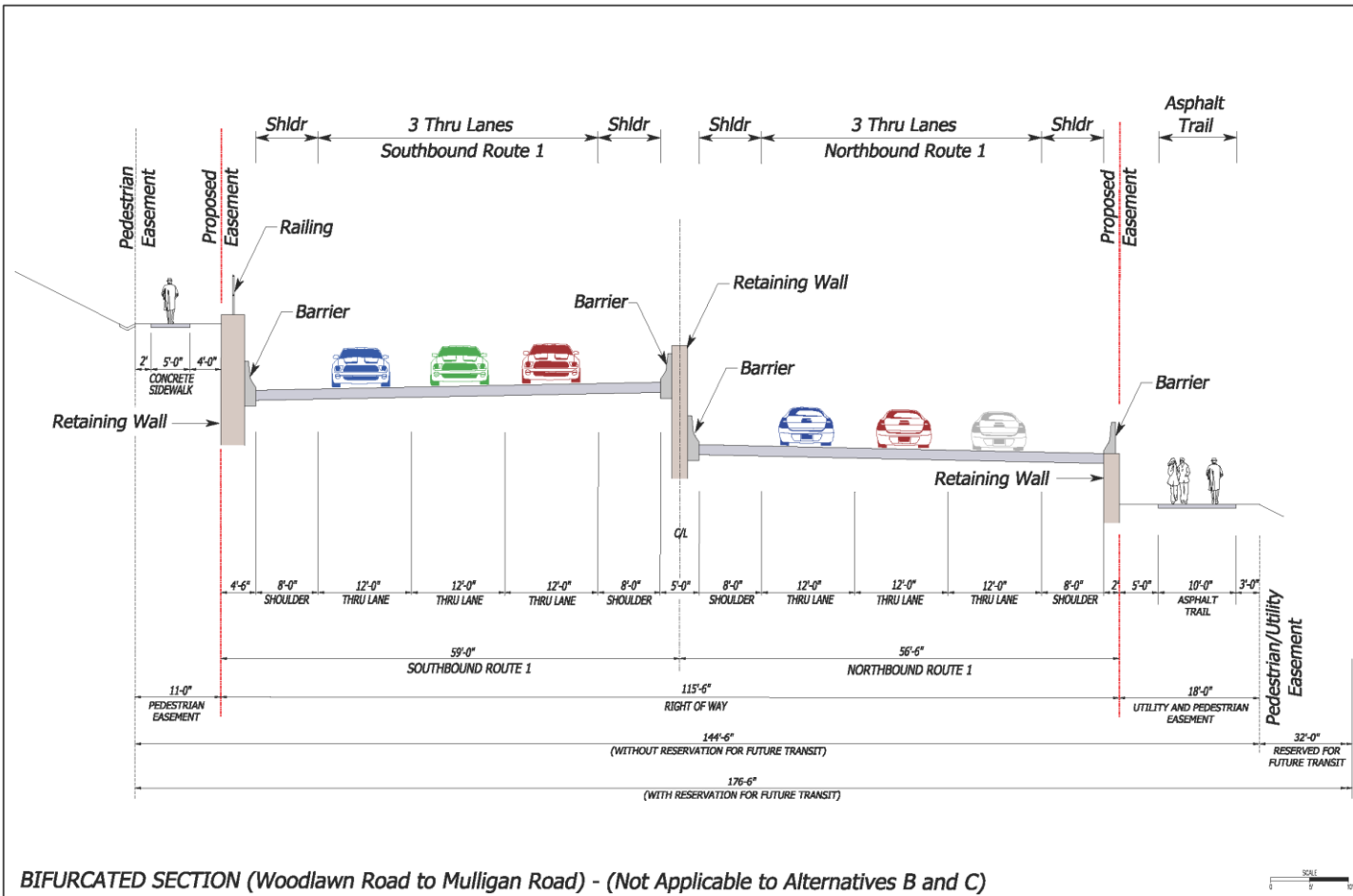
ACHP will participate in conclusion of activities

National Environmental Policy Act (NEPA)

Environmental Assessment

Alternatives Development

BIFURCATED SECTION



- As shown, including the transit corridor, width exceeds 176'
- Doesn't include temporary roadway to maintain traffic during construction

TRANSPORTATION SYSTEM MANAGEMENT (aka Limited Improvements)

Implementation of relatively low-cost actions to improve efficiency of existing Route 1, for example:

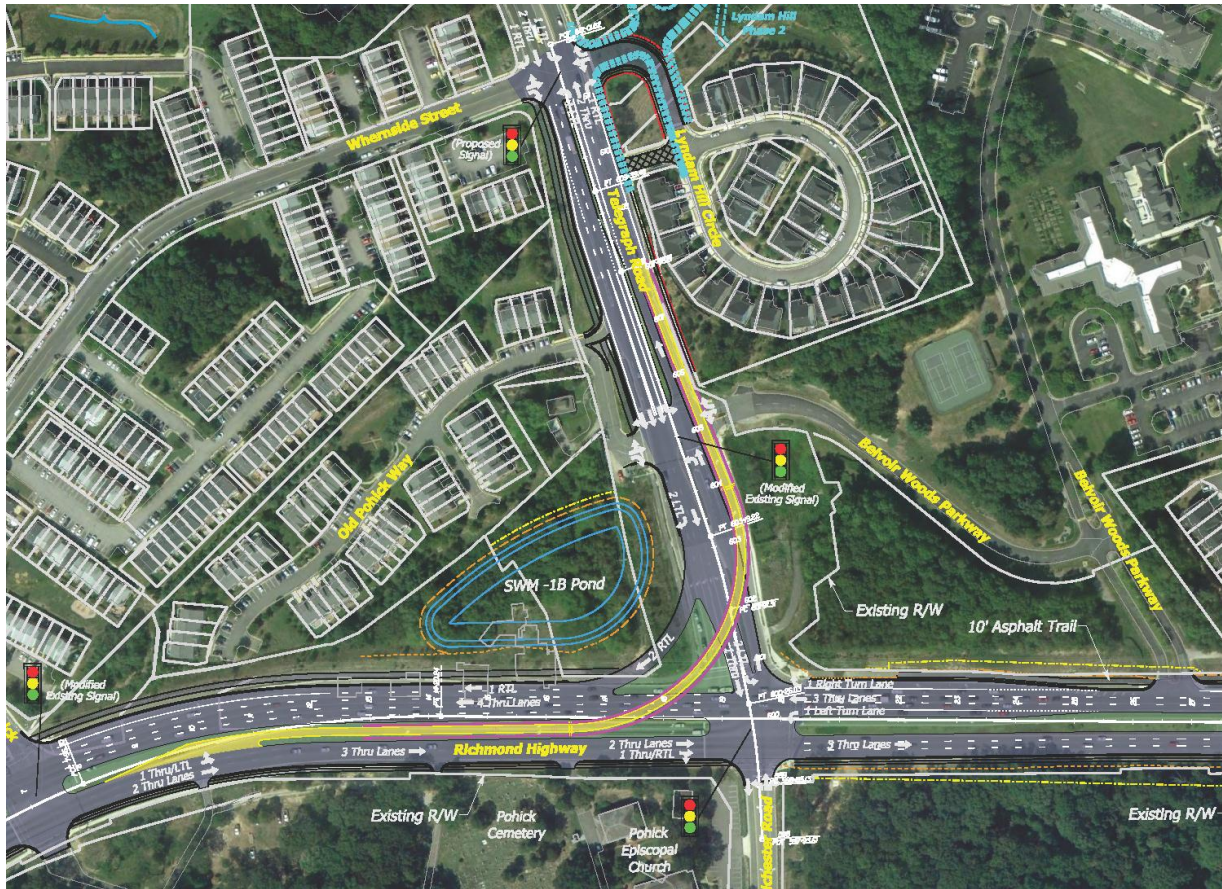
- Traffic controls
- Signal synchronization
- Turn lanes
- Parking Management
- Access Management
- Behavior Modification

These solutions are beneficial, but don't address the need for additional capacity

ALTERNATIVES CONSIDERED but DISMISSED

- Mass Transit Alternative
 - Transit alternatives are being developed independently
 - Transit options do not preclude the need to construct additional capacity
 - The project proposes reservation of right of way that will make transit possible
 - If current Transit Study recommends metro along a different alignment (outside the project area to the north for example, as suggested by some), transit (bus lanes etc.) would still be needed along Route 1 corridor to get commuters to the rail station
- Widening to eight lanes – not required to meet design year traffic projections
- LOS C Alternative – FHWA generally requires design to meet LOS C or better. Current design results in some areas with LOS D and E, but the provision of additional capacity would result in greater impacts and violate the spirit of agreement for right of way reached between VDOT and the Army.
- Reversible Lanes – There is no acute directional distribution during the peak hour – significant traffic volumes move in both directions during am and pm peaks. Further, VDOT does not use reversible lane approach due to safety concerns.

TELEGRAPH ROAD INTERCHANGE – FLYOVER



Pros:

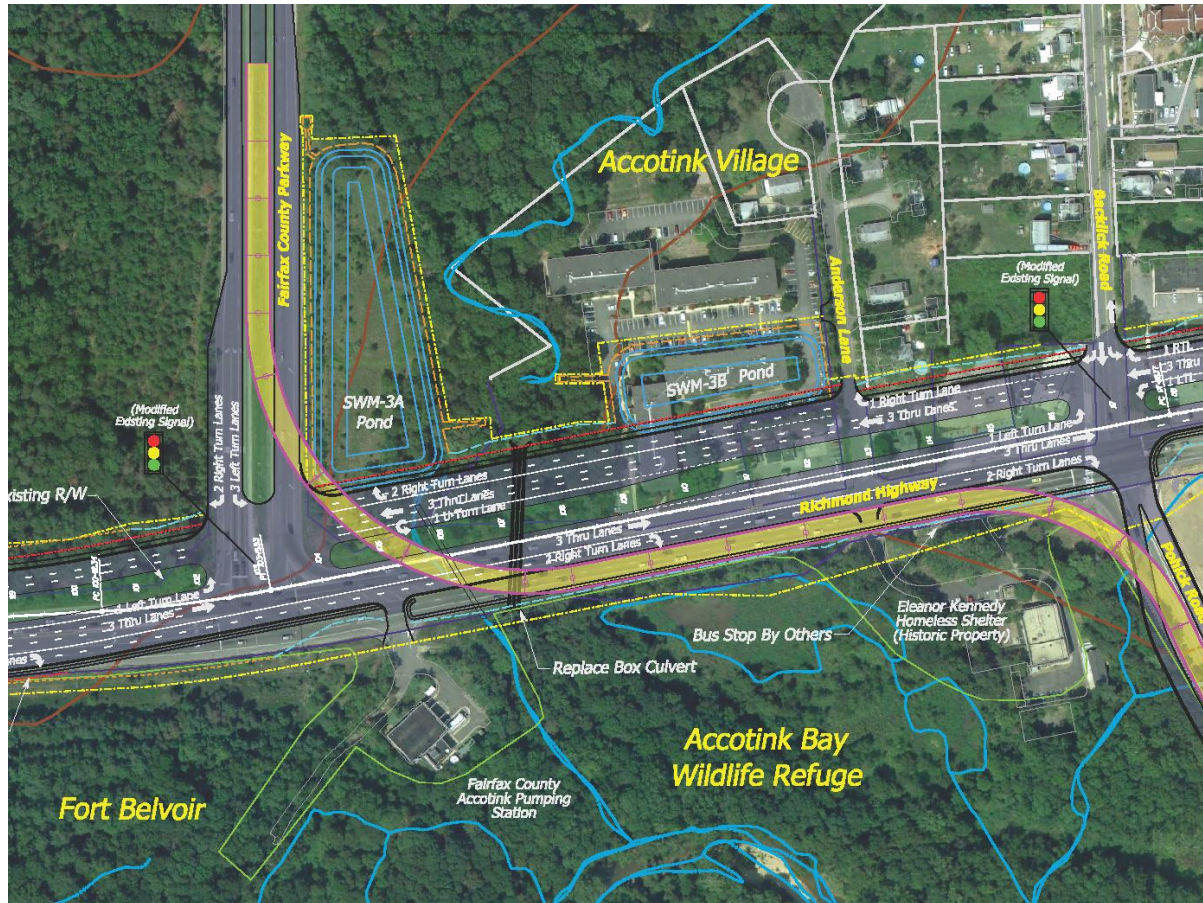
- Addresses high demand for this turning movement

Cons:

- Visual impacts
- Constructability and Maintenance of Traffic
- Impact to Traffic from Belvoir Woods Parkway and Lyndham Hill Drive
- High Cost/Low Benefit compared to at-grade improvements

Pohick Episcopal Church is a National Historic Landmark. Church leadership has expressed concern for visual impacts of this alternative to the landmark. As such, at grade improvements were developed.

FAIRFAX COUNTY PARKWAY INTERCHANGE - FLYOVER



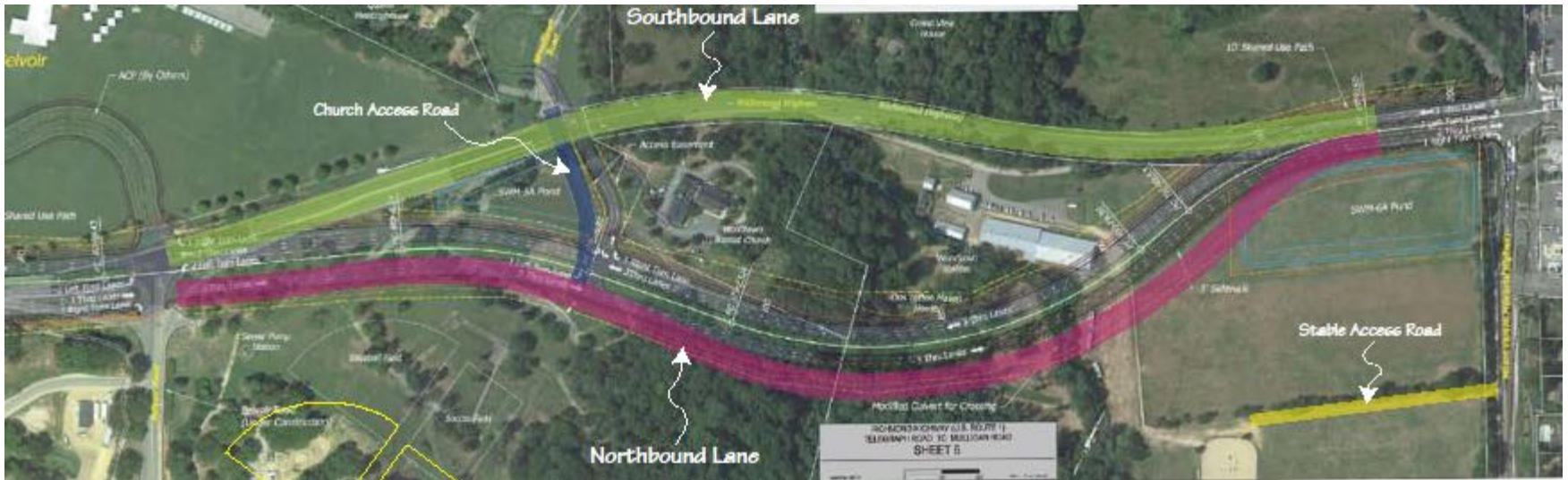
Pros:

- Addresses high demand for this turning movement

Cons:

- Visual impacts
- Constructability and Maintenance of Traffic
- High Cost/Low Benefit compared to at-grade improvements

ONE WAY PAIRS



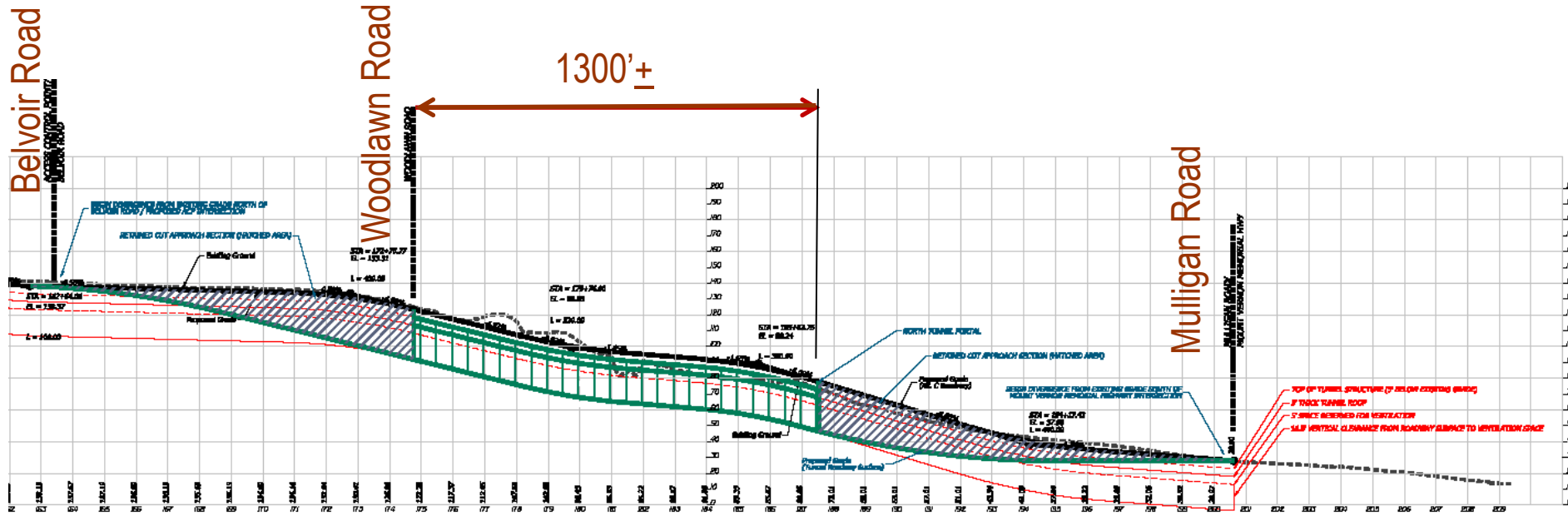
Pros:

- Addresses capacity issues

Cons:

- Requires more right of way than combined section (duplicates requirements)
- Further divides the historic district
- Complicates access to transit
- Isolates Church and Stables on an 'island'

TUNNEL BENEATH THE HISTORIC DISTRICT



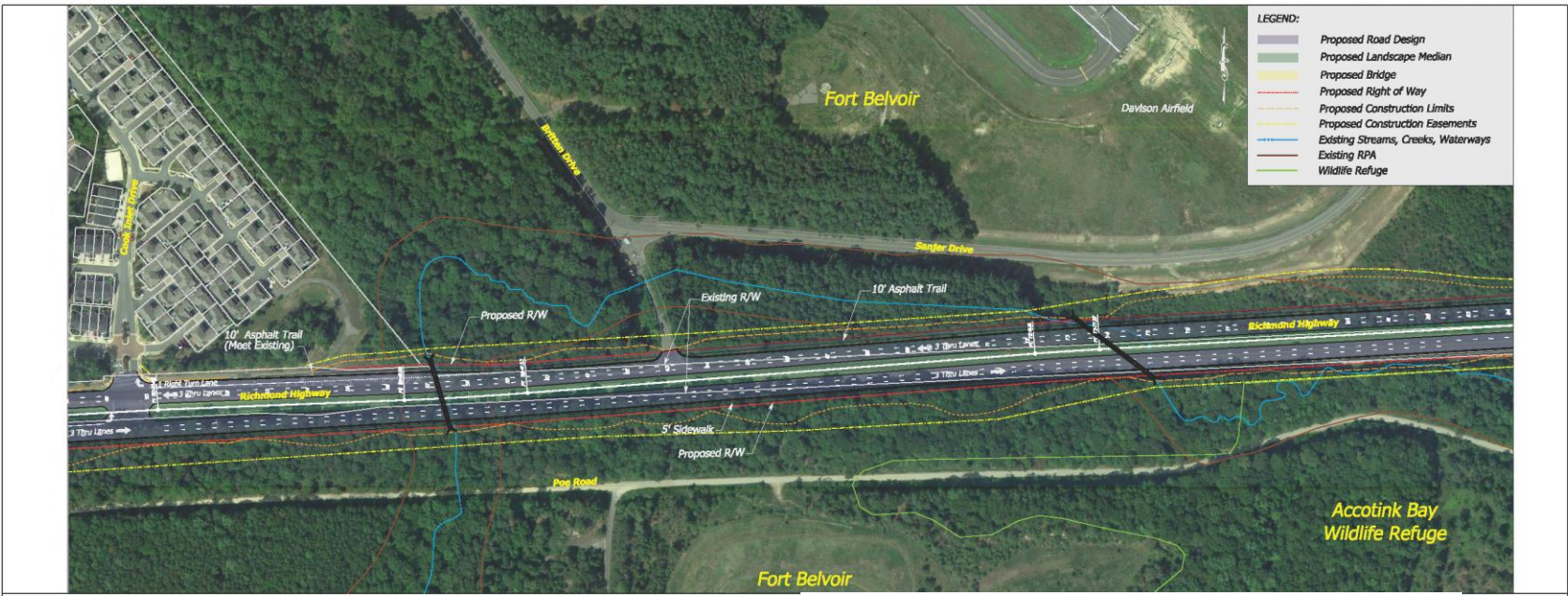
- Approaches (connections at Belvoir Road and Mount Vernon Memorial Highway)
- Impacts (retaining walls) at portals
 - South end at Woodlawn Road in front of Friends Meeting House
 - North end in front of Woodlawn Stables barns & Grand View House
- Maintenance of traffic during construction
- Surface roadway system still required for access to properties in the historic district
- Cost prohibitive

**PREFERRED
ALTERNATIVE
B - SOUTHERN BYPASS**



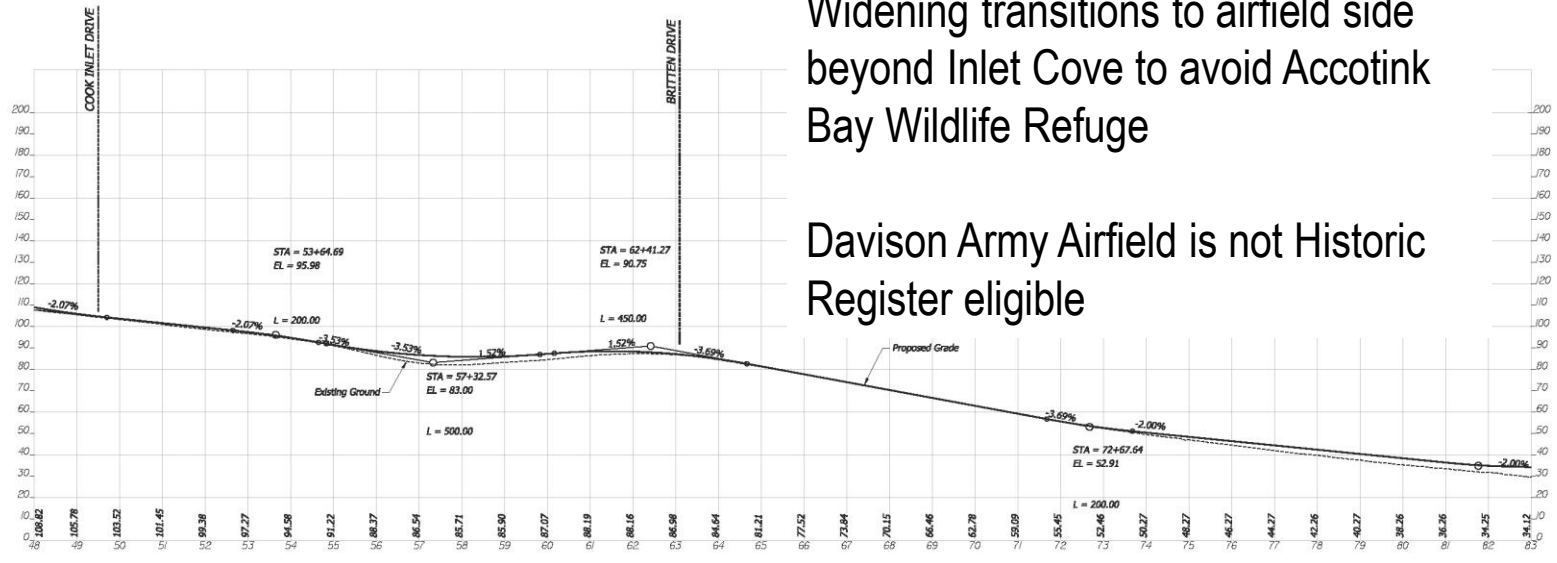
- Third northbound left from Route 1 to Telegraph
- Two free-flow southbound rights from Telegraph to Route 1
- Avoids direct impact to Pohick Episcopal Church
- Improves access to Belvoir Woods, Lyndham Hill, Worthington Woods, and Sumner Crossing from Telegraph Road
- Coordination with Lyndham Hill, Phase 2
- Widening to Fort Belvoir side

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

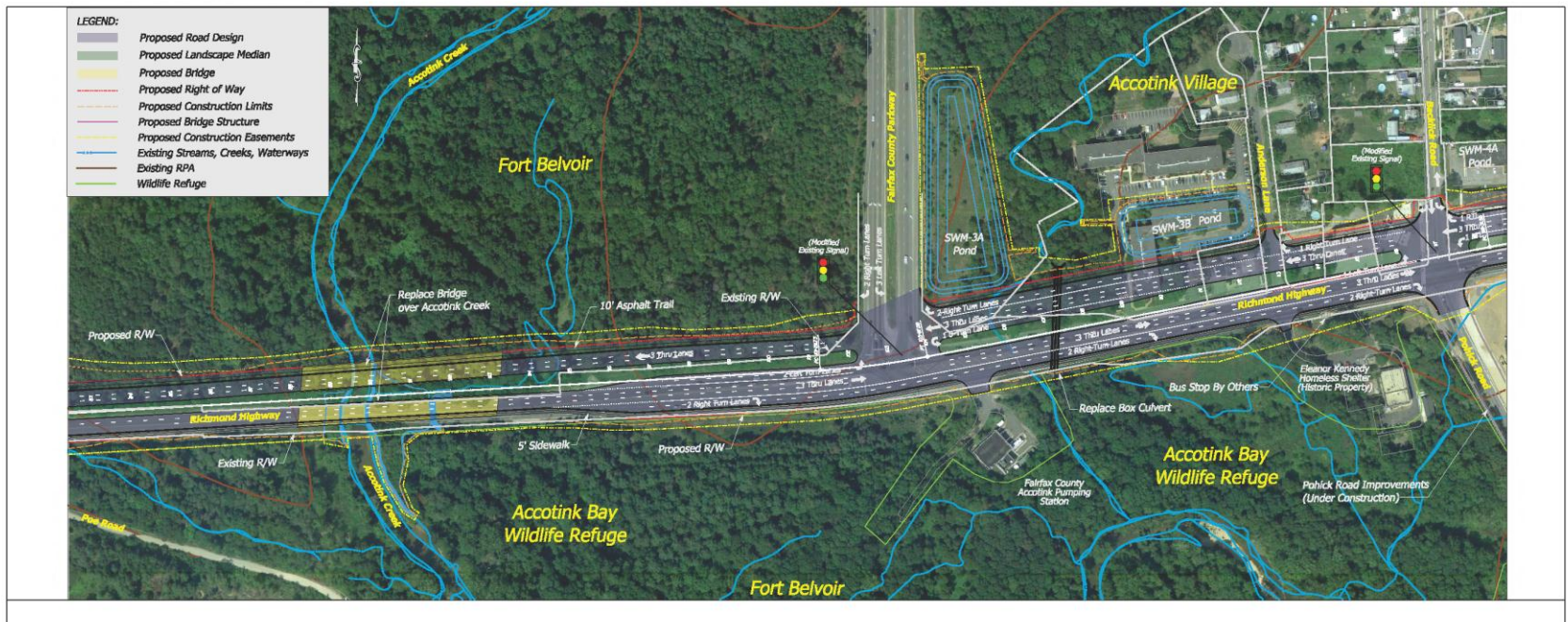


Widening transitions to airfield side beyond Inlet Cove to avoid Accotink Bay Wildlife Refuge

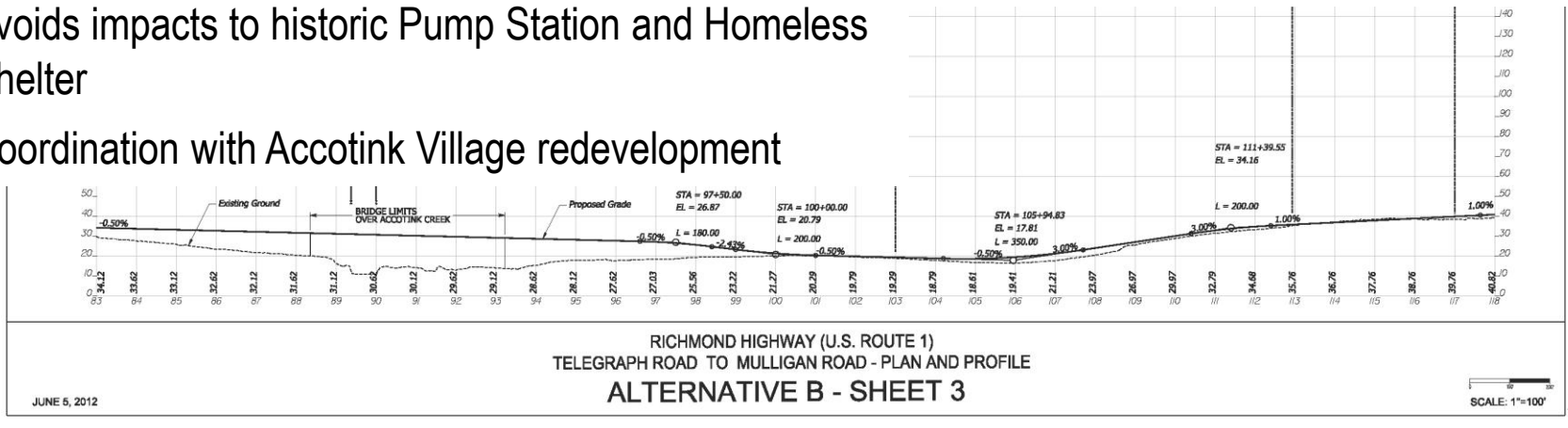
Davison Army Airfield is not Historic Register eligible

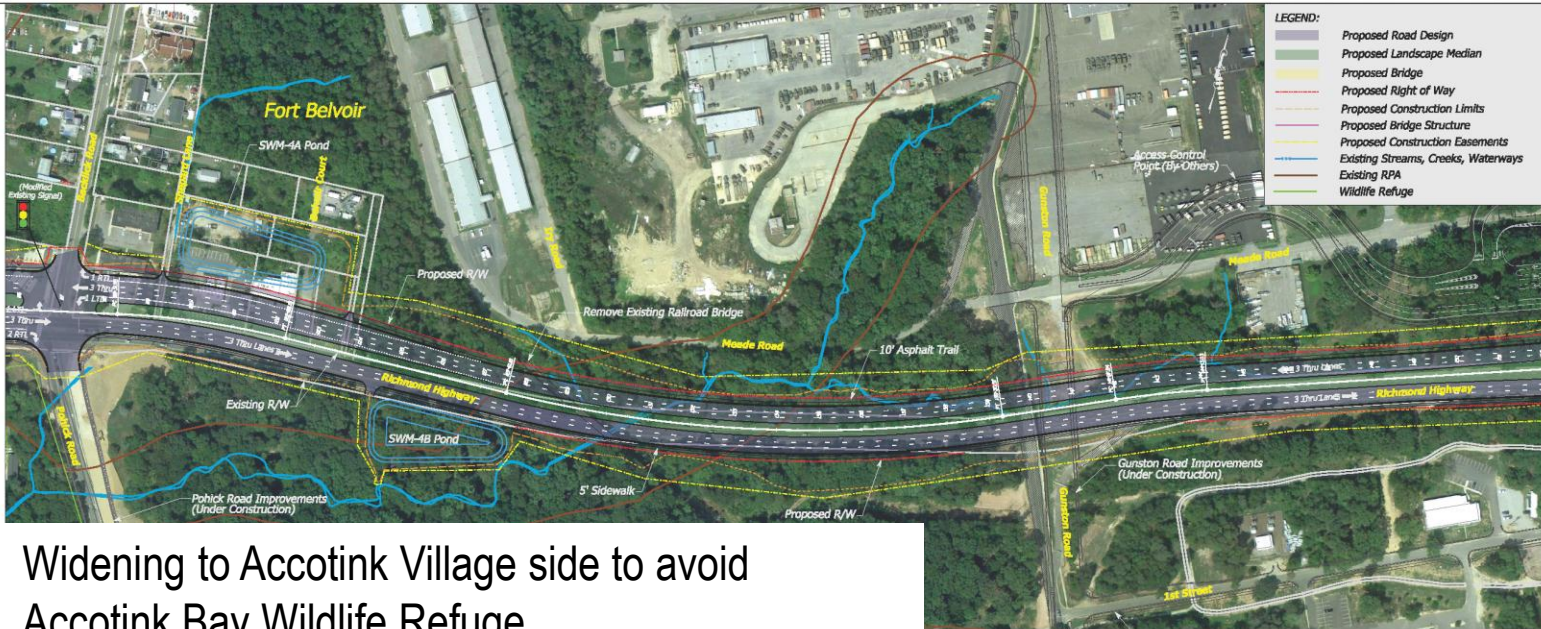


RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B - SHEET 2

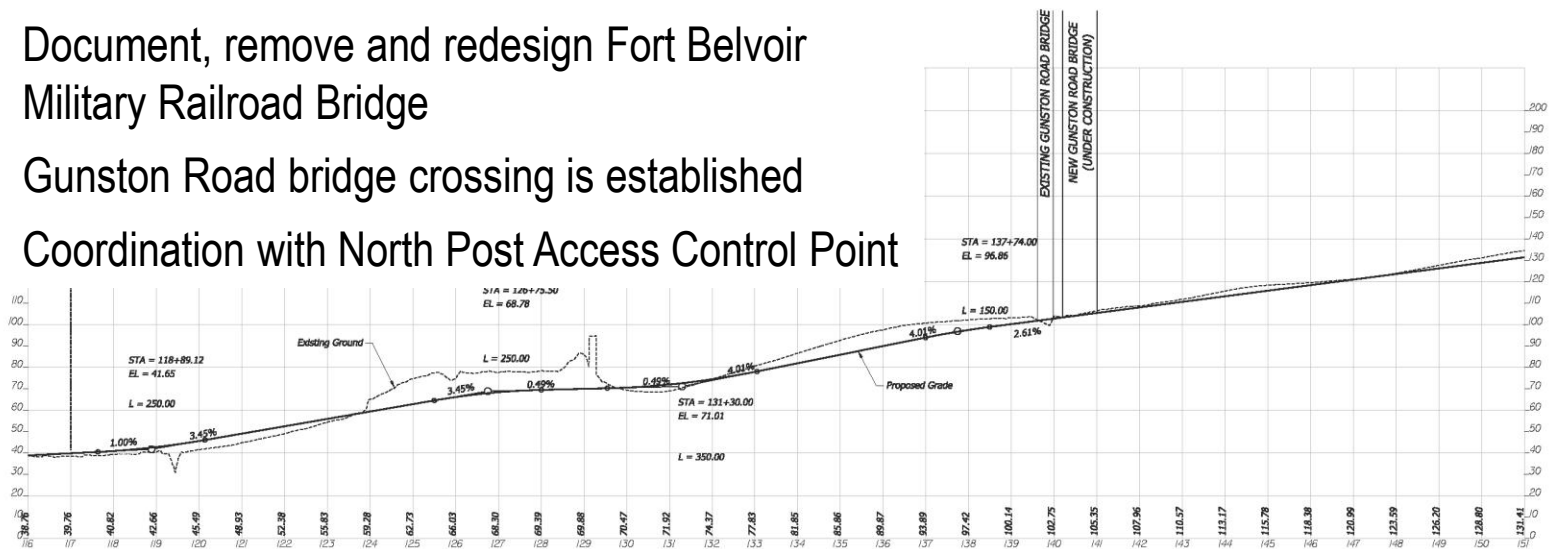


- Widening to Accotink Village side to avoid Accotink Bay Wildlife Refuge
- At-grade improvements at Parkway
- Avoids impacts to historic Pump Station and Homeless Shelter
- Coordination with Accotink Village redevelopment
- Reconstruct bridge over Accotink Creek
 - Provides flood control
 - Provides wildlife crossing

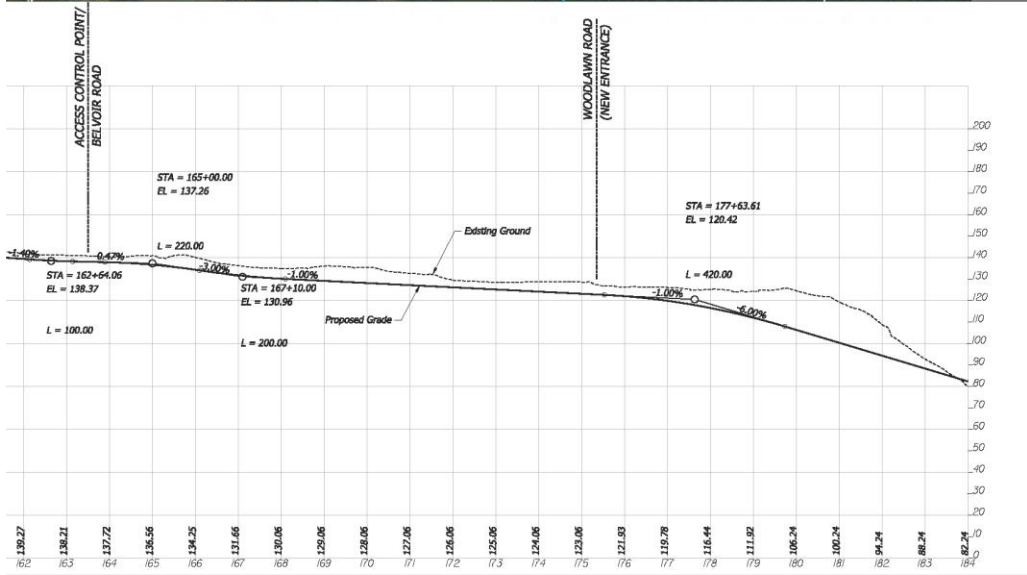
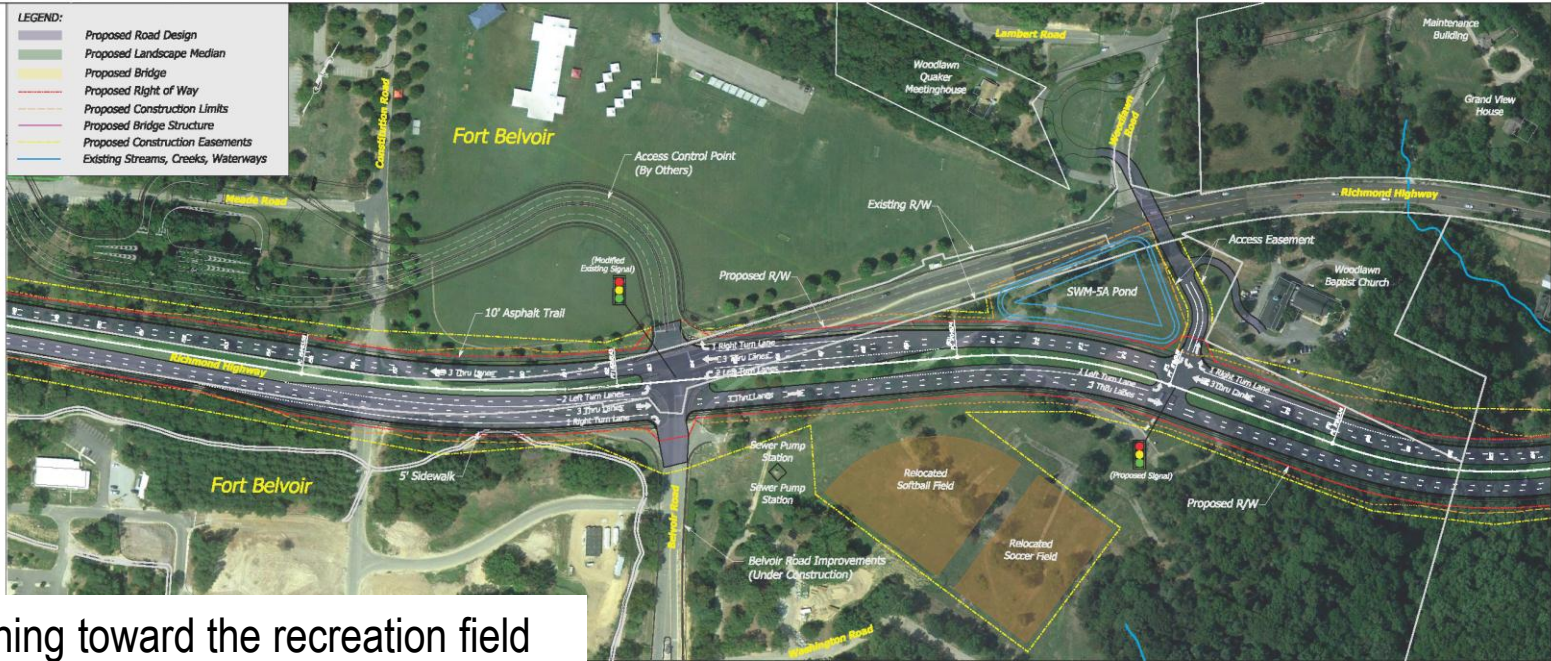




- Widening to Accotink Village side to avoid Accotink Bay Wildlife Refuge
- Document, remove and redesign Fort Belvoir Military Railroad Bridge
- Gunston Road bridge crossing is established
- Coordination with North Post Access Control Point



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

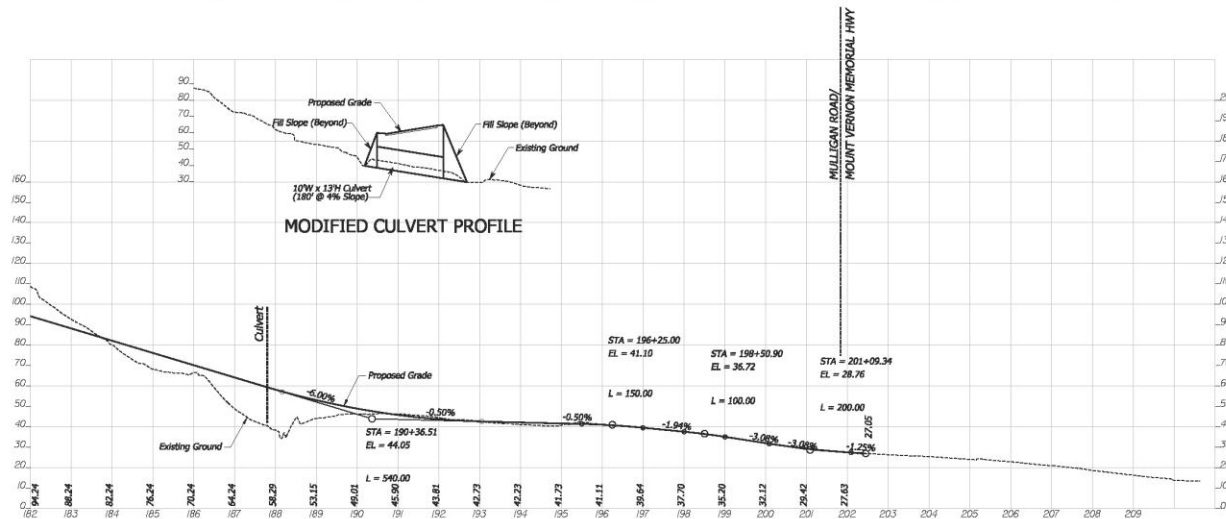


RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B - SHEET 5

- Widening toward the recreation field outside Historic District
- Coordination with North Post Access Control Point
- Replace recreation fields on Fort Belvoir (proposed location for construction staging)
- Begin Southern Bypass
- Improve access to historic properties



- Relocate Otis Mason House
- Improvements to Mount Vernon Memorial Highway
- 'Re-green' most of existing Route 1 right of way
- Fill required at stream crossing/underpass

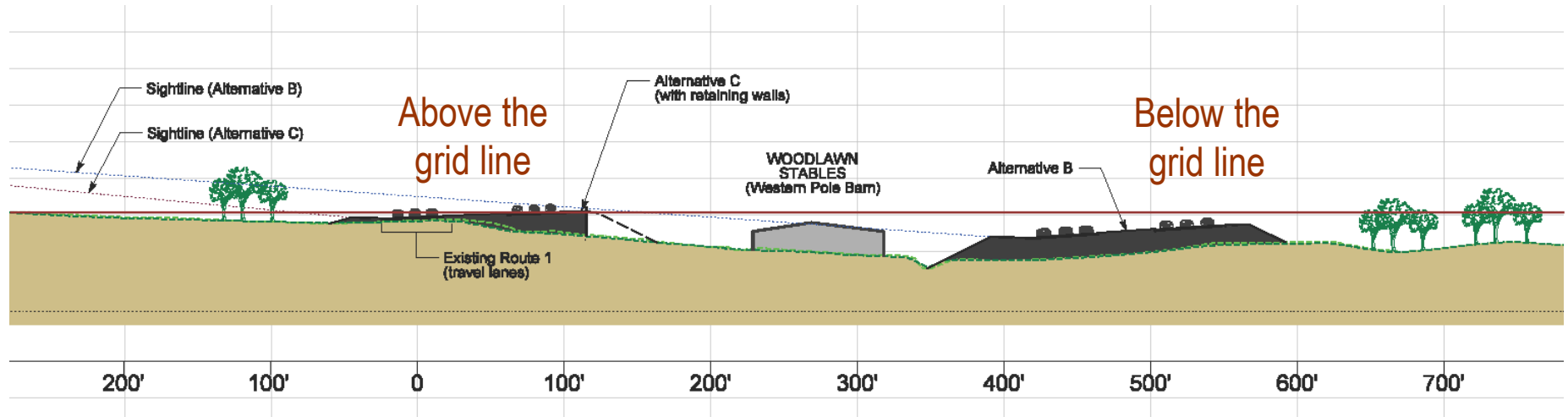


RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE
ALTERNATIVE B - SHEET 6

JUNE 5, 2012

SCALE: 1"=100'

Sight Line Profile



Route 1 is not 'elevated' through the historic district – fill is required at this 'worst case' location for the stream crossing. Most of the alignment is at grade.

The Southern Bypass is actually at a slightly lower elevation than the Widen-in-Place alternative.

Stormwater Management

Stormwater Management Basin along Route 3 in Culpeper County, located adjacent to Clover Hill (a National Register-eligible property)

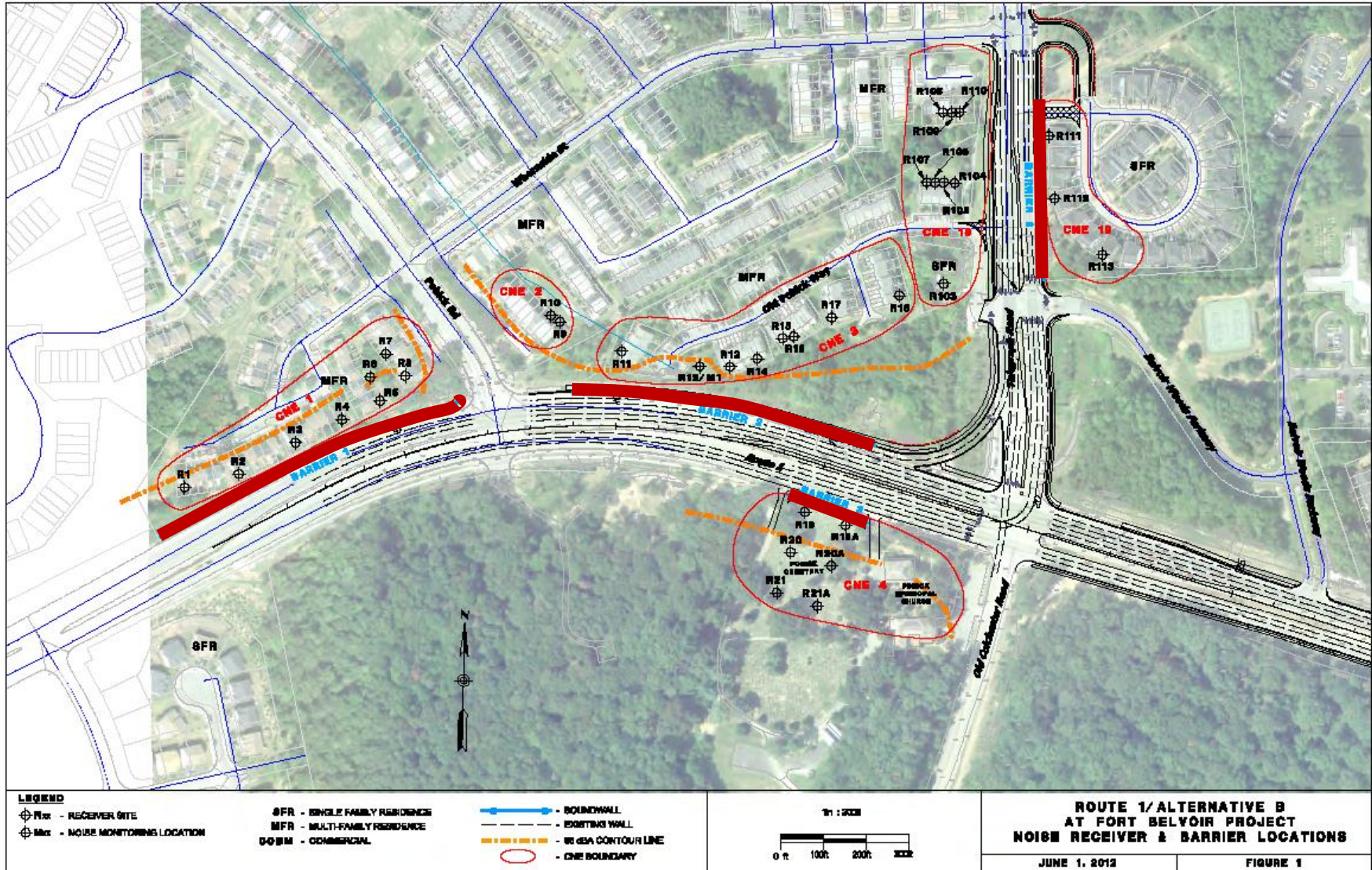


Stormwater Management Basin along Route 3 in Culpeper County, located within Mount Pony Rural Historic District.

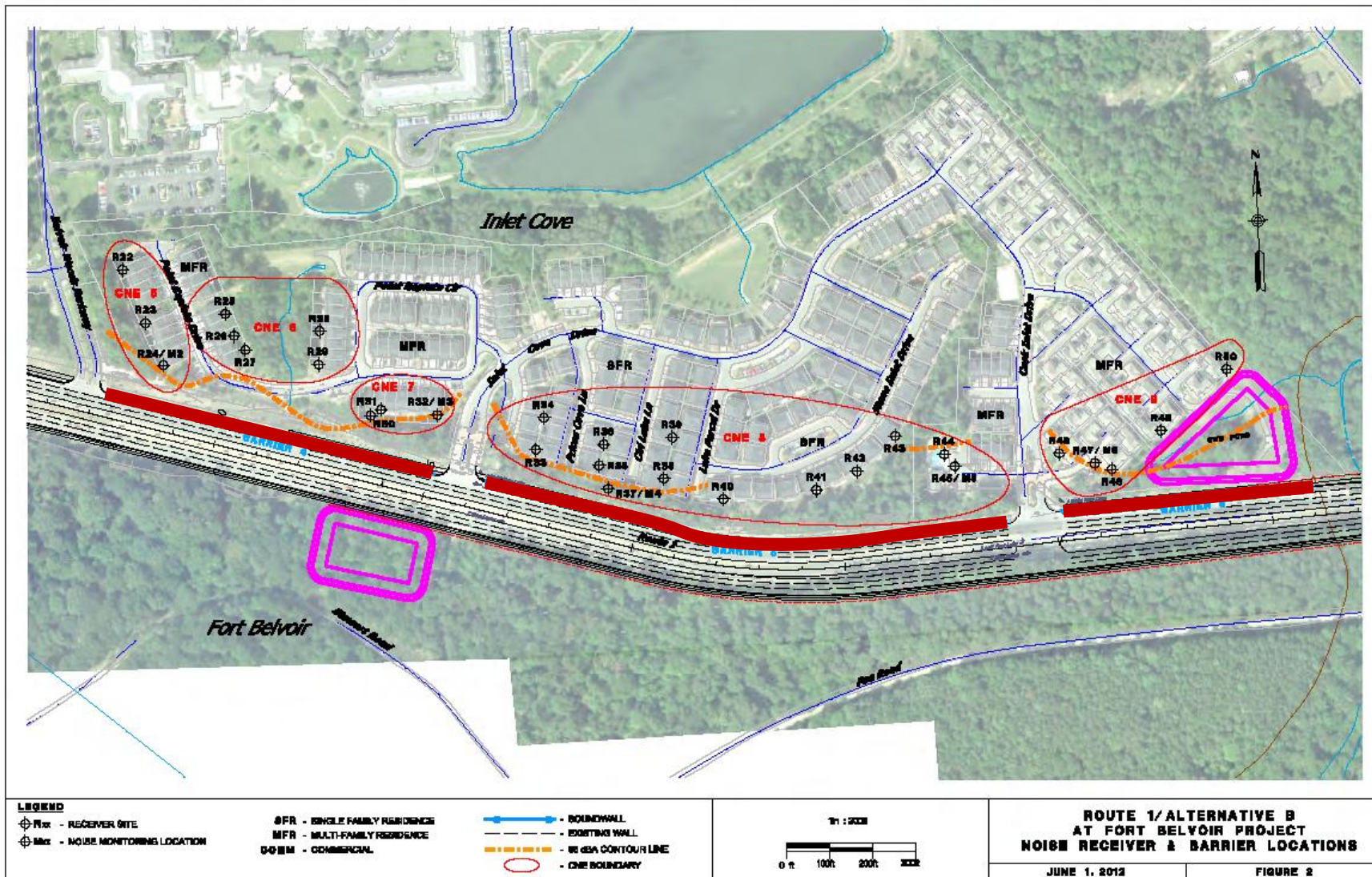


- Providing quantity control and quality control for the entire corridor including sections where there is currently no Stormwater Management
- Locations and sizes of facilities shown are 'worst case'.
- In some cases, ponds assume very shallow slopes to make them visually imperceptible in the Historic District (explains why they look so big!)
- Photos show treatments used by VDOT on National Register-eligible property

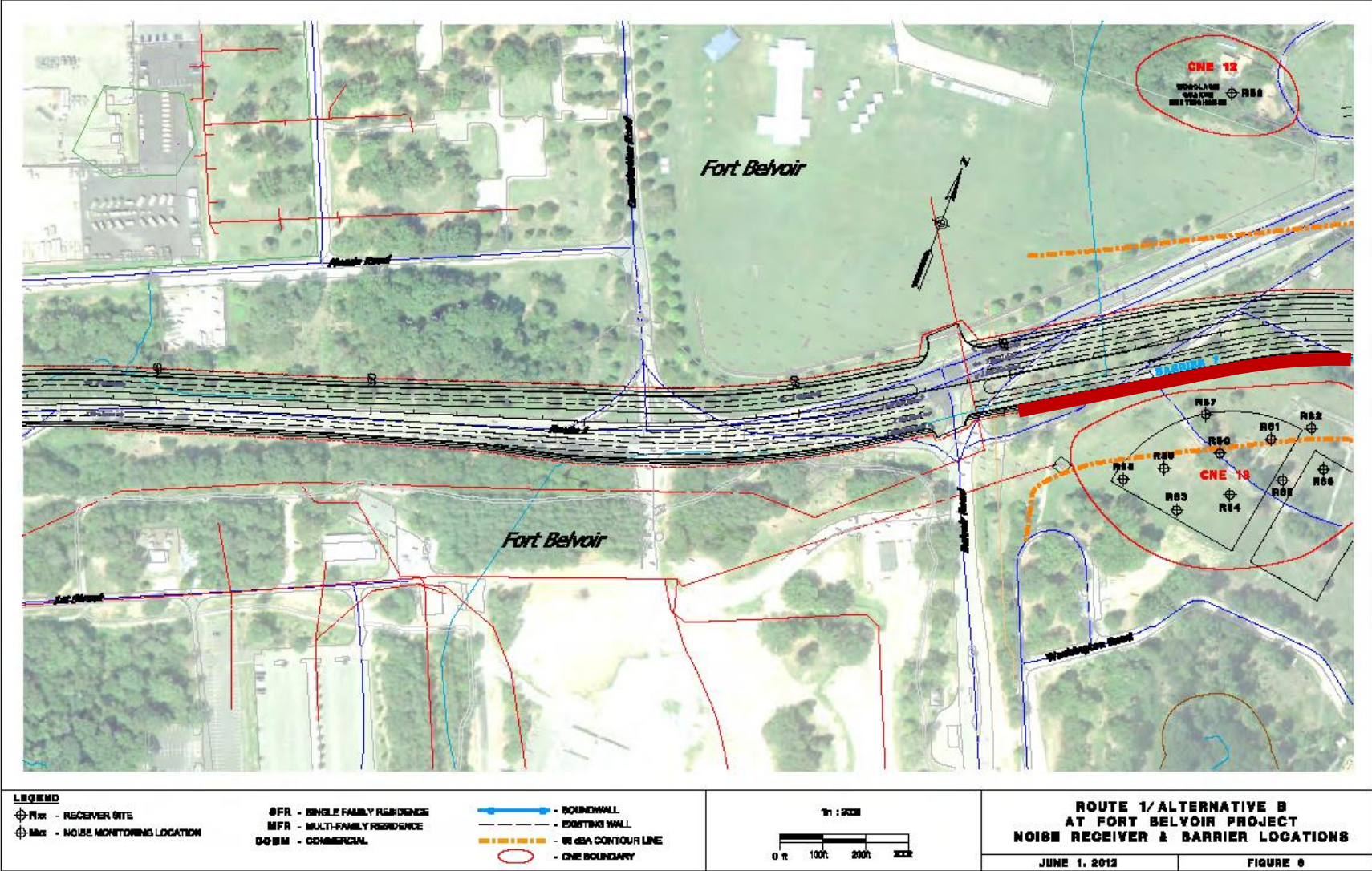
PROPOSED NOISE WALL LOCATIONS



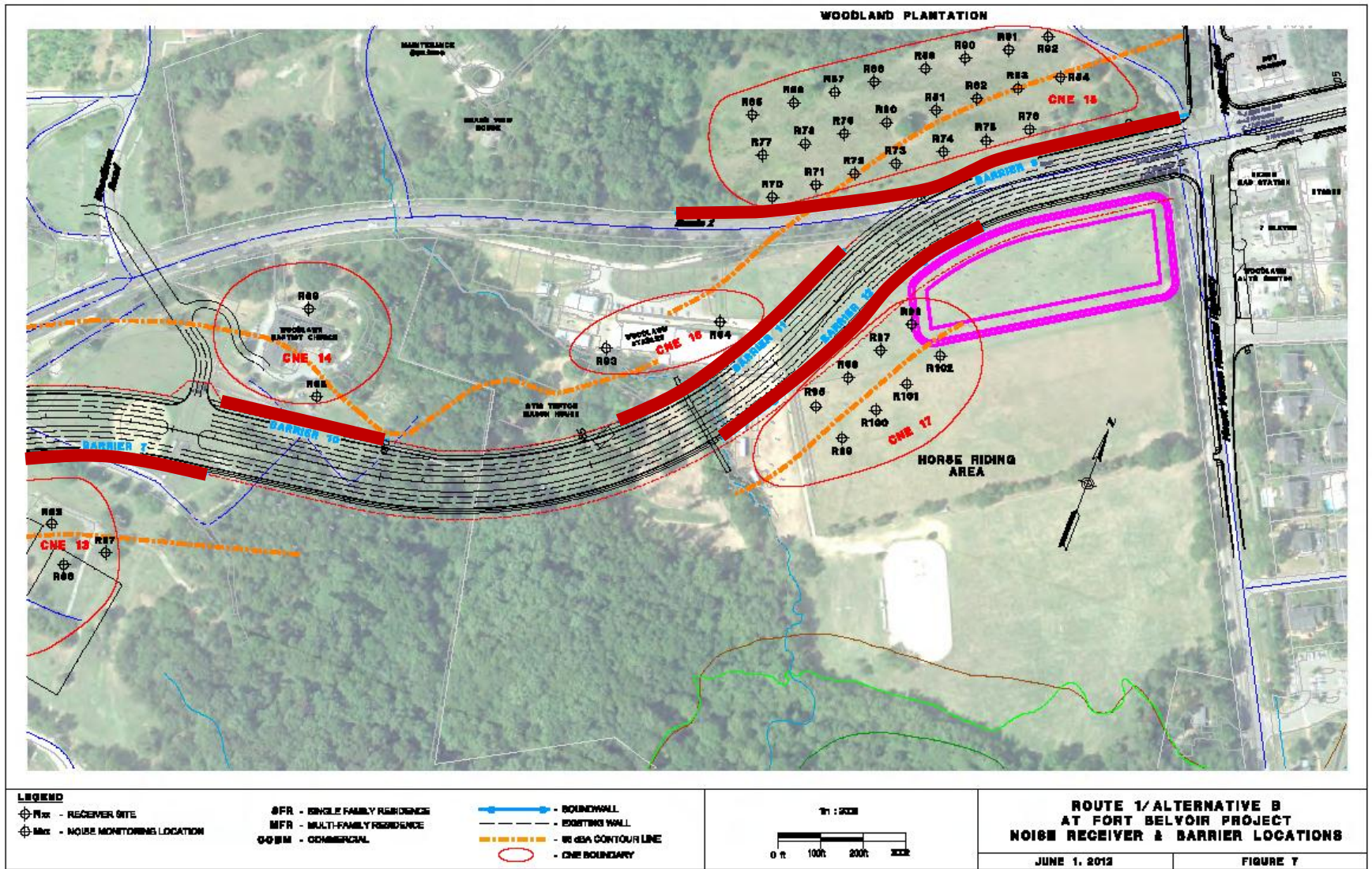
PROPOSED NOISE WALL LOCATIONS



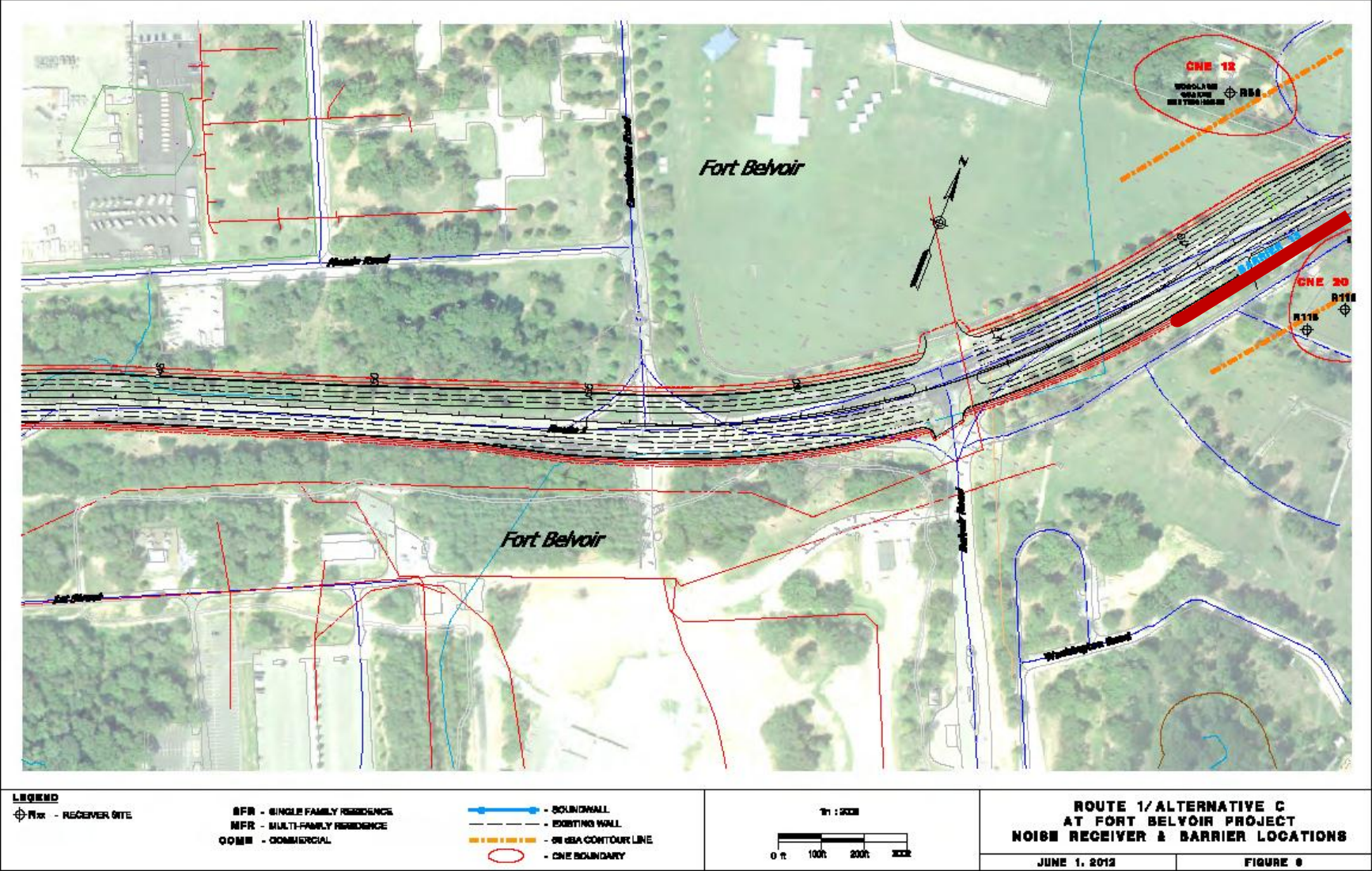
PROPOSED NOISE WALL LOCATIONS



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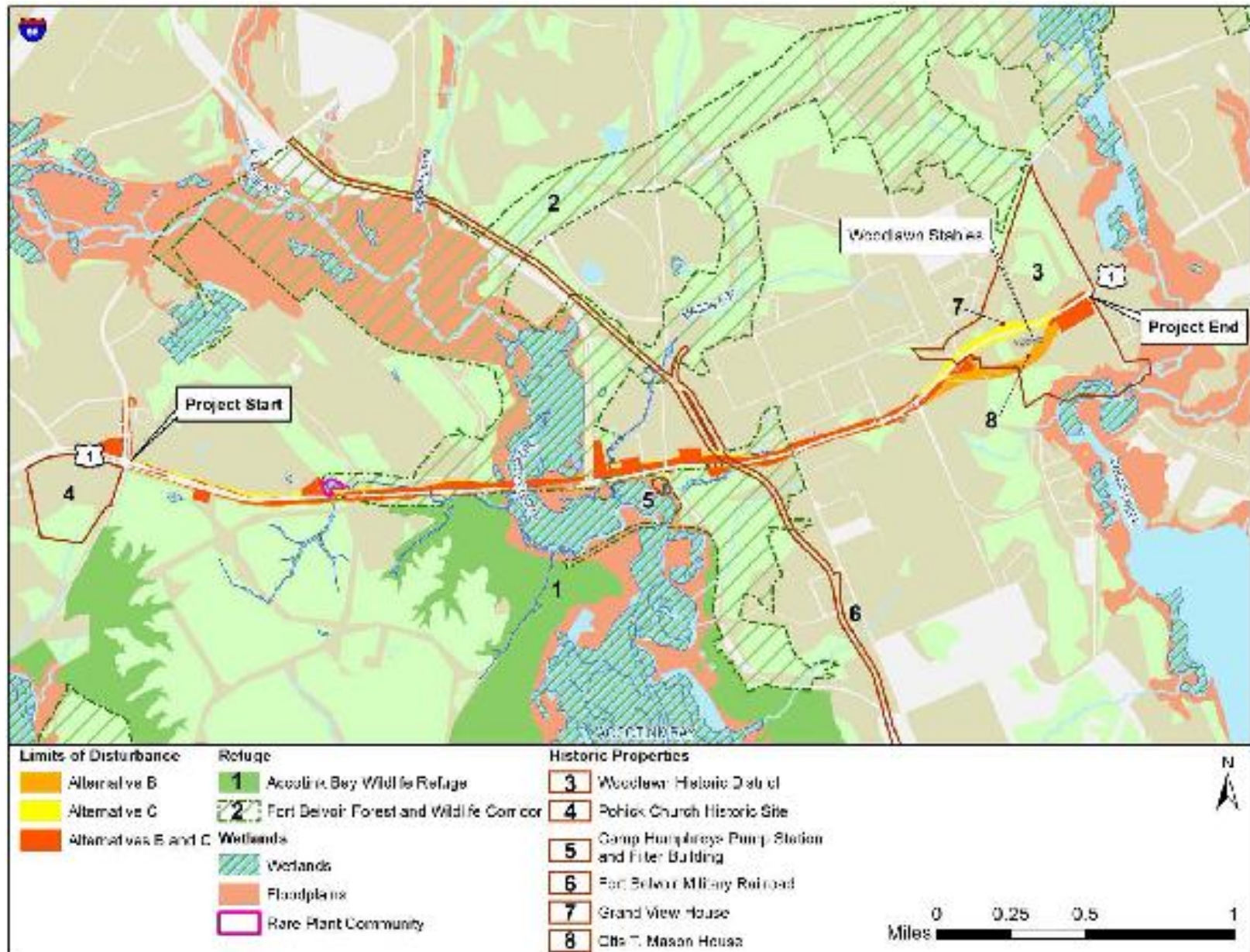
PROPOSED NOISE WALL LOCATIONS



**PUBLIC COMMENTS RELATED TO
SECTION 106 AND 110
FROM JUNE 5, 2012 PUBLIC MEETING**

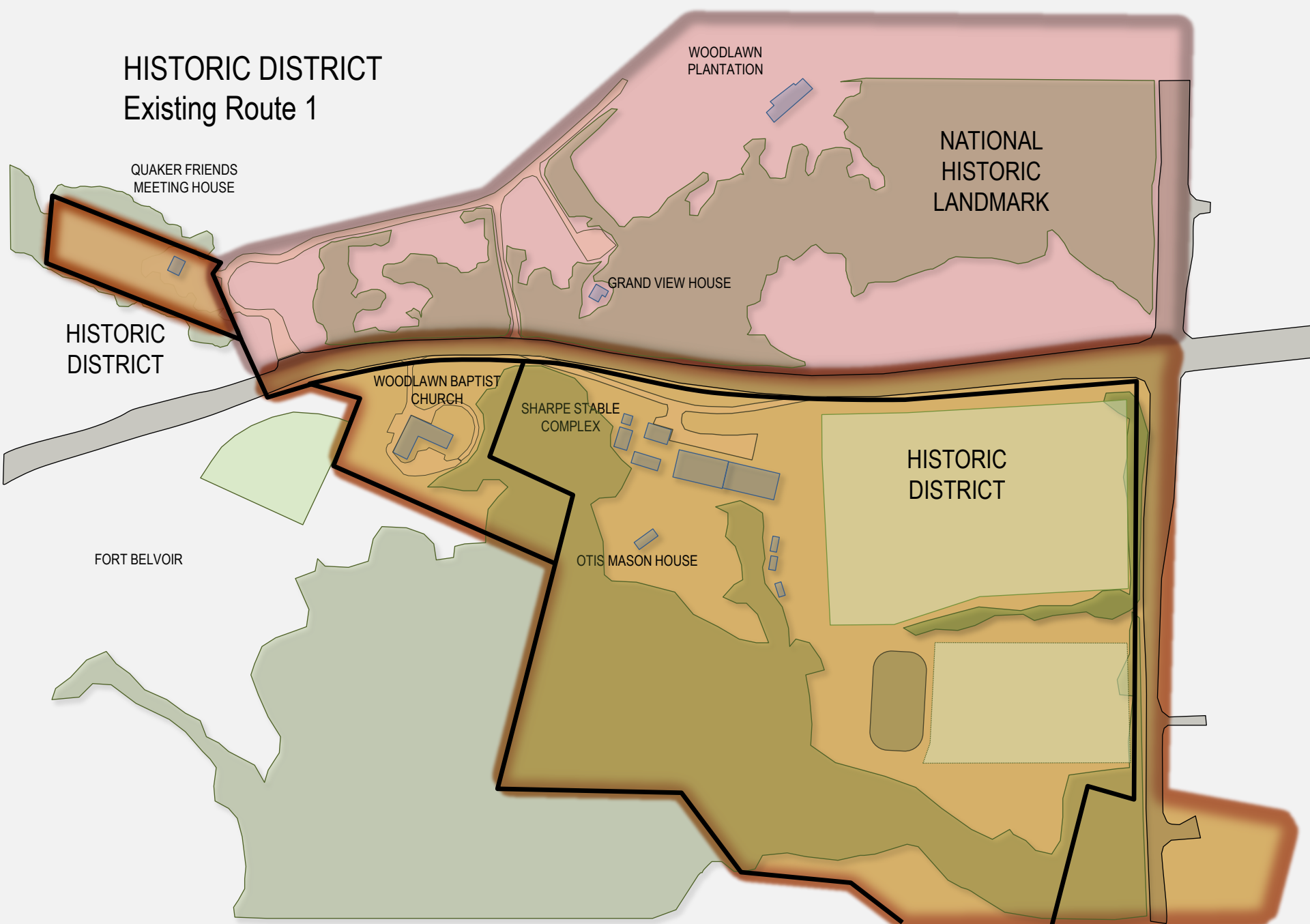
Geometric Impact of Alternatives on Historic District

ENVIRONMENTAL RESOURCES



HISTORIC DISTRICT

Existing Route 1



QUAKER FRIENDS MEETING HOUSE

WOODLAWN PLANTATION

NATIONAL HISTORIC LANDMARK

GRAND VIEW HOUSE

HISTORIC DISTRICT

WOODLAWN BAPTIST CHURCH

SHARPE STABLE COMPLEX

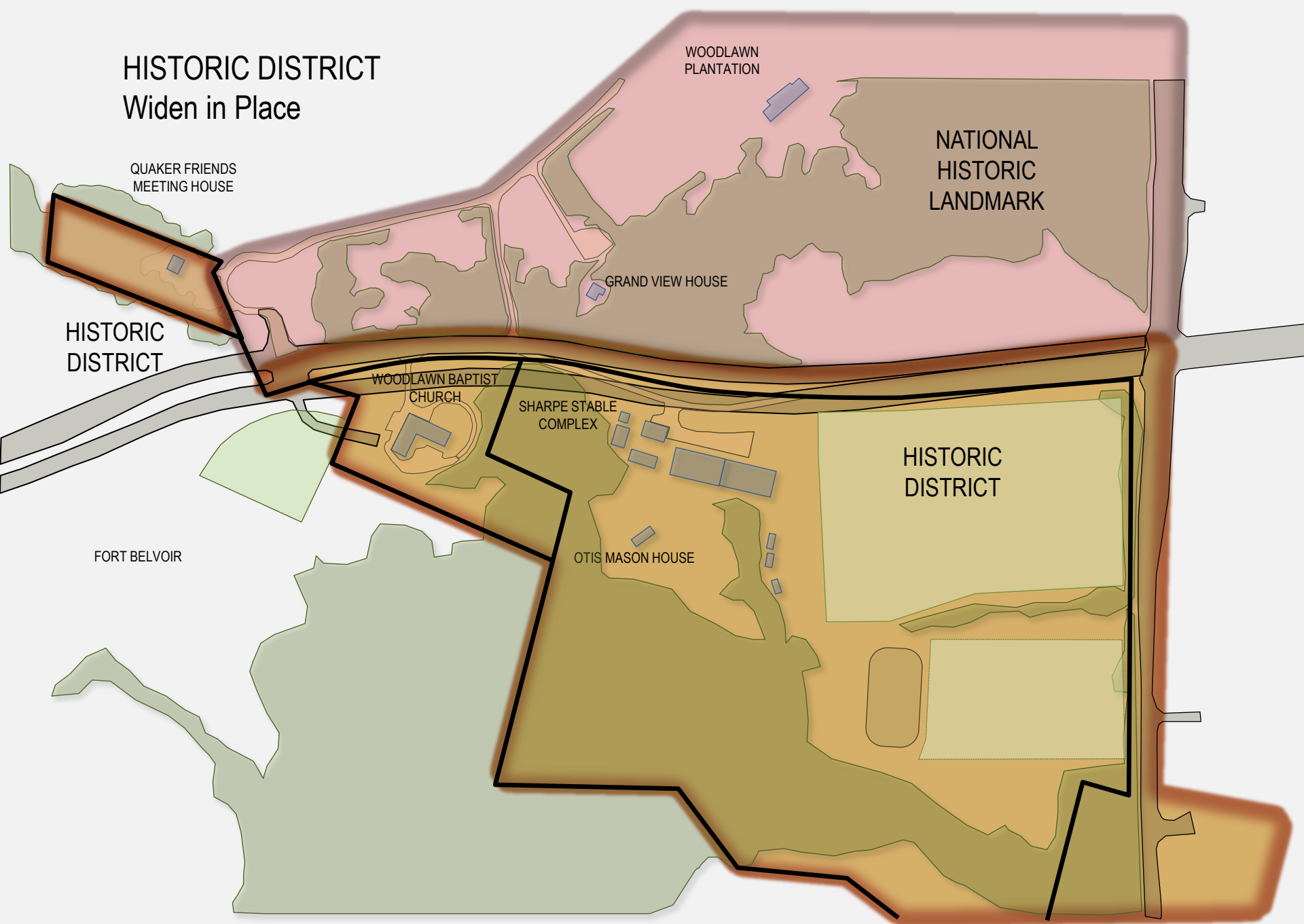
HISTORIC DISTRICT

FORT BELVOIR

OTIS MASON HOUSE

HISTORIC DISTRICT

Widen in Place



QUAKER FRIENDS MEETING HOUSE

WOODLAWN PLANTATION

NATIONAL HISTORIC LANDMARK

HISTORIC DISTRICT

GRAND VIEW HOUSE

WOODLAWN BAPTIST CHURCH

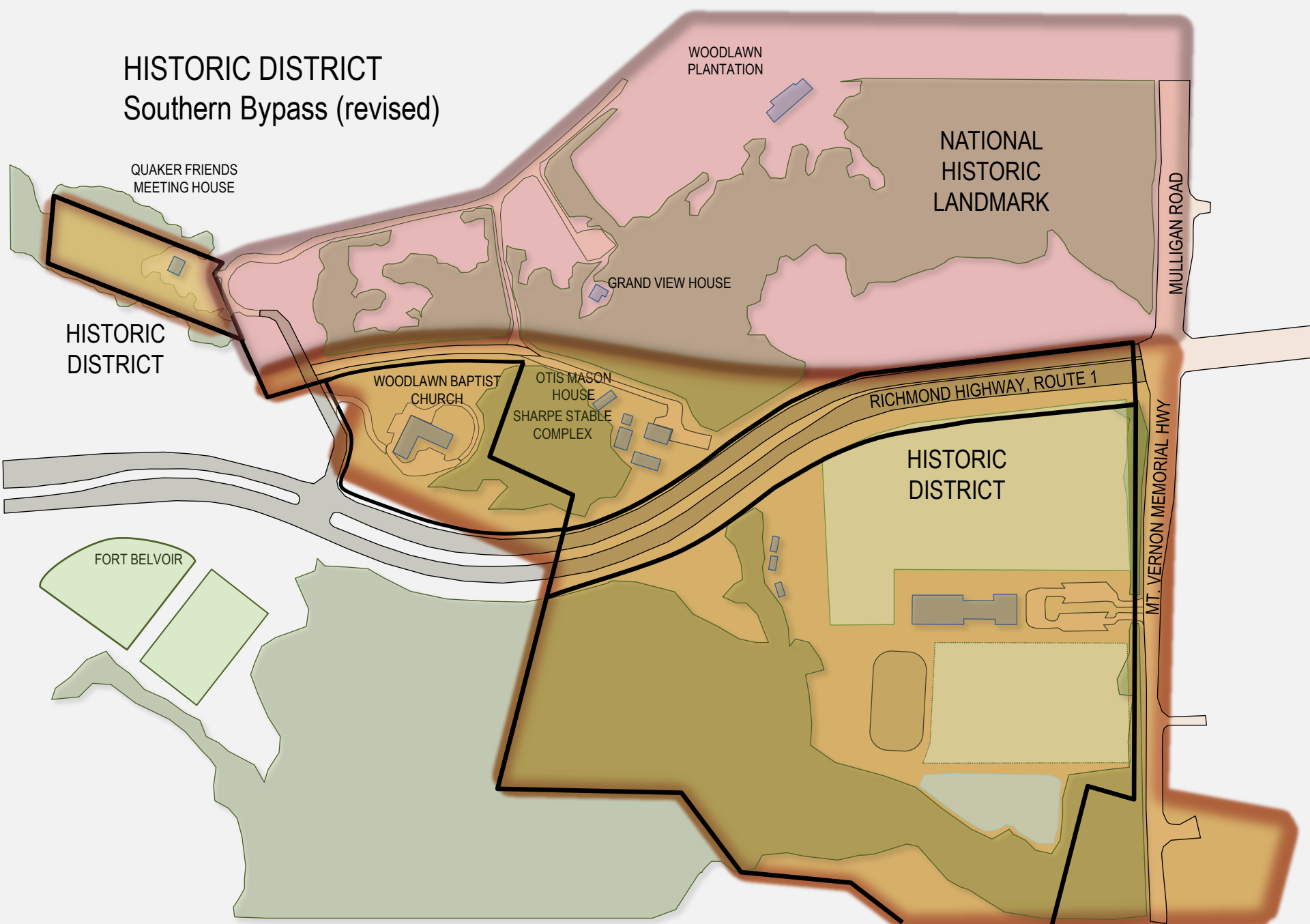
SHARPE STABLE COMPLEX

HISTORIC DISTRICT

FORT BELVOIR

OTIS MASON HOUSE

HISTORIC DISTRICT Southern Bypass (revised)



QUAKER FRIENDS
MEETING HOUSE

WOODLAWN
PLANTATION

NATIONAL
HISTORIC
LANDMARK

HISTORIC
DISTRICT

GRAND VIEW HOUSE

WOODLAWN BAPTIST
CHURCH

OTIS MASON
HOUSE
SHARPE STABLE
COMPLEX

RICHMOND HIGHWAY, ROUTE 1

HISTORIC
DISTRICT

FORT BELVOIR

MULLIGAN ROAD

MT. VERNON MEMORIAL HWY

SUPPLEMENTAL NEPA DOCUMENTATION

- SUPPLEMENTAL EA
 - Mount Vernon Memorial Highway Access Improvements
 - Relocated barns

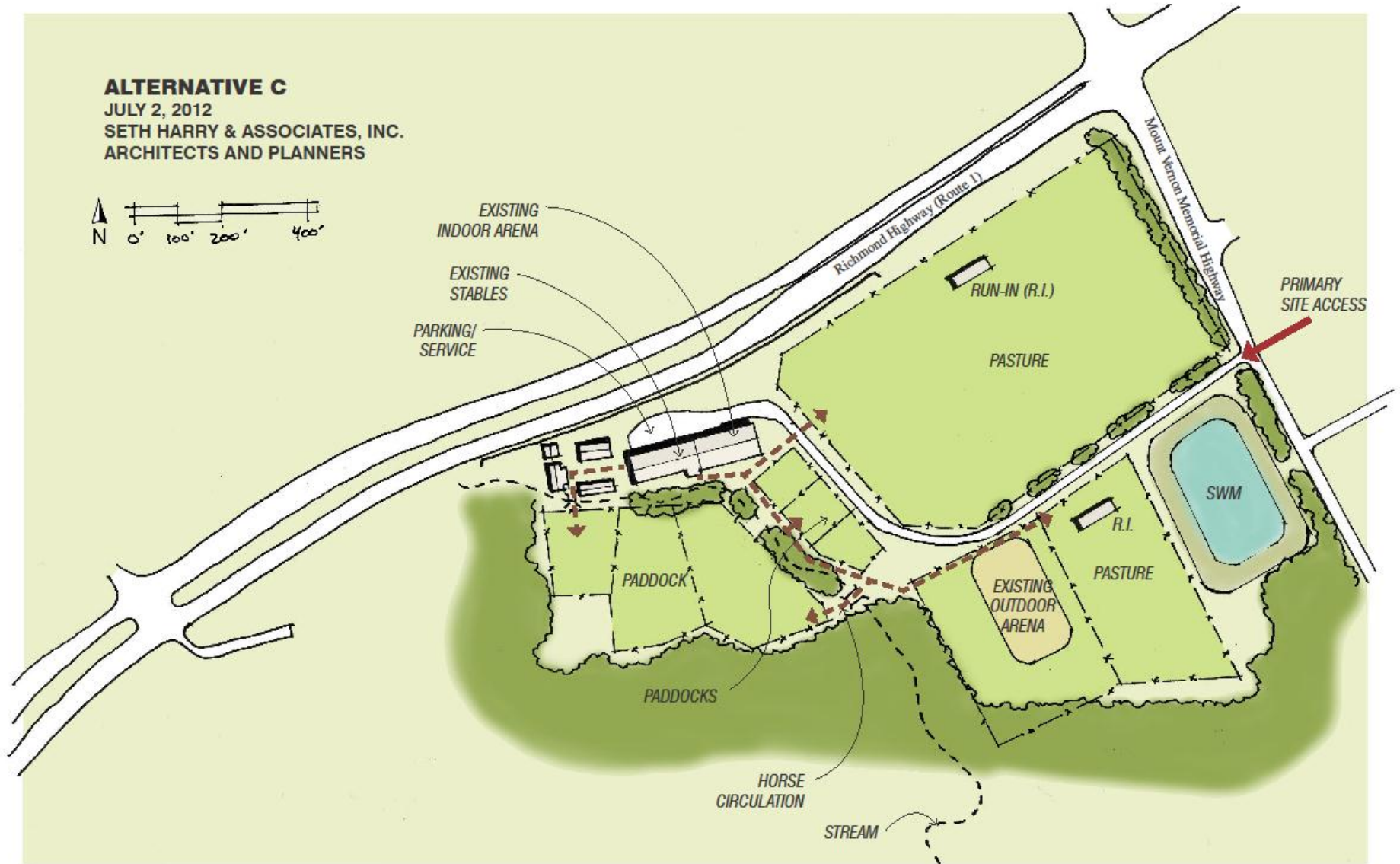
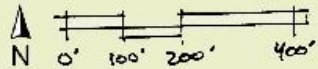
Alternatives for Horse Farm Operation

None of the alternatives have sought to preclude the horse farm operation

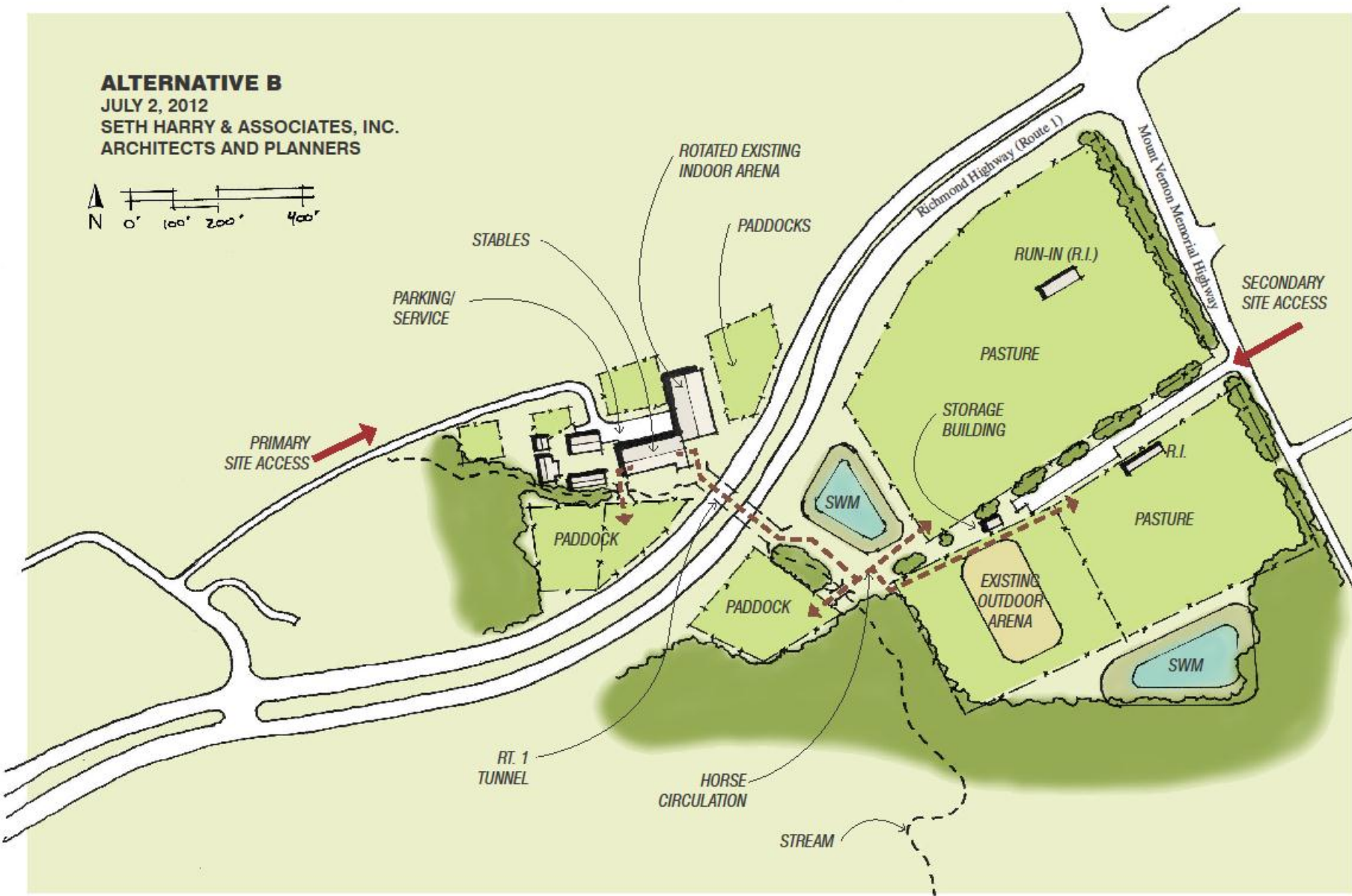
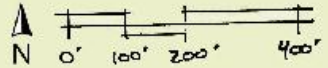
ALTERNATIVE C

JULY 2, 2012

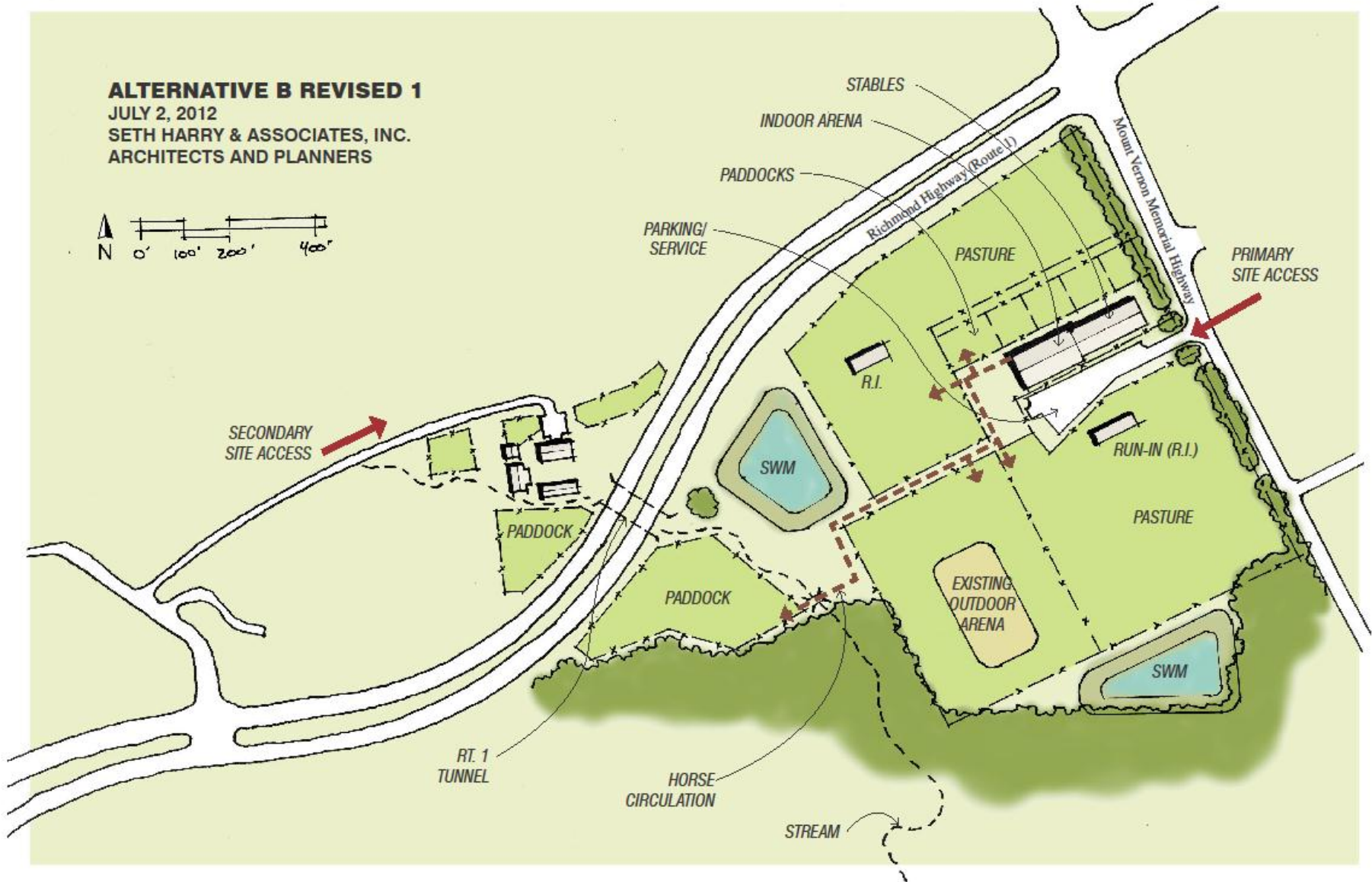
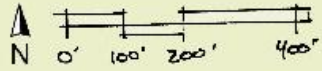
SETH HARRY & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS



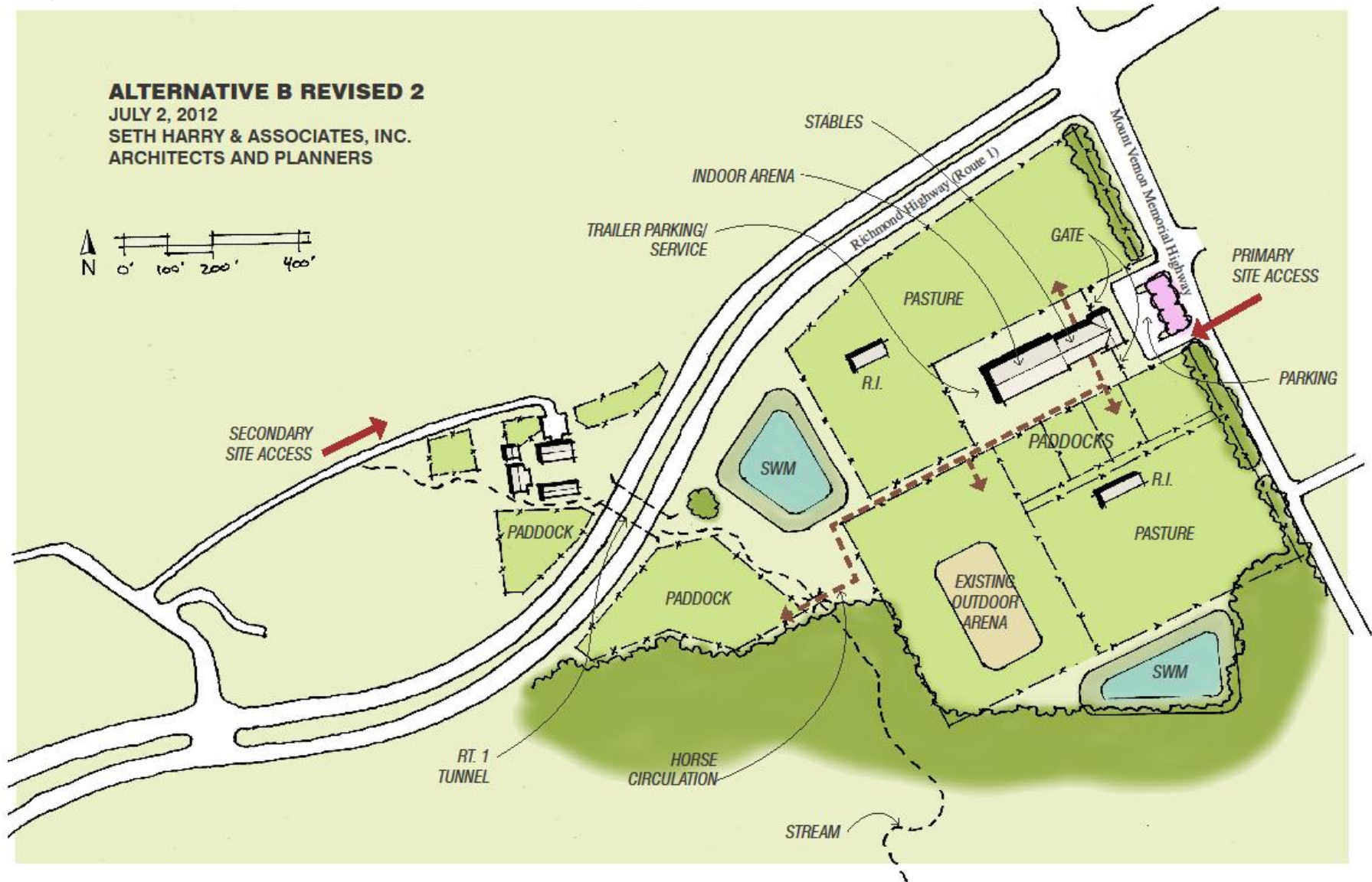
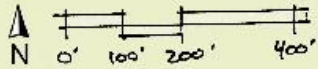
ALTERNATIVE B
JULY 2, 2012
SETH HARRY & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS



ALTERNATIVE B REVISED 1
JULY 2, 2012
SETH HARRY & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

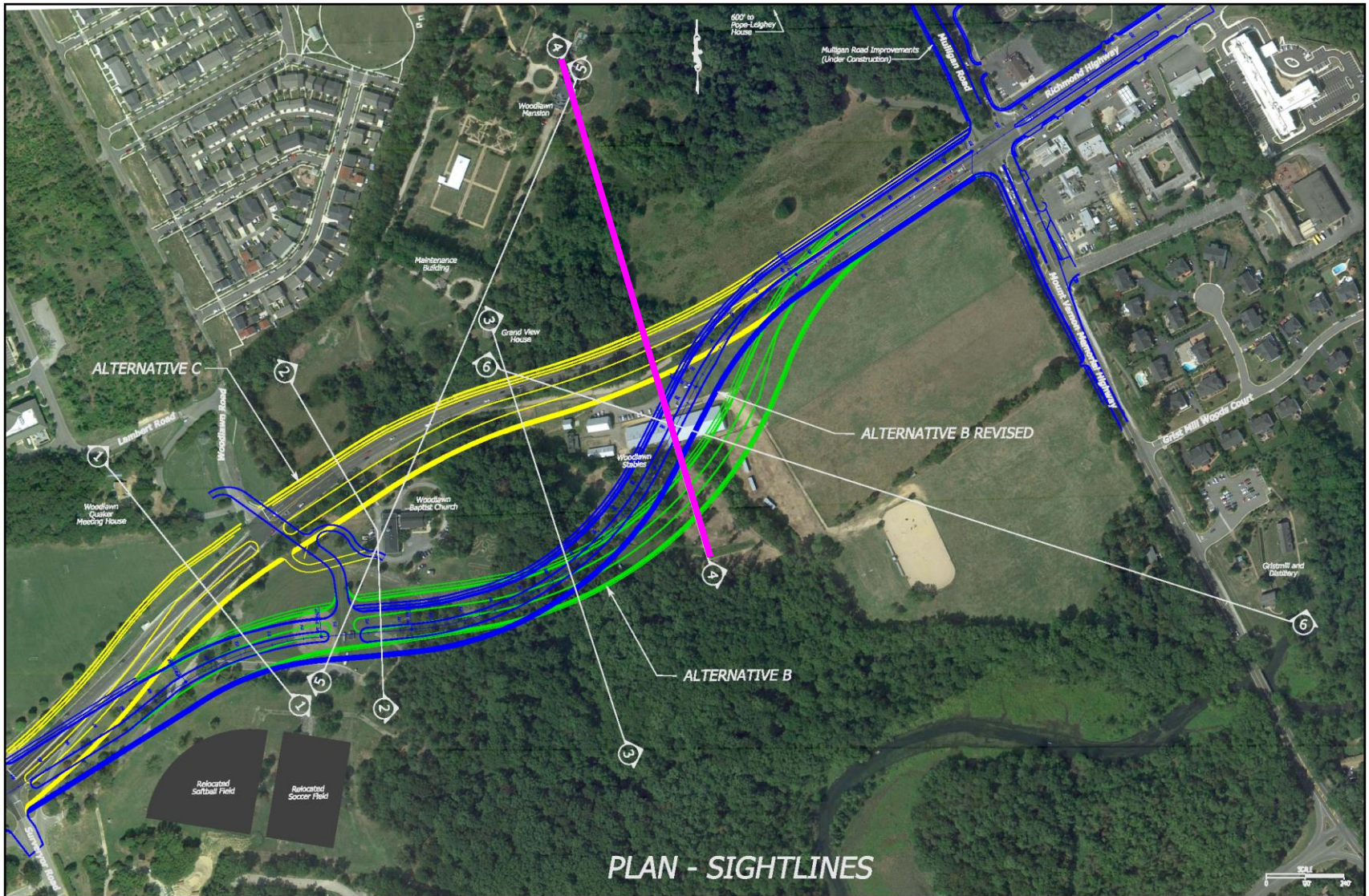


ALTERNATIVE B REVISED 2
JULY 2, 2012
SETH HARRY & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

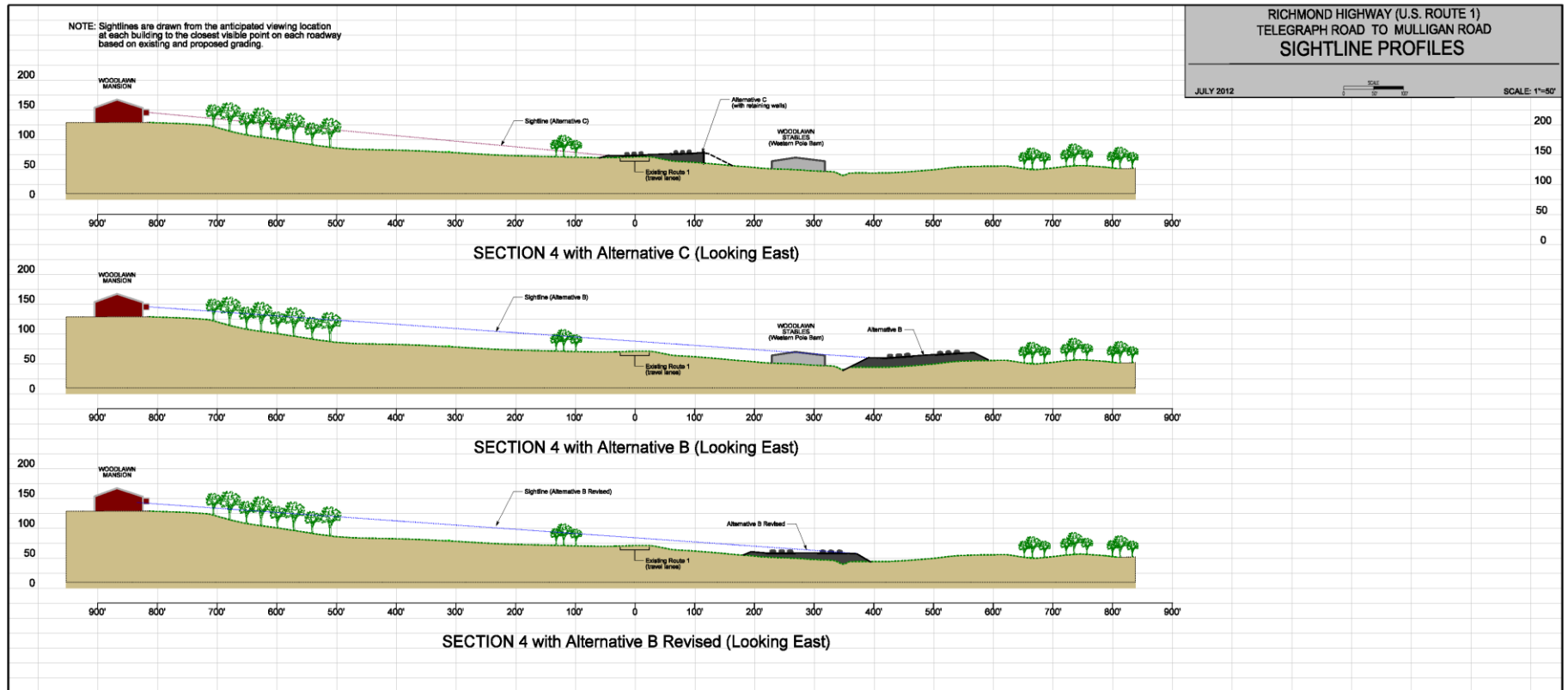


Sight Line Profiles Relocated Barns and Alternative B Revised

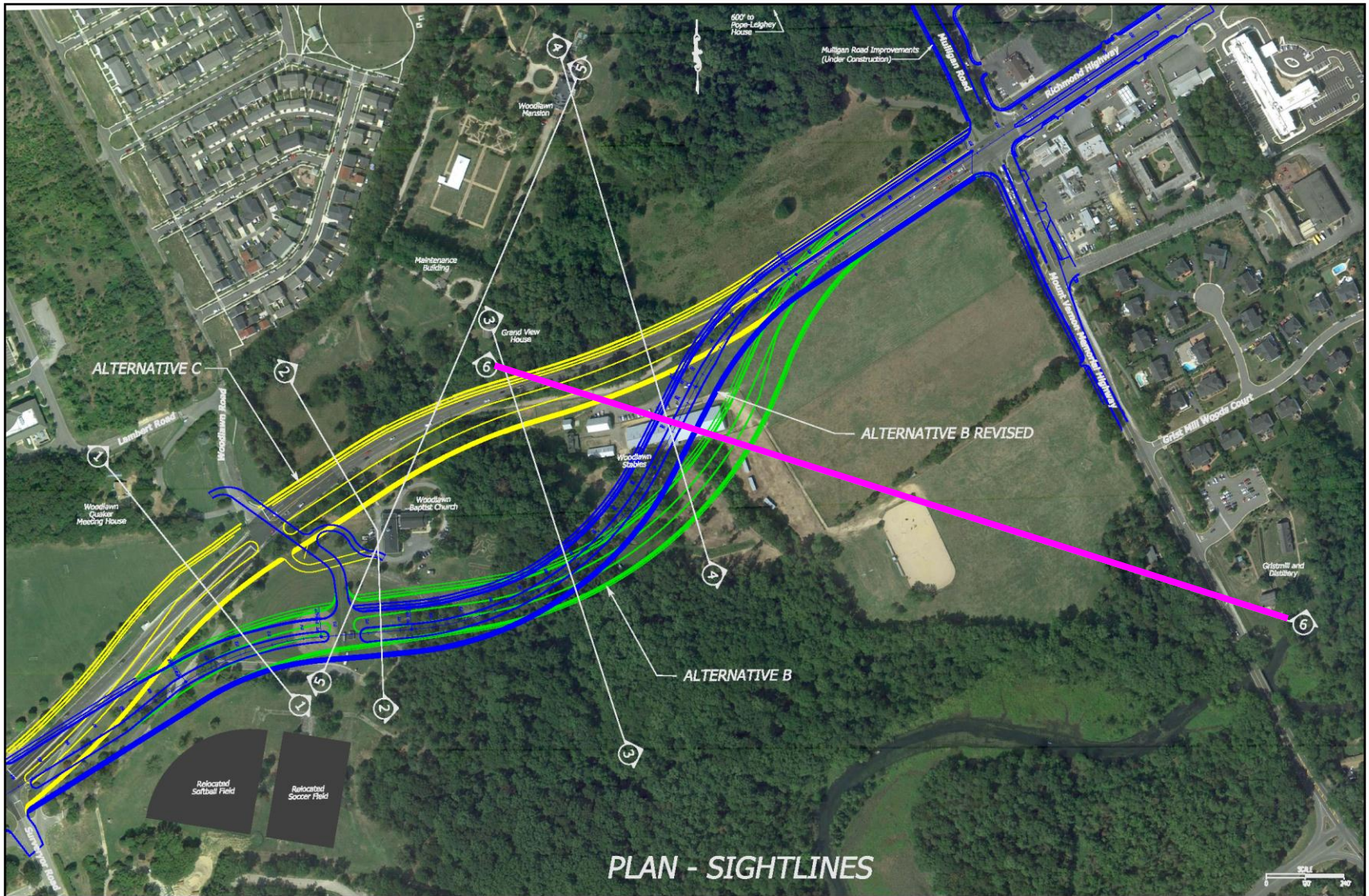
VIEWSHED MAP



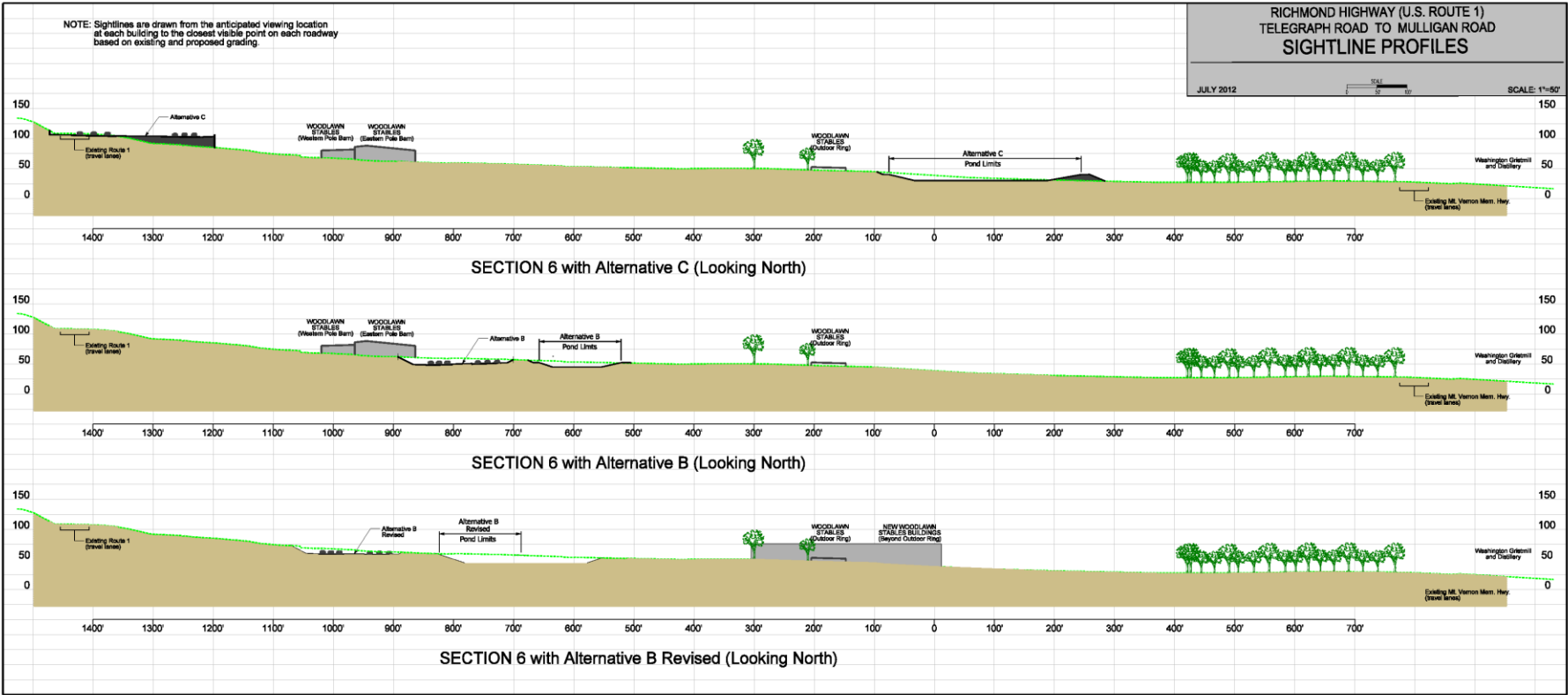
SIGHT LINE #4 PROFILES (Alternatives C, B, and B Revised)



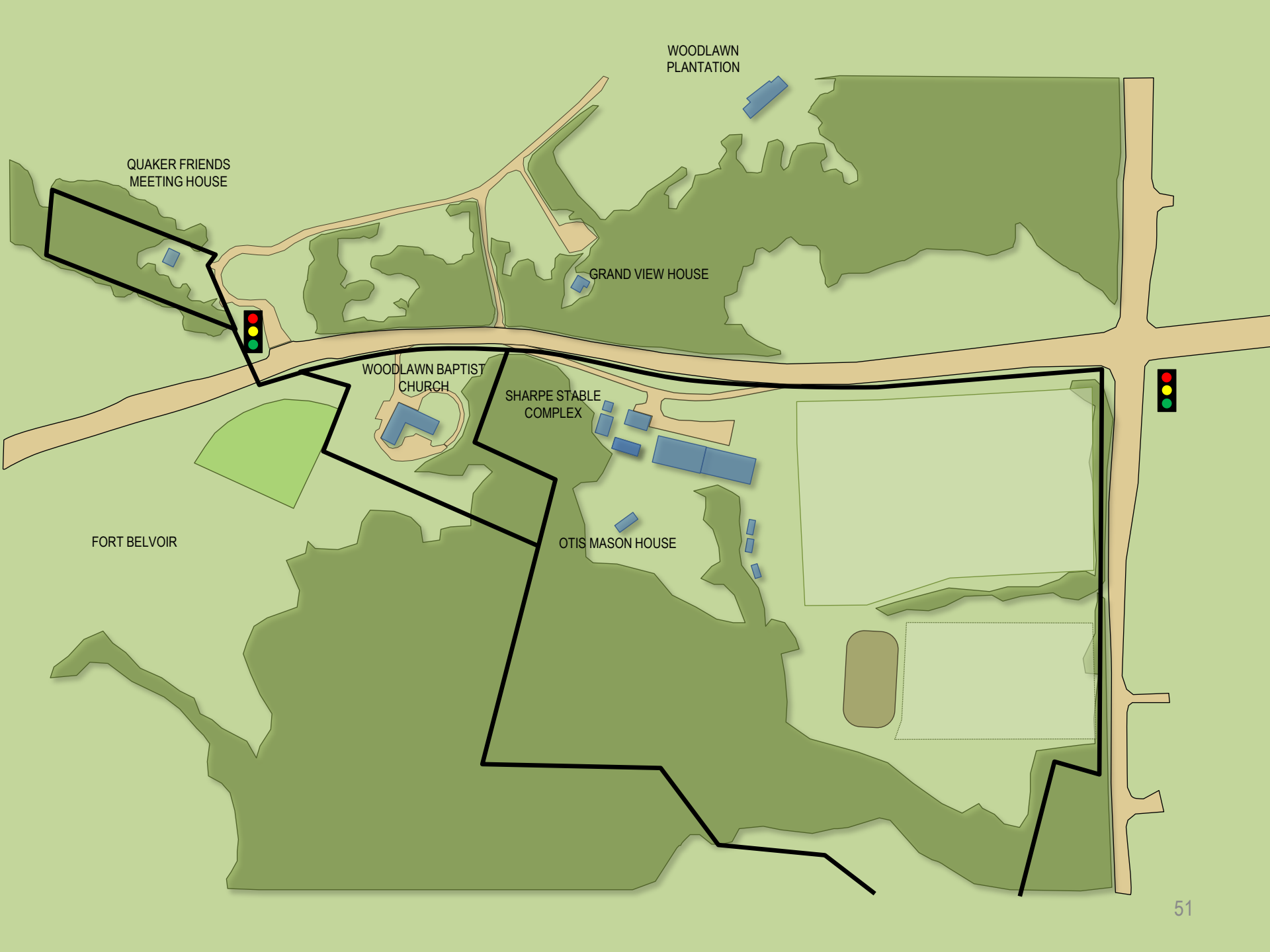
VIEWSHED MAP



SIGHT LINE #6 PROFILES (Alternatives C, B, and B Revised)



Maintenance of Stable Operation During Construction



WOODLAWN
PLANTATION

QUAKER FRIENDS
MEETING HOUSE

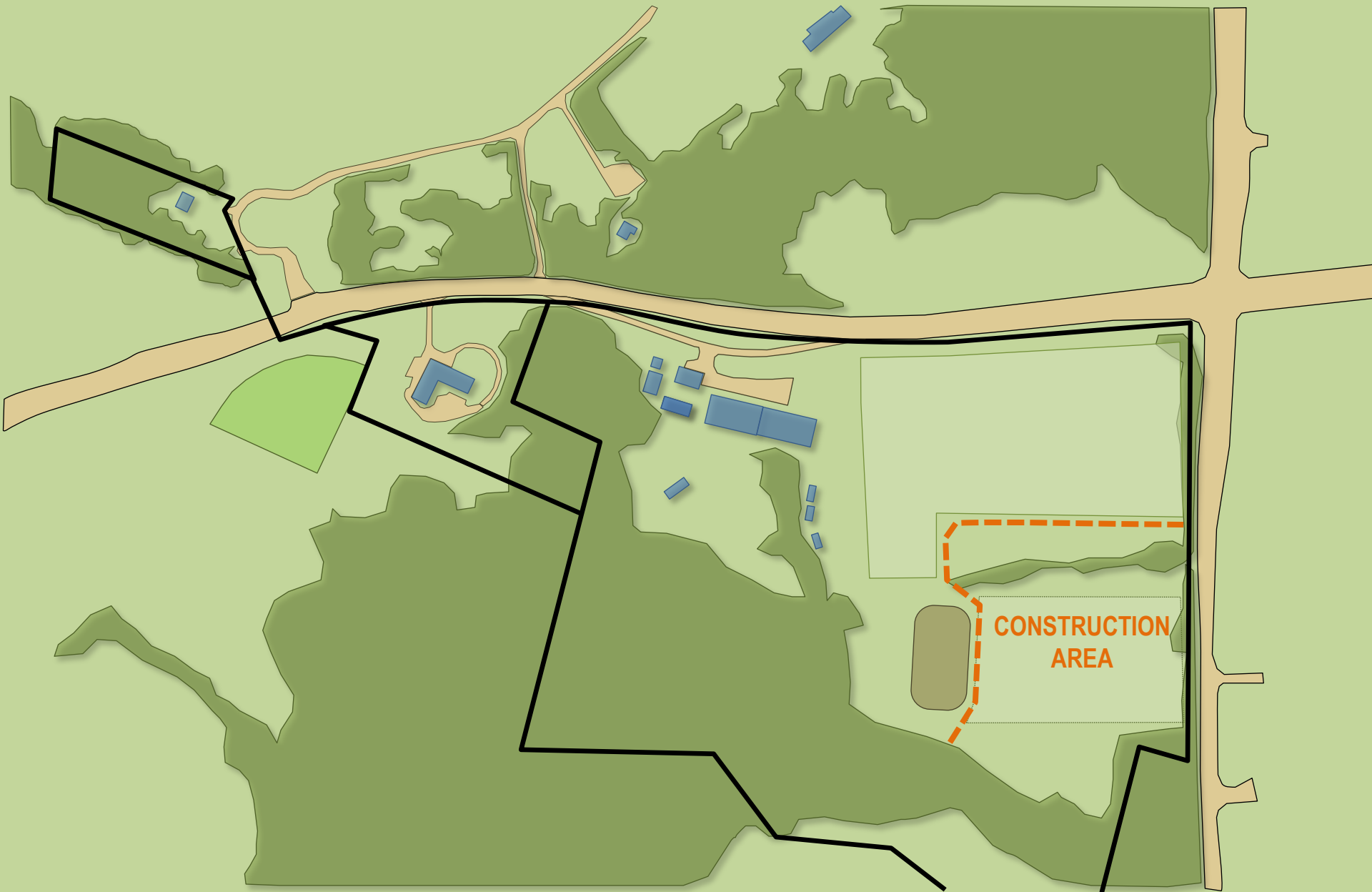
GRAND VIEW HOUSE

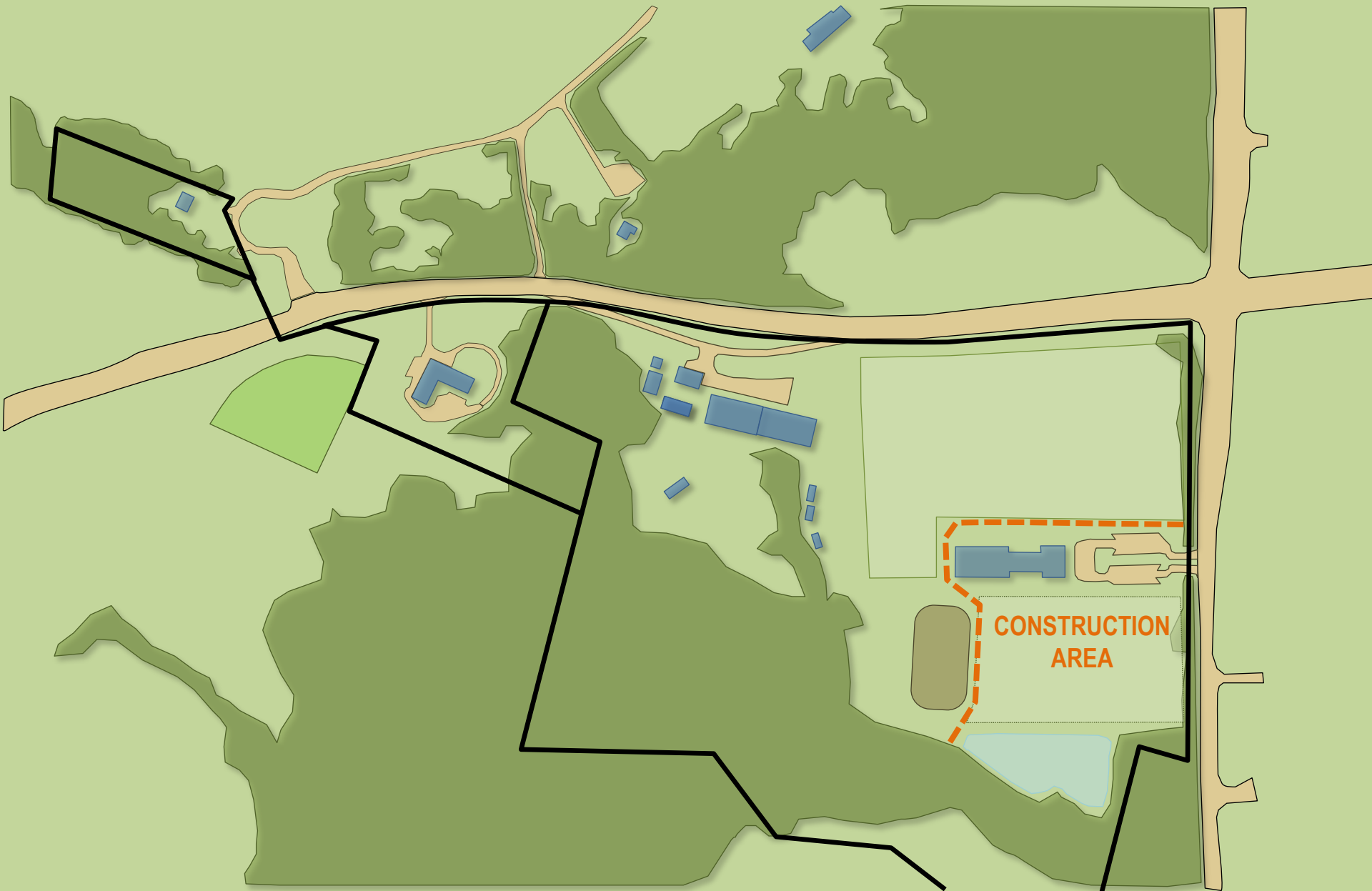
WOODLAWN BAPTIST
CHURCH

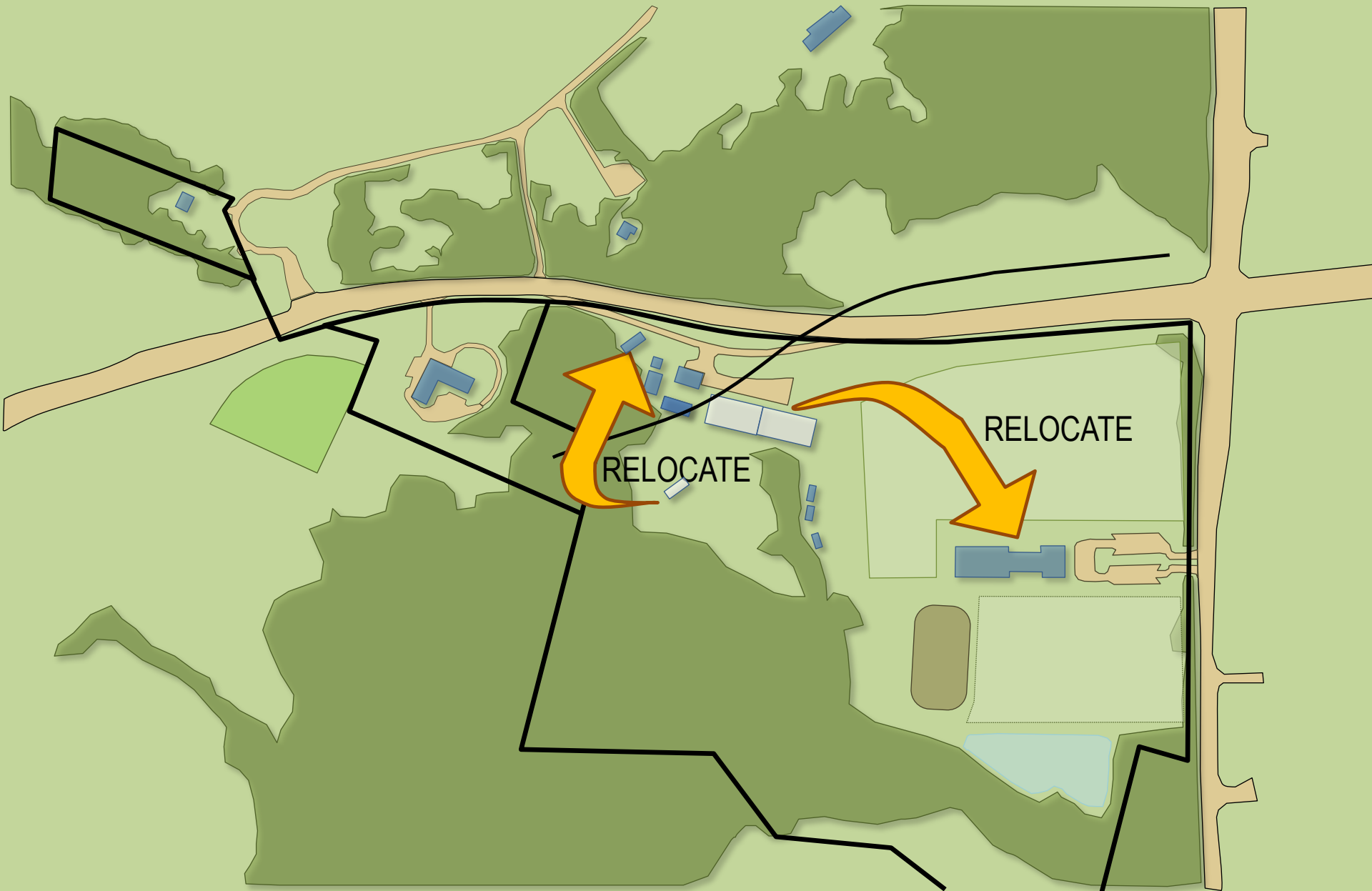
SHARPE STABLE
COMPLEX

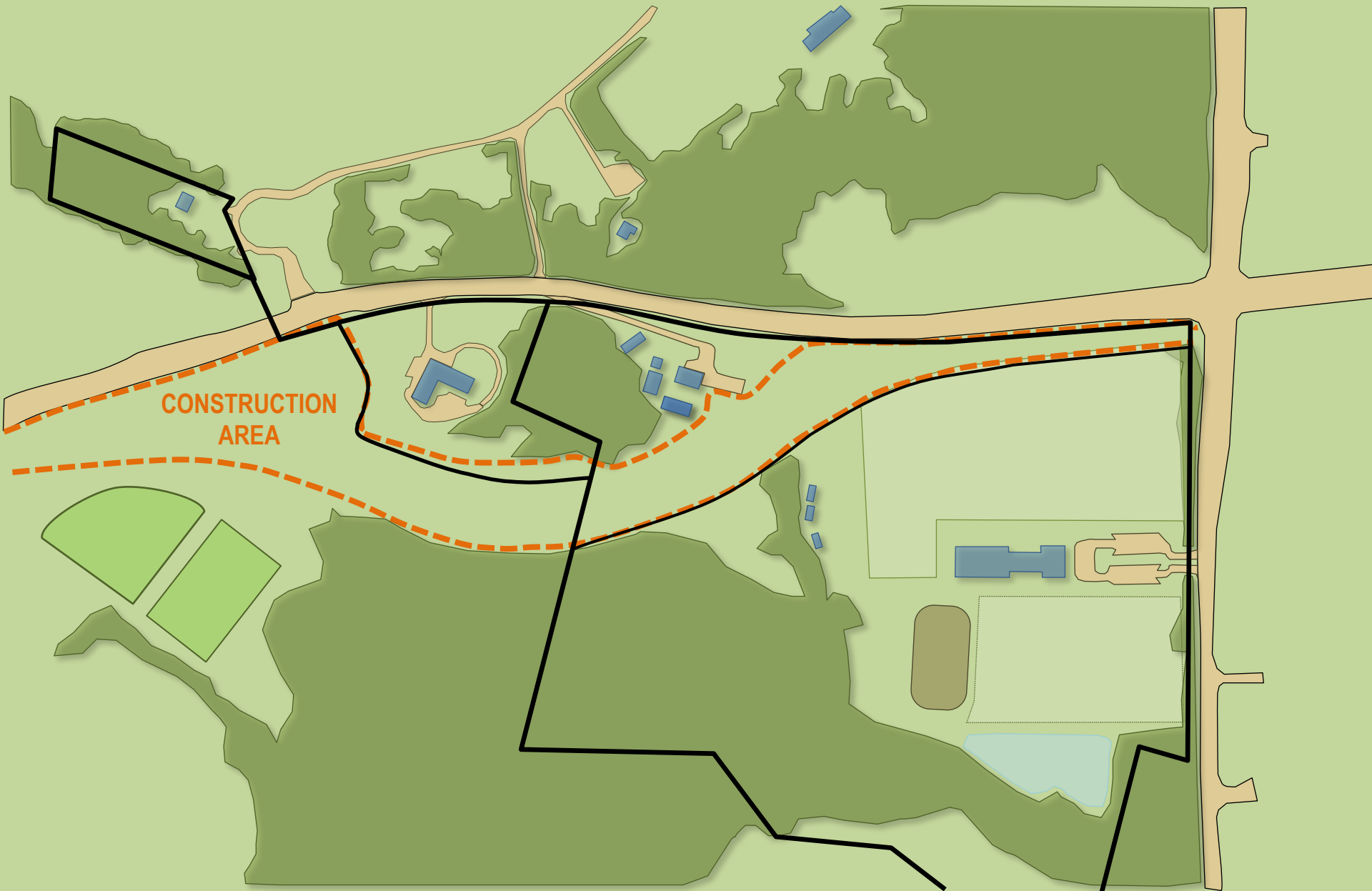
OTIS MASON HOUSE

FORT BELVOIR

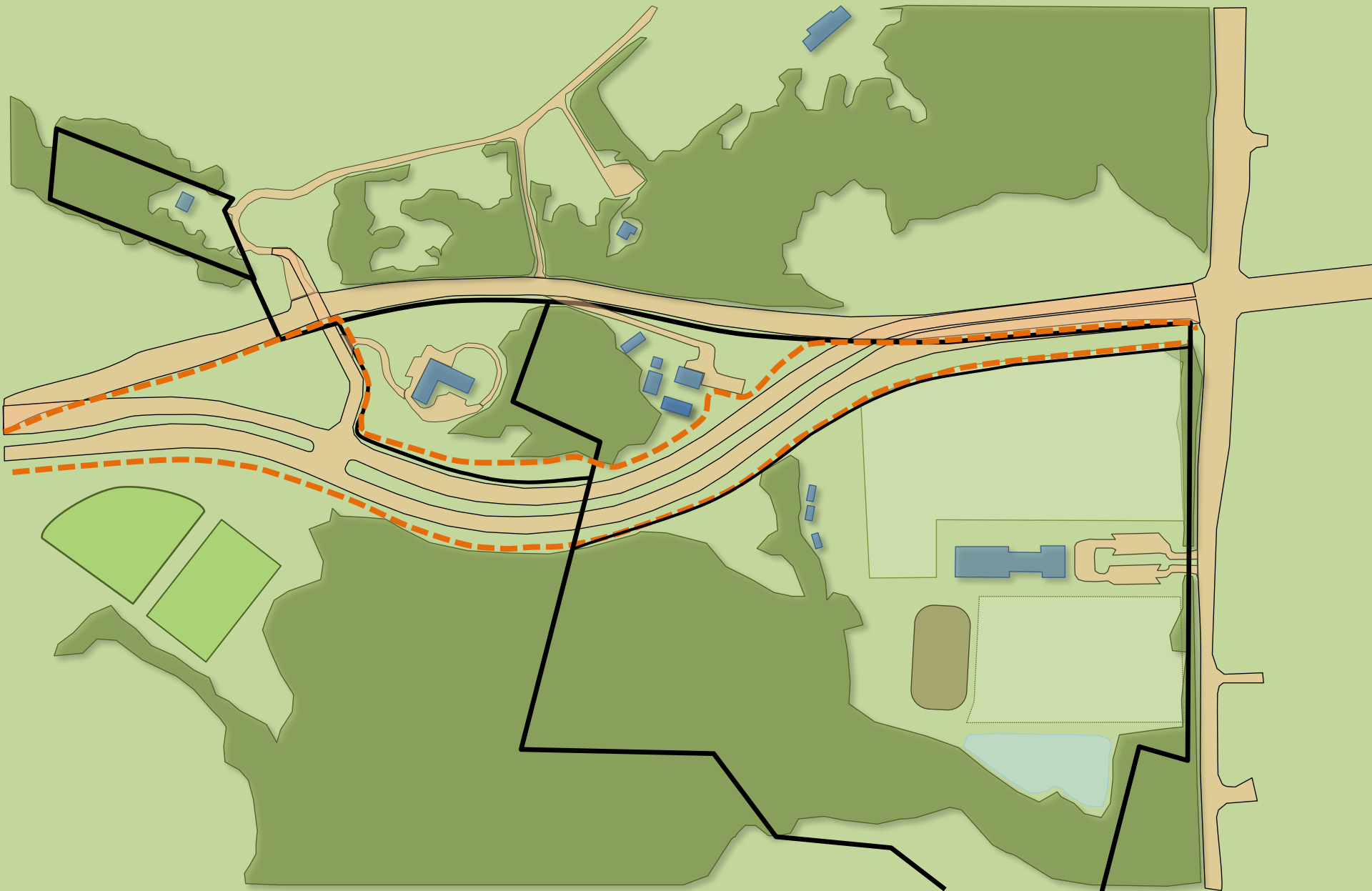


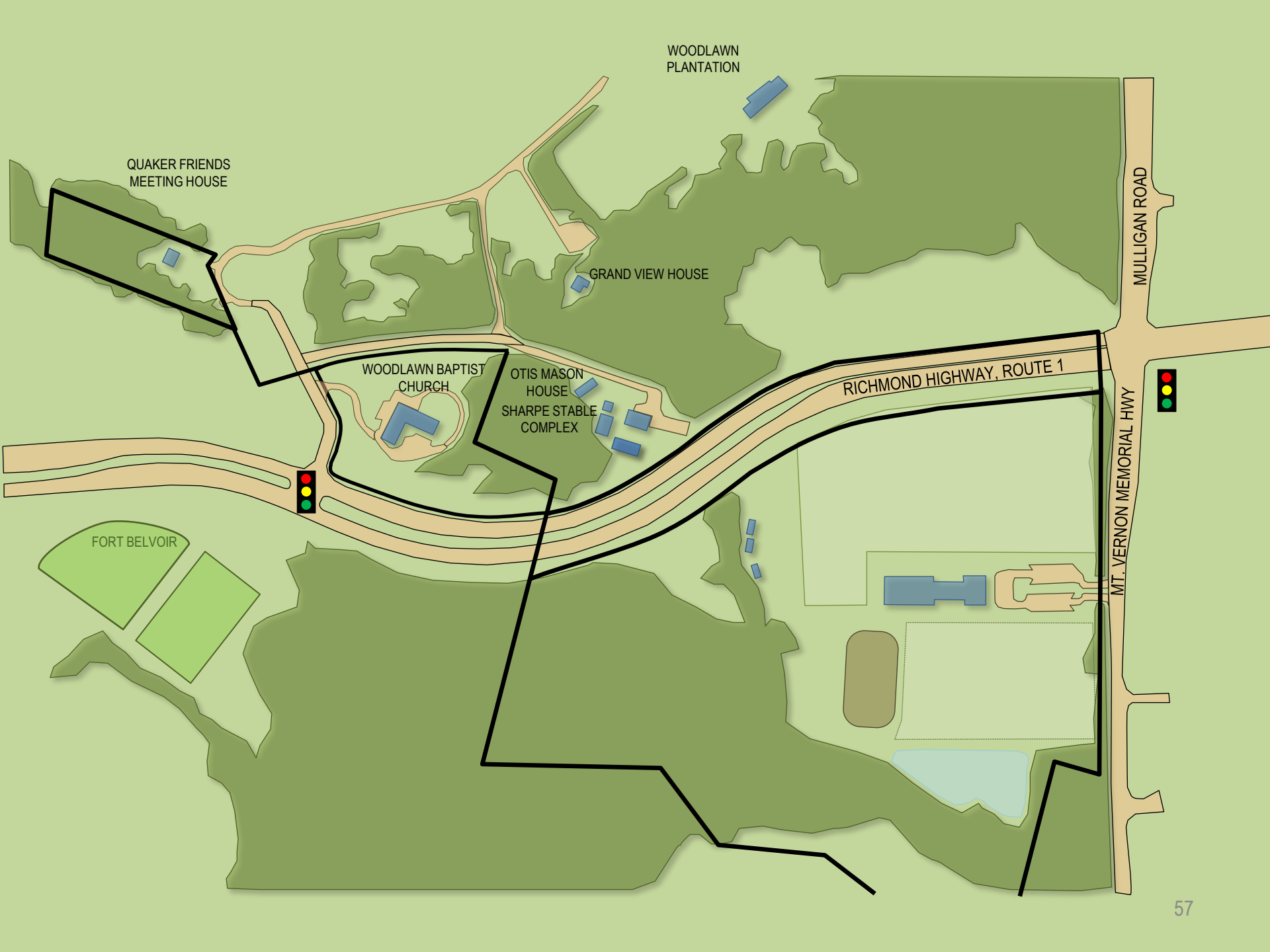






CONSTRUCTION
AREA





WOODLAWN
PLANTATION

QUAKER FRIENDS
MEETING HOUSE

GRAND VIEW HOUSE

WOODLAWN BAPTIST
CHURCH

OTIS MASON
HOUSE
SHARPE STABLE
COMPLEX

RICHMOND HIGHWAY, ROUTE 1

MULLIGAN ROAD

MT. VERNON MEMORIAL HWY

FORT BELVOIR

Rendering of Post-Construction Historic District



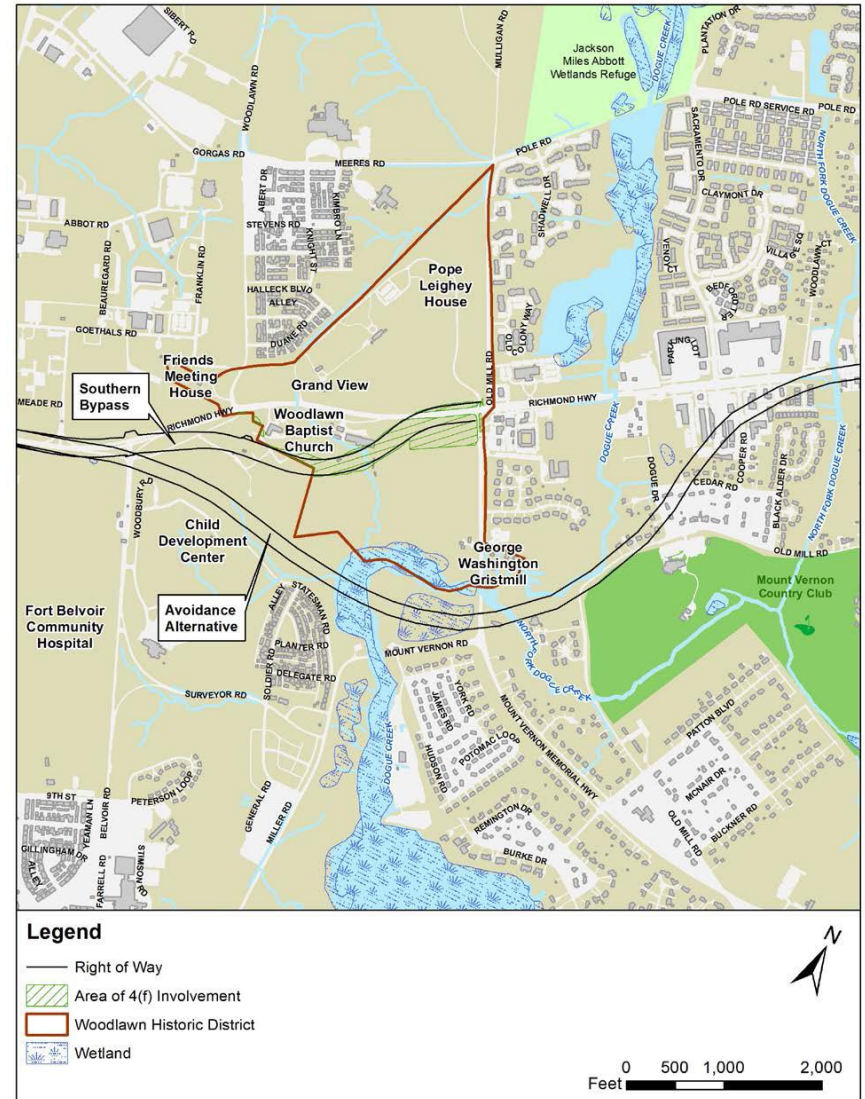
US DOT SECTION 4(F) EVALUATION

SECTION 4(f) PROPERTIES

- Accotink Bay Wildlife Refuge
- Fort Belvoir Forest and Wildlife Corridor
- Fort Belvoir Military Railroad
- Woodlawn Historic District
 - Woodlawn Quaker Meetinghouse
 - Woodlawn Baptist Church
 - Woodlawn Plantation, National Historic Landmark
 - Woodlawn Historic District, Stables Parcel

AVOIDANCE

- No-Build Alternative
- Transportation System Management (TSM) Alternative
- Mass Transit Alternative
- Alternative Alignments to the North (Telegraph Road / Mulligan Road Alternative)
- Woodlawn Avoidance Alternative - Bypass through Dogue Creek, south of Woodlawn Historic District and George Washington Gristmill



PLANNING TO MINIMIZE HARM

- Minimize encroachment (ensuring safety and regulatory compliance)
 - Minimize footprint of widening
 - Development of Southern Bypass
 - Reduce bicycle lanes
- Provide wildlife crossings
- Re-vegetation and landscaping following construction
- Improve drainage and flood control
- Ensure maintenance of traffic during construction
- Provide erosion and sediment control
- Document Fort Belvoir Military Railroad Bridge prior to demolition – design for replacement
- Access to 4(f) properties will be maintained during construction and improved on completion of construction
- Stormwater management – quality and quantity – will improve 4(f) properties
- Additional coordination with regulators and stakeholders during final design

ADDITIONAL COORDINATION TO MINIMIZE HARM



Other ideas to mitigate impact will be considered –
The 32' median could allow for a 6' high berm, which would screen three lanes of traffic from view. Planting on the berm would further screen the improvements from view.

NATIONAL HISTORIC PRESERVATION ACT

STATUS OF DOCUMENTATION

- Area of Potential Effect
- Determination of Effects
- Previous Reports
- Surveys

PROGRAMMATIC AGREEMENT

SIGNATORIES

- Department of Transportation, Federal Highway Administration
- U.S. Army Garrison, Fort Belvoir
- County of Fairfax, VA
- Commonwealth of Virginia, Department of Transportation
- Catawba Indian Nation
- National Trust for Historic Preservation
- Advisory Council on Historic Preservation
- Virginia State Historic Preservation Officer

CONSULTING PARTIES

- Woodlawn Baptist Church
- Alexandria Monthly Meeting of the Religious Society of Friends (herein “Friends”)
- Pohick Episcopal Church
- National Park Service – Potomac Heritage National Scenic Trail
- National Park Service – Washington-Rochambeau Trail
- Inlet Cove Home Owners Association
- Save Woodlawn Stables

PROGRAMMATIC AGREEMENT

COMMENTS
MAY 14, 2012 CONSULTING PARTIES MEETING

NEXT STEPS

QUESTIONS