

**US Route 1 Improvements at Fort Belvoir**

**Draft Summary of Comments and Responses; June 16, 2011 Section 106 Consulting Parties Meeting**

Name	Organization	Comment	FHWA Response
Judy Riggan	Alexandria Monthly Meeting of the Religious Society of Friends	In re: Additional Consulting Parties. --The Advisory Council on Historic Preservation --Accotink Methodist Church --Gum Springs Historical Society	The Advisory Council on Historic Preservation was invited but formally declined to participate. Gum Springs was also invited; however, a representative did not attend the meeting.  Accotink Methodist Church was invited to subsequent consulting party meetings.
Judy Riggan	Alexandria Monthly Meeting of the Religious Society of Friends	In re: Area of Potential Effect. --APEs should also be considered in terms other than distance from the edge of pavement. --The variations of terrain and uses of the road may require expansion of the APEs to match physical circumstances. --APEs should be expanded to include the Village of Accotink.	<p><b>“Area of potential effects</b> means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” 36 CFR 800.16(d).</p> <p>The edge of pavement of the existing roadway represents a logical, convenient, and readily recognizable reference for description of the area of potential effects and will be retained.</p> <p>Based on comments received, the APE was redefined as follows:  <b>Archeological:</b> 100 feet on either side of edge of existing pavement with bump outs at stormwater management (SWM) ponds as currently proposed. This area would represent the direct disturbance footprint of the current typical section within the project limits. An additional area is also included near Woodlawn Baptist Church to account for the possible realignment alternatives being considered in this area. [Note: these limits encompass areas potentially subject to direct ground-disturbing activities, based on information known at this time; however, the APE is subject to modification as circumstances warrant during the course of the study. They do not encompass borrow areas, construction staging areas, or similar areas that cannot be</p>

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			<p>known at this time.]</p> <p><b>Architectural:</b> 500 feet on either side of the existing roadway pavement and beyond the project termini at Telegraph Road and Mount Vernon Memorial Highway, plus the boundaries of known historic properties that extend beyond 500 feet, plus other resources that are visible from the roadway. [These limits encompass areas potentially subject to direct ground-disturbing activities, audible and visual effects, and likely indirect effects; however, the APE is subject to modification as circumstances warrant during the course of the study.]</p> <p>The Village of Accotink was also included in the architectural APE.</p>
Judy Riffin	Alexandria Monthly Meeting of the Religious Society of Friends	<p>In re: Other Cultural Resources.</p> <p>--The Gray's Hill area associated with the Thomas Wright farm (and other later landholders) should be evaluated, building on the Belvoir Phase II study done of that area for consideration of the NMUSA site.</p> <p>--Woodlawn Community House, as being researched by Martha Catlin, Friends Meeting historian, should be identified and evaluated. It has significance to the early twentieth-century Woodlawn community, including Camp Humphreys.</p> <p>--Individual historic properties in Accotink.</p>	<p>--Both Gray's Hill and Woodlawn Community House have been identified and considered. The Phase II survey of 44FX1918 (a portion of the Thomas Wright farm in the Gray's Hill area) that was completed by the Army for consideration of the NMUSA site found the site to be not eligible. VDHR concurred with that finding. (44FX1918 was delineated during an earlier comprehensive archaeological survey of Fort Belvoir.) Further surveys within the area of potential effects conducted as part of this study found no further physical evidence of habitations associated with the Thomas Wright farm. With regard to the Community House, neither the comprehensive archaeological survey of Fort Belvoir nor the archaeological investigations as part of this project have revealed any extant physical remains (i.e., there is nothing there that would constitute a "historic property" as defined under Section 106). The approximate location of the building was estimated from an old aerial photo and depicted on mapping presented at a subsequent consulting parties meeting. No further work is recommended for the former site of the Community House. However, the documentary research compiled by Catlin will be used as background data</p>

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			<p>for future site record updates, etc.</p> <p>--Individual properties in Accotink also were considered in the project's architectural survey. None of them were found to be eligible for the National Register. Nor was Accotink Village found to be eligible as a historic district. These findings will be coordinated with VDHR and the consulting parties.</p>
Judy Riggin	Alexandria Monthly Meeting of the Religious Society of Friends	<p>In re: Other issues.</p> <p>--Effects of road improvements on the homeless who live, walk, and take buses along Route 1. Safe crosswalks, sidewalks and/or trails for pedestrian traffic are important, as are safe and strategically located bus stops.</p> <p>--Examine how Route 1 can be changed to be a transportation venue for the future, including safe and inviting pedestrian and bike paths, varied types of public transit, and landscaping to reclaim and keep a mix of open space and woods for rural flavor near historic sites.</p> <p>--Noise: Silent worship is at the heart of the Quaker practice and is a part of the historic significance of the National Register-listed property. Noise from Route 1 should be controlled – by design, road surface, landscaping.</p> <p>--Possible relocation of Woodlawn Baptist Church Cemetery: If the cemetery is to be relocated, the new site should be on land adjacent to the current Baptist Church property to retain its significance to the Woodlawn Historic District and to all the properties who share its historic heritage.</p> <p>--Friends request that the Army and FHWA determine how to provide Woodlawn Baptist Church such adjacent property for the cemetery in exchange for its land lost to Route 1 widening, as well as the necessary new road access at the traffic light at Woodlawn Road.</p>	<p>--These impacts will be considered in the assessment of environmental consequences in the ongoing Environmental Assessment (EA).</p> <p>--Bicycle and pedestrian facilities are included in the current proposed design, as well as a reserved median for public transit (e.g., bus lanes, rail). Implementation of transit within the roadway corridor would be examined by others as part of separate studies.</p> <p>--Noise studies are being conducted as part of the ongoing EA.</p> <p>--Possible relocation, land exchanges, and change of access are being considered by FHWA in coordination with Woodlawn Baptist Church.</p>
Judy Riggin	Alexandria Monthly Meeting of the Religious Society of	<p>In re: Comments on Coordination Meeting Minutes.</p> <p>--If Figure 1 - Project Location Map (in Purpose and Need) is intended for future use, please correct the placement of the</p>	<p>--Figure 1 in the Purpose and Need was created using the latest ADC map and is only intended to show the general location of the project.</p>

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	Friends	icons (“Cem” with red square) to identify the AMM Quaker cemetery and the Woodlawn Baptist cemetery. The Quaker cemetery is located behind the meetinghouse, not to its north, as shown on the map. The Baptist cemetery is across the Route 1 side of its property, not on the other side of Route 1, as shown on the map. Ideally, an accurate new map showing the Woodlawn Historic District and all cultural resources will be created for use in the Section 106 consultation.	--Additional maps have since been created for use in consulting parties meetings for the purposes of showing the locations of historic properties.
Martha Catlin	Alexandria Monthly Meeting of the Religious Society of Friends	<p>In re: Additional Consulting Parties.</p> <ul style="list-style-type: none"> <li>*Gum Springs Historical Society</li> <li>* Pohick Church</li> <li>* Accotink Methodist Church</li> <li>* Representatives concerned for the preservation of the historic Village of Accotink [no specific prospective representatives were named]</li> <li>* Martha Claire Catlin, Historian, Alexandria Monthly Meeting of the Religious Society of Friends. Ms. Catlin requests a response to her written request to participate as a Consulting Party.</li> <li>* All individuals whose comments in the scoping process pertained to the project's potential effects to historic properties</li> <li>* Descendants of individuals buried in the Woodlawn Baptist Church Cemetery</li> <li>* The Advisory Council on Historic Preservation, pursuant to 36 CFR 800.6(a)(1)(i)</li> <li>* The Secretary of the Interior, pursuant to 36 CFR 800.10(c)</li> <li>* The Superintendent of the George Washington Memorial Parkway</li> </ul>	<p><i>Of the suggested parties, those that were already identified by FHWA but did not attend first meeting:</i></p> <ul style="list-style-type: none"> <li>• Advisory Council on Historic Preservation (declined to participate at this time)</li> <li>• The Secretary of the Interior (through the National Park Service)</li> <li>• Gum Springs Historical Society (invited to the first meeting and all subsequent ones, but did not attend any of them or respond to the invitation letters)</li> </ul> <p><i>Of the suggested parties, those that were formally added and invited to attend subsequent meetings:</i></p> <ul style="list-style-type: none"> <li>• Pohick Episcopal Church</li> <li>• Martha Claire Catlin, Historian, Alexandria Monthly Meeting of the Religious Society of Friends. [Ms. Catlin indicated at the January CP meeting that she was participating in the consultation as a representative of the Friends, and not as an individual]</li> <li>• Accotink United Methodist Church</li> <li>• The Superintendent of the George Washington Memorial Parkway</li> </ul>

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			<p><i>Of the suggested parties, those that were not added (under regulations implementing Section 106, FHWA has discretion over who to invite as consulting parties; addition of these additional parties would be of little if any benefit in informing the decisions to be made with respect to historic properties):</i></p> <ul style="list-style-type: none"> <li>• Representatives concerned for the preservation of the historic Village of Accotink (the pastor of the Accotink Methodist Church was contacted and invited to participate as a CP but has not attended or sent a representative; no other specific individuals representing Accotink Village have been identified and other consulting parties already represent these interests (e.g., Fairfax County)</li> <li>• All individuals whose comments in the scoping process pertained to the project's potential effects to historic properties (while comments received during scoping are being taken into account during project development, mere commenting during scoping does not rise to a level warranting formal participation as a consulting party)</li> <li>• Descendants of individuals buried in the Woodlawn Baptist Church Cemetery (the interests of the church and cemetery with respect to Section 106 already are adequately represented by the Pastor and other representatives of the church); however, descendants would be contacted if relocation of graves is required</li> </ul>
Martha Catlin	Alexandria Monthly Meeting of the Religious Society of Friends	<p>In re: Area of Potential Effect.                      * Village of Accotink and areas along Backlick Road within the APE.                      * Include borrow areas, construction staging areas, and all lands and environments associated with other construction-related activities.                      * Ongoing consideration of any needed changes to the APE should be pursued in consultation with Fort Belvoir.</p>	<p>Based on comments received, the APE was redefined as follows:  <b>Archeological:</b> 100 feet on either side of edge of existing pavement with bump outs at stormwater management (SWM) ponds as currently proposed. This area would represent the direct disturbance footprint of the current typical section within the project limits. An additional area is also included near Woodlawn Baptist Church to account for</p>

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		<p>* Any proposed action that would result in limiting alternatives that could avoid, minimize, or mitigate adverse effects on historic properties in areas along Route 1 located north of the project would require expansion of the APE to those areas.</p> <p>* Any proposed action that would result in effects to historic properties, such as George Washington's Grist Mill, or the George Washington Memorial Parkway, properties listed on the National Register of Historic Places, would require expansion of the APE to the potentially affected areas.</p>	<p>the possible realignment alternatives being considered in this area. [Note: these limits encompass areas potentially subject to direct ground-disturbing activities, based on information known at this time; however, the APE is subject to modification as circumstances warrant during the course of the study. They do not encompass borrow areas, construction staging areas, or similar areas that cannot be known at this time.]</p> <p><b>Architectural:</b> 500 feet on either side of the existing roadway pavement and beyond the project termini at Telegraph Road and Mount Vernon Memorial Highway, plus the boundaries of known historic properties that extend beyond 500 feet, plus other resources that are visible from the roadway. [These limits encompass areas potentially subject to direct ground-disturbing activities, audible and visual effects, and likely indirect effects; however, the APE is subject to modification as circumstances warrant during the course of the study.]</p> <p>The Village of Accotink was also included in the architectural APE.</p>
Martha Catlin	Alexandria Monthly Meeting of the Religious Society of Friends	<p>In re: Other Cultural Resources.</p> <p>* Woodlawn Community House, a building erected in 1922 on a one-acre lot adjoining the entrance to Camp A.A. Humphreys, should be identified, evaluated, and protected. The site is located adjacent to Belvoir Road on the north side of the road, and is likely within or near the currently proposed boundaries of the APE.</p> <p>* The full extent of the Woodlawn Plantation historic property that is listed on the National Register of Historic Places, including its component historic properties such as Grand View and the Otis Mason house, should be identified as historic properties in Section 106 documentation.</p> <p>* The "Archeological Properties" section of the meeting handout cannot be commented upon without additional</p>	<p>--Woodlawn Community House has been identified and considered. The approximate location of the building was estimated from an old aerial photo. Archaeological investigations conducted as part of this study have revealed no extant physical remains (i.e., there is nothing there that would constitute a "historic property" as defined under Section 106).</p> <p>-- The entire National Register-eligible boundaries of the Woodlawn Historic District have been included in the APE.</p> <p>--Maps have been presented at subsequent meetings and a catalog of documentation and eligibility determinations of</p>

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		information. Please provide maps, site reports, and results of documentary research that would identify historic land ownership for each of the six archaeological sites identified as "recommended for further study."	historic properties within the APE is being developed and will be made available upon completion.
Martha Catlin	Alexandria Monthly Meeting of the Religious Society of Friends	<p>In re: Other issues.</p> <ul style="list-style-type: none"> <li>--Noise impacts</li> <li>--Pedestrian safety and environmental justice</li> <li>--Traffic calming</li> <li>--Design excellence</li> <li>--Compatibility of design with historic properties and the Woodlawn Historic District</li> <li>--Accommodation of pedestrians and the users of the Potomac Heritage Trail</li> <li>--Compatibility of landscape treatments</li> <li>--Strategies to reduce future traffic volumes by providing alternative access points to Fort Belvoir and alternative routes for through traffic that would allow vehicles to bypass Fort Belvoir and the Woodlawn Historic District.</li> <li>--Strategies to allow public transportation to be placed outside the right-of-way, or underground, and thereby reduce the extent of widening needed.</li> <li>--Potential impacts on the human or natural environment for the portion of Route 1 north of the project area.</li> <li>--Potential impacts on the human or natural environment in areas along Mount Vernon Memorial Highway and the George Washington Memorial Highway.</li> </ul>	<p>--These impacts will be considered in the assessment of environmental consequences in the ongoing EA.</p> <p>--"Traffic calming" generally refers to physical measures to reduce travel speeds and cut-through volumes, usually in residential neighborhoods. Examples include speed humps, roundabouts at intersections, and lane shifts and discontinuities. Traffic calming features are not appropriate for Route 1, a primary route on the National Highway System, and will not be included in the project.</p> <p>--Principal design features (e.g., typical cross section alternatives) have been shared with the consulting parties and will accommodate pedestrians, including potential users of the Potomac Heritage Trail (which does not currently exist in the project area). Other specific design features and materials are being developed as part of the ongoing design and Section 106 processes. Access points to Fort Belvoir are controlled by the Army and the number and locations of access points generally are based largely on security considerations.</p> <p>--Bicycle and pedestrian facilities are included in the current proposed design, as well as a reserved median for public transit (e.g., bus lanes, rail). Implementation of transit within the roadway corridor would be examined by others as part of separate studies.</p> <p>--A bypass of Fort Belvoir to the east would be in the Potomac River. A bypass of Fort Belvoir to the west would be extremely disruptive to existing development.</p>

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			<p>--The purpose of the project is to address traffic capacity deficiencies on Route 1 between Telegraph Road and Mount Vernon Memorial Highway. Other alternatives to the current proposed roadway improvements within these study limits that were considered but eliminated will be documented in the ongoing EA. All relevant direct and indirect impacts to the human or natural environment will be addressed in the EA.</p>
Martha Catlin	Alexandria Monthly Meeting of the Religious Society of Friends	<p>In re: General Comments.                      --Please report the results of the study team's review of public comments and how they will inform the formulation of project purpose and need.                      --Please invite to the next Section 106 consultation meeting the individuals who provided comments with contact information, and whose comments pertained to, or showed a demonstrated interest in, the project's effects to historic properties, pursuant to 36 CFR 800.2(c)(5).                      --Please provide a clear written statement of the status of Section 106 that documents the steps in the process that have been carried out, how they were carried out, and which steps are next. For any steps that require public or Consulting Party involvement, please clarify the opportunity to participate in such steps.                      -- Please include the FHWA notification to the ACHP and the ACHP's response to FHWA's notification in the public record and make these documents available to the participants in the Section 106 consultation process. If the notification was provided pursuant to 36 CFR 800.6(a)(1), in light of the requirement that the ACHP provide copies of its response to Consulting Parties, please provide the list of consulting parties submitted to the ACHP with its notification.                      -- Please clarify whether FHWA has notified the Secretary of the Interior and invited the Secretary to participate in the consultation pursuant to 36 CFR 800.10(c).</p>	<p>--Summaries of the two public meetings are attached.                      --36 CFR 800.2(c)(5) does not require invitation of individuals to be consulting parties merely because they may have expressed an interest in historic properties.                      Notwithstanding, any comments received at public meetings with regard to historic properties are being taken into account in the studies and FHWA has invited all parties it considers entitled or warranted to participate as consulting parties, including the State Historic Preservation Officer, Indian tribe representatives, local government representatives, federal landholders (Fort Belvoir), VDOT, and individuals and organizations owning known historic properties or with an otherwise demonstrated or potential demonstrated interest in the undertaking. It is noteworthy that a number of the invitees have not participated in the consultations.                      --Section 106 requires that federal agencies take into account the effects of their undertakings on historic properties and afford the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The steps in the process include establishing the undertaking (Route 1 Improvements), identifying the State Historic Preservation Office (Virginia Department of Historic Resources), identifying consulting parties (see list above), identifying historic properties in consultation with consulting parties, determining effects on historic properties</p>



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		<p>-- Please consider the Virginia SHPO's availability when scheduling future Section 106 meetings.</p> <p>--Please provide reasonable notice of future Section 106 meetings.</p> <p>--Please provide the Consulting Parties with FHWA's assessment of the relevance of the Route One Transit Study, and any related studies, to the Route One Improvements Project, and coordinate the planning for the Route One Improvements project with the Route One Transit Study, to ensure that, as relevant information from the Study becomes available, it is adequately factored into decision making.</p> <p>-- Please provide a timeline that identifies the specific points in the NEPA and Section 4(f) processes as they would intersect with the Section 106 consultation process, and consult with the Virginia SHPO, Fairfax County, and others, as appropriate, to ensure that the schedule for the Section 106 process takes into consideration, and coordinates with, any related ongoing federal, state, or county review processes.</p> <p>--Please clarify whom FHWA has invited to become a Consulting Party, and whether a written request is necessary for becoming recognized by FHWA as a Consulting Party.</p> <p>--Please clarify the boundaries of the Woodlawn Historic District as recognized by FHWA for this undertaking.</p> <p>-- Please include in your analysis of effects to historic properties that noise effects are a serious concern for the Woodlawn Quaker Meetinghouse. Silent worship, a religious practice of Friends, is included among the ongoing traditional uses that represent characteristics that qualify the Woodlawn Quaker Meetinghouse for the National Register of Historic Places (the property was listed on the National Register in 2009). In addition, such qualifying National Register characteristics are protected by a historic preservation easement held by the Virginia Board of Historic</p>	<p>in consultation with consulting parties, and resolving adverse effects in consultation with consulting parties. The ongoing consulting parties meetings and correspondence represent the record of consulting party involvement.</p> <p>--FHWA's notification to the Advisory Council regarding initiation of the Section 106 process and the Council's response declining to participate at this time are attached. Notification of the Advisory Council of adverse effects pursuant to 36 CFR 800.6(a)(1) has not yet been initiated because a formal determination of effects has not yet been made.</p> <p>--FHWA notified the Secretary of Interior's designee at the National Park Service and invited the Secretary to participate in the consultation pursuant to 36 CFR 800.10(c). To date, the Secretary has not participated.</p> <p>--FHWA has coordinated with the SHPO in advance of consulting party meetings.</p> <p>--Notice of consulting party meetings has been timely.</p> <p>--The Route 1 Transit Study is an independent study being conducted by the Virginia Department of Rail and Public Transportation. No decisions have been made on the type or extent of transit services to be provided. The proposed median on the Route 1 improvements projects could accommodate multiple types of transit.</p> <p>--For purposes of NEPA, the Section 106 process is providing input and documentation into the assessment of impacts to historic properties. Information on historic properties and impacts on them will be presented in the EA, which will be made available for review and comment by the public. Section 4(f) is a separate requirement; however, it will utilize much of the information developed through the Section 106 process. A Draft Section 4(f) Evaluation will be included as an appendix to the EA.</p> <p>--See attached list of consulting party invitees. Individuals and organizations not initially invited to be consulting parties</p>

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		<p>Resources (VBHR). The National Register nomination is incorporated as a part of, and attached to, the VDHR preservation easement.</p> <p>--Please provide more reasonable timeframes for comments by participants. Please recognize that very little information has been distributed and therefore, comments by newly involved participants must by their nature be preliminary and exploratory. It is critical that alternatives to avoid, minimize, or mitigate adverse effects to historic properties not be foreclosed for lack of timeframes to allow for their consideration. Among the technologies that would be important to assess for use in this project is that of "Quiet Pavement" technology, which has been used successfully in Arizona, California, other U.S. locations, and Europe. Please begin any groundwork necessary to ensure that these pavement methods are fully considered. Please consult available information within FHWA and elsewhere to ensure consideration of Quiet Pavement technology. Please consult the Quiet Pavement Task Force so that their expertise can inform planning for the Route One Improvements project. Please provide information to Consulting Parties about the alternative paving technologies that will be considered for their noise reduction characteristics in the Section 106 process for the Route One Improvements Project.</p>	<p>may submit written requests to FHWA to become consulting parties. FHWA then has discretion to consider such requests and determine which should be consulting parties (36 CFR 800.3(f)(3)).</p> <p>The boundaries of the Woodlawn Historic District as currently recognized for this undertaking include Woodlawn Plantation (including the mansion parcel, the stables parcel, and the transfer parcel recently outgranted from Fort Belvoir), the Woodlawn Quaker Meetinghouse parcel, the Woodlawn Baptist church parcel, and the Washington grist mill parcel.</p> <p>--A noise study has not yet been conducted to determine what, if any, noise impacts to the Woodlawn Quaker Meetinghouse may occur.</p> <p>--"Quiet pavement" will not be used in this project. It is not currently approved by FHWA as a noise mitigation measure. VDOT currently is conducting a pilot project to evaluate the efficacy of quiet pavements, but the results will not be known for some time. See attached memo for more information.</p>
Michele Aubry	Fairfax County Architectural Review Board	<p>In re: Additional Consulting Parties.</p> <p>--Fairfax County History Commission</p> <p>--Pohick Episcopal Church</p> <p>--Mount Vernon Ladies Association</p>	<p>The Fairfax County History Commission was invited but did not attend. Both Pohick Episcopal Church and the Mount Vernon Ladies Association were invited to subsequent meetings.</p>
Michele Aubry	Fairfax County Architectural Review Board	<p>In re: Area of Potential Effect.</p> <p>--The APE should be expanded to take into account all direct, indirect and cumulative impacts to historic, architectural, archaeological or culturally significant districts, sites, structures or objects within the Woodlawn Historic Overlay District and the Pohick Church Historic Overlay District.</p> <p>--The APE needs to be large enough to consider the</p>	<p>Based on comments received, the APE was redefined as follows:</p> <p><b>Archeological:</b> 100 feet on either side of edge of existing pavement with bump outs at stormwater management (SWM) ponds as currently proposed. This area would represent the direct disturbance footprint of the current typical section within the project limits. An additional area is</p>

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		<p>possibility of not only physical destruction or damage to resources in the historic overlay districts but also visual, atmospheric, and audible impacts to resources and impacts to crucial features of each historic overlay district's topography and vegetation. The APE should be expanded to consider possible impacts to the character of each property's use or setting.</p> <p>--The baseline for measuring the APE should be from the edge of the proposed roadway right-of-way limits and construction related areas.</p> <p>--We concur with the suggestion made by the National Trust for Historic Preservation that a "map showing the proposed boundaries for the various APEs should be created so that the consulting parties can clearly understand where the APEs are in relation to various resources."</p>	<p>also included near Woodlawn Baptist Church to account for the possible realignment alternatives being considered in this area. [Note: these limits encompass areas potentially subject to direct ground-disturbing activities, based on information known at this time; however, the APE is subject to modification as circumstances warrant during the course of the study. They do not encompass borrow areas, construction staging areas, or similar areas that cannot be known at this time.]</p> <p><b>Architectural:</b> 500 feet on either side of the existing roadway pavement and beyond the project termini at Telegraph Road and Mount Vernon Memorial Highway, plus the boundaries of known historic properties that extend beyond 500 feet, plus other resources that are visible from the roadway. [These limits encompass areas potentially subject to direct ground-disturbing activities, audible and visual effects, and likely indirect effects; however, the APE is subject to modification as circumstances warrant during the course of the study.]</p> <p>The Village of Accotink was also included in the architectural APE.</p> <p>The edge of pavement of the existing roadway represents a logical, convenient, and readily recognizable reference for description of the area of potential effects and will be retained.</p> <p>The APE encompasses the boundaries of historic properties adjacent to Route 1 (such as the Woodlawn Historic District). It does not encompass the boundaries of Fairfax County's Historic Overlay Districts, which are local zoning entities that have no relevance to Section 106.</p> <p>A map showing proposed APE boundaries was shown at the November 3, 2011 meeting.</p>

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Michele Aubry	Fairfax County Architectural Review Board	<p>In re: Other Cultural Resources.</p> <p>--Each historic and contributing property within the Woodlawn Historic Overlay District and the Pohick Church Historic Overlay District should be considered for this undertaking. This includes the Pope-Leighey House, Grand View House, the Otis T. Mason House, George Washington's Grist Mill, and the cemeteries associated with the Woodlawn Friends Meeting House, Woodlawn Baptist Church, and Pohick Episcopal Church, none of which were identified in materials at the meeting of Consulting Parties.</p> <p>--The topography and vegetation are crucial features of the Woodlawn Historic Overlay District, as is the wooded landscape of the Pohick Church Historic Overlay District. A segment of the Historic Route 1 roadbed runs through the Woodlawn Historic Overlay District. An archaeological survey should be conducted in the APE to locate, identify and evaluate significant sites that may be impacted by the undertaking.</p>	<p>-- The entire National Register-eligible boundaries of the Woodlawn Historic District have been included in the APE. (Note: the Woodlawn Historic Overlay District is a Fairfax County local zoning entity and its boundaries do not coincide with the designated National Register-eligible historic property boundaries.)</p> <p>--The entire Pohick Church historic property has been included in the APE. (Note: the Pohick Church Historic Overlay District is a Fairfax County local zoning entity and its boundaries do not coincide with the designated National Register historic property boundaries.)</p> <p>--Historic Route 1 sites have also been identified to assess potential impacts due to the undertaking.</p> <p>--Archaeological surveys have been conducted within the APE. The report is in preparation.</p>
Michele Aubry	Fairfax County Architectural Review Board	<p>In re: General Comments.</p> <p>--Some of the exhibits distributed at the 16 June 2011 meeting are incomplete while others are out-dated. For example, a figure that shows the location of the Route 1-Fort Belvoir project fails to identify all the architectural properties listed in another handout. The figure also fails to identify all the cemeteries associated with some of the historic properties within the APE. Two figures relate to the Route 1-Mulligan Road project as opposed to the Route 1-Fort Belvoir project. Both of those figures are out-dated in that they show a new entrance to Woodlawn Plantation in a location that has changed per Section 106 consultations on the Route 1-Mulligan Road project.</p> <p>--Exhibits and other materials provided to Consulting Parties need to be complete and up-to-date, reflecting current information and decisions by FHWA and Fort Belvoir on the numerous ongoing road and bridge projects within the study</p>	<p>Updated exhibits were shown at subsequent meetings. Note that presentation materials are works-in-progress and subject to change during the course of the project as new or updated information is developed. Every effort is made to keep consulting parties informed of the process and to provide current information and plans as of the date of the meeting.</p>

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Name	Organization	Comment	FHWA Response
		area.	
Michele Aubry	Fairfax County Architectural Review Board	<p>In re: Comments on Coordination Meeting Minutes.            --Pg. 1: The affiliation for Elizabeth Crowell is incorrect; she is with the Fairfax County Park Authority.            --Pg. 4: The last bulleted paragraph on this page attributes a statement to me whereas, in fact, it was Elizabeth Crowell of the Fairfax County Park Authority who made the remark.            --Pg. 6: The second bulleted paragraph on this page notes that Jack Van Dop said there is a page for the project on the FHWA web site. As I recall, Mr. Van Dop also said the URL web address for the project page would be included in the meeting minutes.</p>	<p>Meeting minutes revised accordingly.</p> <p>The website address is:  <a href="http://www.efl.fhwa.dot.gov/projects/environment.aspx">http://www.efl.fhwa.dot.gov/projects/environment.aspx</a></p>
Linda Blank	Fairfax County Dept of Zoning	<p>In re: Additional Consulting Parties.            -- Pohick Episcopal Church            --Sallie Lyons (as individual or Fairfax County History Commission representative)            --Fairfax County History Commission            --Accotink Methodist Church</p>	<p>Sallie Lyons as a representative of the Fairfax County History Commission was invited but did not attend. Both Pohick Episcopal Church and Accotink Methodist Church were invited to subsequent meetings.</p>
Linda Blank	Fairfax County Dept of Zoning	<p>In re: Area of Potential Effect.            --The architectural APE of 200 feet on either side of roadway and any other resources that are visible from the roadway, as per the previous study, appears to be too narrowly defined. Suggest this be clarified to 200 feet on either side of the proposed roadway right-of-way limits and any resources that are visible from and to that defined area. This would need to take into account any possible grade-separated intersections.            --A mileage range as suggested by Derek Manning is also an alternative provided that any resources that are visible from and to the proposed roadway right-of-way limits are included.            --With respect to the visibility of resources, has a viewshed study been completed?</p>	<p>Based on comments received, the APE was redefined as follows:  <b>Archeological:</b> 100 feet on either side of edge of existing pavement with bump outs at stormwater management (SWM) ponds as currently proposed. This area would represent the direct disturbance footprint of the current typical section within the project limits. An additional area is also included near Woodlawn Baptist Church to account for the possible realignment alternatives being considered in this area. [Note: these limits encompass areas potentially subject to direct ground-disturbing activities, based on information known at this time; however, the APE is subject to modification as circumstances warrant during the course of the study. They do not encompass borrow areas, construction staging areas, or similar areas that cannot be known at this time.]  <b>Architectural:</b> 500 feet on either side of the existing roadway</p>

**US Route 1 Improvements at Fort Belvoir**

**Draft Summary of Comments and Responses; June 16, 2011 Section 106 Consulting Parties Meeting**

Name	Organization	Comment	FHWA Response
			<p>pavement and beyond the project termini at Telegraph Road and Mount Vernon Memorial Highway, plus the boundaries of known historic properties that extend beyond 500 feet, plus other resources that are visible from the roadway. [These limits encompass areas potentially subject to direct ground-disturbing activities, audible and visual effects, and likely indirect effects; however, the APE is subject to modification as circumstances warrant during the course of the study.]</p> <p>The Village of Accotink was also included in the architectural APE.</p> <p>A formal viewshed study has not been completed; however, line-of-site cross sections are currently being prepared in the Woodlawn area to assess visual impacts. The visibility of potential resources was noted during field work for identification of historic properties.</p>
Linda Blank	Fairfax County Dept of Zoning	<p>In re: Other Cultural Resources.                      --Village of Accotink. As stated at the June 16, 2011 meeting regarding Accotink Village, the Fairfax County Comprehensive Plan directed that the area should be studied and findings have since confirmed that it does not meet Historic Overlay District criteria. The survey recommends more research and documentation prior to development especially for two properties. More research is recommended to verify construction dates of buildings. Further archaeological studies should be undertaken. Determination of National Register eligibility is needed for properties within the survey area. The survey document has been forwarded to FHWA for its use.</p>	<p>Architectural resources in Accotink Village have been considered; the architectural survey conducted for this project found no National Register-eligible properties within Accotink Village. The survey also concluded that the properties in Accotink Village considered together do not constitute a historic district.</p>
Linda Blank	Fairfax County Dept of Zoning	<p>In re: Other issues.                      --The Camp Humphreys Pump Station and Filter Building, a National Register-eligible property that houses the Eleanor U. Kennedy Center Shelter for the Homeless, is located with</p>	<p>-- Project alternatives do not impact the Camp Humphreys Pump Station building; however, access to the site may require modifications depending on the final design of the selected alternative, i.e., at-grade or flyover option at the</p>

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Name	Organization	Comment	FHWA Response
		<p>the project area and identified as a historic property within the APE. Consideration of how the Route 1 improvements will affect the residents, services to the residents, and building infrastructure, access and use must be balanced with the effect on this historic property.</p> <p>--Context Sensitive Design.</p>	<p>Fairfax County Parkway intersection. The determination of effects to the site is still ongoing since the design at this location is still evolving.</p> <p>--Conceptual cross-sections and roadway design plans are being developed as part of the EA. Specific features/materials will be selected during the final design phase of the project.</p> <p>--Potential impacts to residents of the homeless shelter will be addressed in the EA.</p>
Linda Blank	Fairfax County Dept of Zoning	<p>In re: General Comments.</p> <p>--Please ensure that materials provided to consulting parties reflect current information and plans.</p> <p>--Discussion ensued, and repeated references were made, at the June 16th meeting to the Fairfax County Comprehensive Plan and to a Route 1 Transit Study. Please consider providing to consulting parties pertinent pages from the Comprehensive Plan in hard copy or electronically; information (overview, purpose, framework et al) on the Transit Study; and other pertinent studies or plans that you are aware of which may be anticipated to affect the consultation and be raised in consultation discussion. Consider asking [FHWA] staff to address the interfacing of the transportation plan to our consultation: What elements went into the transportation plan maps in the county's Comp Plan? For example, were effects on environmental and heritage resources of road widening shown in the plan taken into account?</p> <p>--What effect does designation by the state of "Historic Route 1" have? How is the designation relevant for discussion in the consultation? Has the history of the road itself been acknowledged and taken into account?</p>	<p>--Presentation materials are works-in-progress and subject to change during the course of the project. Every effort is made to keep consulting parties informed of the process and to provide current information and plans as of the date of the meeting.</p> <p>--Pertinent pages of the County's Comprehensive Plan are attached to this summary of comments and responses. The entire Comprehensive Plan can be reviewed via this link: <a href="http://www.fairfaxcounty.gov/dpz/comprehensiveplan/">http://www.fairfaxcounty.gov/dpz/comprehensiveplan/</a></p> <p>-- The designation of Route 1 as a "historic route" by the Virginia General Assembly will be documented in the EA. The designation was not made within the context of Section 106 and National Register eligibility criteria. Rather, it was made in the context of tourism and economic development opportunities. The cultural resources studies are evaluating Route 1 for its potential eligibility as a "historic property," as that term is defined in the Section 106 regulations. The legislation can be reviewed here: <a href="http://leg1.state.va.us/cgi-bin/legp504.exe?101+ful+CHAP0109">http://leg1.state.va.us/cgi-bin/legp504.exe?101+ful+CHAP0109</a></p>
Linda Blank	Fairfax County Dept of Zoning	<p>In re: Comments on Coordination Meeting Minutes.</p> <p>--Study History/Purpose and Need: Is this the Purpose and Need for the EA?</p>	<p>-- The Purpose and Need distributed at the meeting was a preliminary draft of the Purpose and Need chapter for the EA. Comments were incorporated as appropriate.</p>

**US Route 1 Improvements at Fort Belvoir**

**Draft Summary of Comments and Responses; June 16, 2011 Section 106 Consulting Parties Meeting**

Name	Organization	Comment	FHWA Response
		<p>--Comment on Purpose and Need Draft (provided as a meeting handout): 1.1 Study Area, last sentence. Should this also include cultural along with human and environmental as cited? ; 1.2 History, first sentence. Include that location is in Fairfax County, Virginia.; Third paragraph, first sentence. The intersection is at Rt. 1, Telegraph and Old Colchester Roads. Second sentence: State that this is (or will be) Mulligan Road.</p> <p>--Page 5 of the Meeting summary: Cultural Resources Identification Efforts: "Regarding Accotink Village, Linda Blank (Blank), Fairfax County Planning and Zoning, summarized that the Comprehensive Plan directed that the site should be studied and findings have since confirmed that it does not meet Historic District Overlay criteria. The study will be forwarded to FHWA for their use. Minnix added that a developer is considering redevelopment and plans are currently undergoing an amendment to the County Comprehensive Plan.</p>	<p>--Meeting minutes were revised accordingly.</p>
Derek Manning	Fort Belvoir DPW - ENRD	In re: Additional Consulting Parties. Pohick Episcopal Church.	The church was formally added and invited to subsequent meetings.
Derek Manning	Fort Belvoir DPW - ENRD	<p>In re: Area of Potential Effect.</p> <p>--The APE should be defined as the combination of visual, auditory, direct impact, and cumulative impact APEs.</p> <p>--Fort Belvoir recommends a visual APE of 1/4 mile from existing edge of pavement and an auditory APE of 1/2 mile from existing edge of pavement.</p> <p>--Based on a review of the Fairfax County Comprehensive Plan, Fort Belvoir recommends that the direct impact APE should be expanded at the intersections of Telegraph Road and Route 1 and Route 7100 and Route 1 in order to account for possible grade-separated interchanges at those two locations. The direct impact APE at Telegraph Road should be expanded to 300 feet from edge of pavement (off both Telegraph Road and Route 1). The direct impact APE at 7100 should be expanded to 600 feet from edge of pavement (off</p>	<p>Based on comments received, the APE was redefined as follows:</p> <p><b>Archeological:</b> 100 feet on either side of edge of existing pavement with bump outs at stormwater management (SWM) ponds as currently proposed. This area would represent the direct disturbance footprint of the current typical section within the project limits. An additional area is also included near Woodlawn Baptist Church to account for the possible realignment alternatives being considered in this area. [Note: these limits encompass areas potentially subject to direct ground-disturbing activities, based on information known at this time; however, the APE is subject to modification as circumstances warrant during the course of the study. They do not encompass borrow areas, construction staging areas, or similar areas that cannot be</p>



**US Route 1 Improvements at Fort Belvoir**

**Draft Summary of Comments and Responses; June 16, 2011 Section 106 Consulting Parties Meeting**

Name	Organization	Comment	FHWA Response
		<p>both 7100 and Route 1).</p> <p>--Fort Belvoir does not have a recommendation for the cumulative effects APE at this time, but feels that this should coincide with the cumulative effects study area for the NEPA analysis.</p>	<p>known at this time.]</p> <p><b>Architectural:</b> 500 feet on either side of the existing roadway pavement and beyond the project termini at Telegraph Road and Mount Vernon Memorial Highway, plus the boundaries of known historic properties that extend beyond 500 feet, plus other resources that are visible from the roadway. [These limits encompass areas potentially subject to direct ground-disturbing activities, audible and visual effects, and likely indirect effects; however, the APE is subject to modification as circumstances warrant during the course of the study.]</p> <p>--The Village of Accotink was also included in the architectural APE.</p> <p>--All resources reasonably believed to have the potential for visual and auditory impacts have been included.</p>
Derek Manning	Fort Belvoir DPW – ENRD	<p>In re: Area of Potential Effect.</p> <p>The proposed APE expansion will add one additional historic resource, archeological site 44FX1810, to the APE. Fort Belvoir's records indicate that this site has been recommended for further study. Fort Belvoir received documentation from FHWA that indicates that site 44FX1680 has been determined ineligible for National Register-listing.</p>	<p>--Site 44FX1810 falls outside of the archeological APE near the intersection of Route 1/Fairfax County Parkway.</p> <p>--Agreed, Site 44FX1680 has been determined ineligible.</p>
Earl Flanagan	Mount Vernon Planning Commissioner	<p>In re: Additional Consulting Parties.</p> <p>--Frank Cohn, Mount Vernon Transportation Commissioner</p> <p>--Catherine Voorhees, Chairman of the Mount Vernon Council Transportation Committee</p>	<p>These two representatives were not added as consulting parties; however, Fairfax County's Mount Vernon District Planning Commissioner, Earl Flanagan, is participating.</p>
Earl Flanagan	Mount Vernon Planning Commissioner	<p>In re: Area of Potential Effect.</p> <p>Village of Accotink within which historic and archeological sites may be at risk.</p>	<p>The Village of Accotink was added to the architectural APE.</p>
Earl Flanagan	Mount Vernon Planning Commissioner	<p>In re: Other issues.</p> <p>Appropriateness of transportation alternatives upon the time period of historic sites.</p>	<p>Alternatives are being developed to minimize adverse effects to historic properties, in compliance with Section 106 of the National Historic Preservation Act.</p>
Ross Bradford	National Trust for Historic Preservation	<p>In re: Additional Consulting Parties.</p> <p>--Advisory Council on Historic Preservation</p>	<p>The Advisory Council on Historic Preservation was invited but formally declined to participate. Gum Springs and the Fairfax</p>

**US Route 1 Improvements at Fort Belvoir**

**Draft Summary of Comments and Responses; June 16, 2011 Section 106 Consulting Parties Meeting**

Name	Organization	Comment	FHWA Response
		--Gum Springs Historical Society --Pohick Episcopal Church --Fairfax County History Commission --Accotink Methodist Church --Mount Vernon --Additional consulting parties suggested by other consulting parties.	County History Commission were also invited; however, representatives did not attend the meeting.  Accotink Methodist Church, Pohick Episcopal Church, and the Mount Vernon Ladies Association (owner of Mount Vernon) were invited to subsequent consulting party meetings.
Ross Bradford	National Trust for Historic Preservation	In re: Area of Potential Effect. --A map showing the proposed boundaries for the various APEs should be created to show where the APEs are in relation to various resources. --Current APE is too limited and does not take into account all direct, indirect, and cumulative impacts. FHWA should expand the APE for this project. --At the very minimum, the entire Woodlawn property owned by the National Trust must be included within the APE. This project has the potential to have dramatically harmful direct, visual, cumulative, and economic impacts on Woodlawn as a whole. --With respect to cumulative impacts on Woodlawn, the FHWA must consider the impacts of this project together with the impacts of the Old Mill Road widening project (Mulligan Road), the increased traffic associated with the realignment of Fort Belvoir, and the recent construction of the Lewis Heights housing project immediately to the northwest of the Woodlawn property. --The FHWA should specifically consider auditory and visual impacts. --The APE should include all areas directly impacted from any ground disturbance by this project such as, but not limited to, the use of temporary or permanent drainage and construction easements and utility relocation activities.	Based on comments received, the APE was redefined as follows: <b>Archeological:</b> 100 feet on either side of edge of existing pavement with bump outs at stormwater management (SWM) ponds as currently proposed. This area would represent the direct disturbance footprint of the current typical section within the project limits. An additional area is also included near Woodlawn Baptist Church to account for the possible realignment alternatives being considered in this area. [Note: these limits encompass areas potentially subject to direct ground-disturbing activities, based on information known at this time; however, the APE is subject to modification as circumstances warrant during the course of the study. They do not encompass borrow areas, construction staging areas, or similar areas that cannot be known at this time.] <b>Architectural:</b> 500 feet on either side of the existing roadway pavement and beyond the project termini at Telegraph Road and Mount Vernon Memorial Highway, plus the boundaries of known historic properties that extend beyond 500 feet, plus other resources that are visible from the roadway. [These limits encompass areas potentially subject to direct ground-disturbing activities, audible and visual effects, and likely indirect effects; however, the APE is subject to modification as circumstances warrant during the course of the study.] --The Village of Accotink was also included in the architectural APE.

**US Route 1 Improvements at Fort Belvoir**

**Draft Summary of Comments and Responses; June 16, 2011 Section 106 Consulting Parties Meeting**

Name	Organization	Comment	FHWA Response
			--Cumulative effects on Woodlawn will be considered, including auditory and visual impacts.
Ross Bradford	National Trust for Historic Preservation	<p>In re: Other Cultural Resources.</p> <p>--Strongly disagree with FHWA's initial determination that the Pope-Leighey House falls outside the APE as stated in the handouts prepared for the June 16, 2011 meeting. Because of the potential impacts of this project, Mr. Bradford recommends that all cultural resources located on the Woodlawn property be considered. Particular concern was noted regarding the direct impact to Grand View House, which has been depicted as being within the right-of-way for at least one proposed alignment option.</p> <p>--Recommend that the FHWA evaluate the Village of Accotink as suggested by other consulting parties during the meeting on June 16, 2011.</p> <p>--The George Washington Grist Mill should also be considered since it will likely experience indirect impacts from this project at the intersection of Route 1 and Mount Vernon Highway.</p>	<p>The entire National Register-eligible boundaries of the Woodlawn Historic District have been included in the APE and all contributing resources within the District will be included in the effects evaluation.</p> <p>-- Architectural resources in Accotink Village within the APE have been considered; the architectural survey conducted for this project found no National Register-eligible properties within Accotink Village, nor do the properties considered as a group constitute a historic district.</p> <p>--The Grist Mill is located within the Woodlawn Historic District and is therefore within the APE.</p>
Ross Bradford	National Trust for Historic Preservation	<p>In re: Other issues.</p> <p>--Address why the 2007 Fort Belvoir BRAC EIS stated that it would not be necessary to widen this section of Route 1 to accommodate increased traffic associated with the realignment. [The National Trust would like to receive copies of the traffic studies that justify the need for this project, relate to the realignment's impact on Route 1, and those that quantifiably demonstrate that only new civilian commercial development warrants this drastic increase in US Route 1's traffic load.]</p> <p>--Assess the overall economic effects this project will have on the historic resources impacted by this project. Explore new and creative ways of minimizing harm to these resources through the use of innovative urban road design and the use of new materials.</p> <p>--Consider Mulligan Road's potential traffic impact on Route</p>	<p>-- The BRAC EIS did cite a need for improvements to Route 1, but the need is not solely attributable to BRAC. Existing and forecasted traffic suggest the need for improvements regardless of the BRAC action at Fort Belvoir. Moreover, the previous location study and the Environmental Assessment approved in March 2003 documented the need for improvements prior to BRAC.</p> <p>--Economic effects will be considered in the assessment of environmental consequences in the ongoing EA.</p> <p>--Traffic forecasts for design year 2040 were prepared assuming that Mulligan Road will be in place.</p> <p>--These impacts will be considered in the assessment of</p>

**US Route 1 Improvements at Fort Belvoir**

**Draft Summary of Comments and Responses; June 16, 2011 Section 106 Consulting Parties Meeting**

Name	Organization	Comment	FHWA Response
		<p>1. Consider alternatives that explore using different transportation corridors other than Route 1 for this project.</p> <p>--Take into consideration any anticipated impacts from this project related to any and all: short and long-term increases in noise and sound pollution; short and long-term increases in light intrusion; permanent loss of mature vegetation that protects historic resources from visual impacts and noise and light infiltration and that aids in soil erosion prevention; water quality and stormwater management effects; and impacts from increased automotive traffic and automotive exhaust, which may cause diminished air quality on the Woodlawn property.</p> <p>--Consider the permanent and irrevocable destruction of character of Woodlawn’s historic viewshed with its significant visual connection of the main house to its parent property, Mount Vernon.</p>	<p>environmental consequences in the ongoing EA.</p> <p>--The proposed project is to address transportation needs on this section of Route 1. Improvements in other transportation corridors would not meet these needs.</p> <p>--Line-of-site cross sections are currently being prepared in the Woodlawn area to assess visual impacts.</p>
Ross Bradford	National Trust for Historic Preservation	<p>In re: General Comments.</p> <p>--Object to the short timeframe to respond. In the future, Mr. Bradford requests 30 days for responses.</p> <p>--The project will require the “use” of historic properties, and therefore, FHWA must include “all possible planning to minimize harm” to those properties under Section 4(f) of the Department of Transportation Act, 49 U.S.C. § 303. In addition, Section 110(f) of the National Historic Preservation Act imposes the duty to minimize harm to the National Historic Landmark “to the maximum extent possible.” 16 U.S.C. § 470h-2(f). Finally, the Section 106 regulations require the agencies to “develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties.” 36 C.F.R. § 800.6(a).</p>	<p>--The timeframe for comments will be extended when possible; however, it may be shorter than 30 days given the need to meet the overall project schedule in terms of completing the preliminary design and the EA.</p> <p>--All relevant statutory and regulatory requirements will be addressed in the study.</p>
Donald E. Briggs	Potomac Heritage National Scenic Trail; National Park Service	<p>In re: Additional Consulting Parties.</p> <p>--Northern Virginia Regional Commission</p> <p>--Potomac Heritage Trail Association</p>	<p>FHWA believes that adding the Northern Virginia Regional Commission and the Potomac Heritage Trail Association would be of little, if any, additional benefit to informing the decisions to be made relative to historic properties in the</p>

**US Route 1 Improvements at Fort Belvoir**

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Name	Organization	Comment	FHWA Response
			corridor and they have not been added to the list of consulting parties.
Donald E. Briggs	Potomac Heritage National Scenic Trail; National Park Service	In re: General Comments. Specifically, we encourage a planning process including development of a meandering, scenic, natural surface trail as a segment of the Potomac Heritage National Scenic Trail within the Mount Vernon Memorial Highway-Telegraph Road project area that will complement other existing and planned Trail segments. For background on the Trail, you can find a draft "foundation" for planning on the NPS Web site for the Trail at <a href="http://www.nps.gov/pohe/parkmgmt/planning.htm">http://www.nps.gov/pohe/parkmgmt/planning.htm</a> . Enclosed, too, are copies of the NPS "unigrid" brochure for the Trail.	The Potomac Heritage National Scenic Trail does not exist in this section of Fairfax County. The proposed multi-use path to be provided by the proposed project could be available to co-locate the Potomac Heritage Trail through the project area.
Helen Ross	VDOT Environmental	In re: Area of Potential Effect. The project would benefit from a broad application of the definition rather than being more narrow as well-defined APEs will help the project in the long run.	Based on comments received, the APE was redefined as follows: <b>Archeological:</b> 100 feet on either side of edge of existing pavement with bump outs at stormwater management (SWM) ponds as currently proposed. This area would represent the direct disturbance footprint of the current typical section within the project limits. An additional area is also included near Woodlawn Baptist Church to account for the possible realignment alternatives being considered in this area. [Note: these limits encompass areas potentially subject to direct ground-disturbing activities, based on information known at this time; however, the APE is subject to modification as circumstances warrant during the course of the study. They do not encompass borrow areas, construction staging areas, or similar areas that cannot be known at this time.] <b>Architectural:</b> 500 feet on either side of the existing roadway pavement and beyond the project termini at Telegraph Road and Mount Vernon Memorial Highway, plus the boundaries of known historic properties that extend beyond 500 feet, plus other resources that are visible from the roadway.

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Name	Organization	Comment	FHWA Response
			<p>[These limits encompass areas potentially subject to direct ground-disturbing activities, audible and visual effects, and likely indirect effects; however, the APE is subject to modification as circumstances warrant during the course of the study.]</p> <p>The Village of Accotink was also included in the architectural APE.</p>
Helen Ross	VDOT Environmental	<p>In re: Other Cultural Resources.</p> <p>Any and all pipes, culverts, or bridges approaching the age of fifty years that may be affected by the proposed widening. VDOT would provide, where applicable, inventory numbers and/or the construction dates as reflected in the HTRIS database. For example, looking at the ADC map, Ms. Ross counts at least seven crossings between the project termini, and she suspects that some structures will be lengthened as opposed to being replaced outright.</p>	<p>--Pipes, culverts, and bridges located within the APE have been considered in the architectural survey.</p>

## MEMORANDUM

**DATE:** March 15, 2011

**TO:** Jack Van Dop  
Federal Highway Administration  
Eastern Federal Lands Highway Division  
21400 Ridgetop Circle  
Sterling, VA 20166

**FROM:** Surbhi Ashton, Senior Transportation Planner

**SUBJECT:** Environmental Assessment for Route 1 Improvements at Fort Belvoir  
For Federal Highway Administration Eastern Federal Lands Highway Division  
**Summary of Comments from December 2, 2010 Public Scoping Meeting**

cc: 646846-08004

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A Public Scoping Meeting was held on the above referenced project to gather input to help define the scope of the study. Preparation of the Environmental Assessment (EA) has been initiated by the Federal Highway Administration (FHWA) to address deficiencies in the Route 1 corridor between Telegraph Road and Mount Vernon Memorial Highway in Fairfax County. The undertaking is a collaborative effort among Fairfax County, the Virginia Department of Transportation, the Department of the Army, and FHWA.

The meeting was held on December 2, 2010 from 6 p.m. to 8 p.m. at Mount Vernon High School in Fairfax County. At the meeting, 68 citizens signed the attendance log, leaving behind 22 comment sheets. Before and after the meeting during the comment period, 18 e-mails/letters and 16 comment sheets were submitted.

The following is a summary of the citizen comments, organized into three tables according to the questions listed on the comment sheet that was distributed at the meeting. A fourth table includes the general comments that fall outside of the three specific categories. Following the summary of citizen comments is a record of the comments that were submitted by community organizations.

### CITIZEN COMMENTS

*What transportation problems on this section of Route 1 would you like to see addressed by this study?*

Transportation Problem or Deficiency	Number of Comments (if more than 1)
Congestion	19
Lack of pedestrian access and crosswalks at intersections	13
Lack of public transit (bus, rail, monorail, trolley)	7
Influx of traffic from BRAC	5
Lack of bike lanes	4
Speeding	3
Safety, including pedestrian (narrow lanes, curving road, overpass structures, lack of shoulders)	2

<b>Transportation Problem or Deficiency</b>	<b>Number of Comments (if more than 1)</b>
Lack of bus shelters	2
Route 1 between Fairfax County Parkway and Pohick Road (Tulley Gate)	2
Community/commercial/residential quality of life impacts	2
Fort Belvoir traffic entering from Tulley Gate, which causes congestion on Route 1 southbound in evening	
Construction through Fort Belvoir and ingress/egress	
Route 1/Fairfax County Parkway intersection	
Better access to Fort Belvoir's new hospital and emergency vehicle access	
Integration of new intersection with Mulligan Road	
Substandard width and maintenance of streets	
Replace two existing bridges between Belvoir Road and Fairfax County Pkwy	
Accotink commercial area problem, i.e., consolidate and relocate to a designated shopping center at corner of Backlick Road and Fairfax County Parkway	
Short turn lanes (especially to historic sites)	
Poor signage (especially for historic sites)	

*Are you aware of any human, cultural, or natural resources in the study area that should be considered in the development of transportation improvements?*

**(On the 38 comment sheets: YES 30, NO 8)**

<b>Type</b>	<b>Comment</b>	<b>Number of Comments (if more than 1)</b>
Human	Noise pollution	5
	Impacts to view shed (especially at Woodlawn)	3
	Pedestrian safety	
	Homeless shelter at the corner of Route 1 and Tulley Gate	
	Air pollution from congestion on Route 1	
Natural	Accotink Creek watershed (control erosion from construction)	2
	Birds nesting in the natural wooded areas in the study area, including owls	2
	Accotink Wildlife Refuge	
	Dogue Creek (control erosion from construction)	
	Wetlands in additional areas at Woodlawn	
	Maintain as much tree cover as possible and eliminate junk buildings outside Tulley Gate	
	Jackson Miles Abbot Wetlands Refuge	
	Deer or animal trails/passageways crossing Route 1 (like on the Fairfax County Parkway)	
Cultural	Woodlawn Plantation and Pope Leighey House	17
	Religious Society of Friends (Quaker Meeting House)	16
	Woodlawn Baptist Church and Cemetery	10
	Woodlawn Stables	2
	Fort Belvoir	
	Gunston Hall	
	Grandview House	
	Town of Accotink	



***What Route 1 improvement options, if any, would you like to see considered in the study?***

<b>Improvement Option</b>	<b>Number of Comments (if more than 1)</b>
Consider public transit (bus, bus lanes, rail, monorail, etc.) and various routes (to/thru Fort Belvoir via Route 1 or via Springfield or other footprints)	16
Widen roadway (6 or more lanes; add center turn lane; service roads to separate local and commuter traffic; intersection improvements)	15
Sidewalks and bicycle lanes	10
Expand study area (include the Route 1/Pohick Road intersection; extend down to Pohick Church; to Cook Inlet; to Lorton Road; from I-495 to Woodbridge)	10
Accommodate traffic while minimizing impacts to Woodlawn Plantation and cultural heritage (widen on the east side)	4
Buffers, such as trees, to slow traffic, reduce noise, and improve the look of Route 1	4
Add flyover lanes between Tulley Gate and Fairfax County Parkway to move traffic in/out of Fort Belvoir without impacting Route 1 traffic	4
One-way or reversible lanes	2
More investor/developer incentives; transit-oriented development; revive Accotink Village	2
Improve ingress/egress to/from Fort Belvoir	2
Widen to 6 lanes with light rail	2
Long acceleration/deceleration/turn lanes	2
Straighten the roadway	2
Reduce speed limits	2
Reconstruct/realign intersection of Route 1/Old Mill Road/Mount Vernon Memorial Highway	
Improvements should conform to Fairfax County Comprehensive Plan, 2007, page 32 at a minimum [Note: Page 32 of the Transportation Policy Plan includes a Route 1 cross section with 6 lanes and an at-grade transitway in the center.]	
Widen Route 1 past Route 235 to protect Mount Vernon Memorial Highway from cut-through traffic to George Washington Parkway from Route 1 and Mulligan Road	
Provide animal passageways	
Provide concrete walls to filter out the noise in those communities very close to Route 1	
Improve lighting	
Grade-separated interchange at Route 1 and the Fairfax County Parkway	
Create alternate routes in case of major accidents	
Some sections may need a special “bulge”: near the old Woodlawn Road that will be facing the new hospital, the Baptist Church, the Alexandria Friends Meeting at Woodlawn, and the intersection abutting Fairfax County Parkway supporting the projected Army museum	
Move entrances to Woodlawn and Friends Meeting House to Mulligan Rd	
Planning for additional traffic due to Army Museum	
Elevate roadway, HOV lanes, HOT lanes	
Quiet pavement	
Ensure that those commuting past Fort Belvoir and EPG are not adversely impacted	

**General Comments**

General Comment	Number of Comments
Make sure there is enough right-of-way to widen Route 1 under Gunston Road Bridge that is currently being rebuilt by Fort Belvoir	2
Use abandoned railway line from Springfield to Fort Belvoir to accommodate Metrorail	2
Base traffic should cross on Gunston Road and exit at Kingman Road to the Fairfax County Parkway	2
The long range objectives should be provided for the entire Route 1 corridor so all pieces fit together	
Need to speed up the study – the process is taking too long	
Examine impacts of Mulligan Road connector on Lorton Road and Fairfax County Parkway	
Implement a high speed alternative to connect Fort Belvoir with either/ both metro stations: Huntington and Franconia (like a light rail line that runs up and down the frontage road that exists almost everywhere along Route 1)	
Conduct this project in conjunction with a Route 1 Transit Study covering the entire corridor. [The Fairfax County Transportation Master Plan recommends some sort of high capacity mass transit along the Route 1 corridor between Telegraph Road and the Huntington Metrorail Station. VDOT and the Commonwealth Transportation Board have declined to finalize the centerline for "Project C" along Route 1 (including the segment covered by this Fort Belvoir study) due to the lack of the previously mentioned mass transit study.]	
Reopen Woodlawn Road as a through corridor to Telegraph Road; reopen Woodlawn Gate for access to PX, Commissary, gym, etc. Gunston Road is carrying too much traffic between North and South Post	
Reinstate Telegraph Road/Route 1 link to replace Beulah Road	
Check on Center Line Study completed about 10 years ago. Contact Earl Flanagan, Planning Commissioner, Mt. Vernon District	
Why was the Mulligan Road project completion date postponed from Spring 2011 to Spring 2012, which will postpone its opening until after BRAC takes effect?	
Accelerate Mulligan Road	
Develop an alternative road to what is proposed (Mulligan Road Connector) to connect Telegraph Road and Route 1 to minimize disruption to neighborhoods, historic sites, and wetlands	
Following the closure of Woodlawn Road, an alternative was promised to be built, so funding (by DOD) should be directed to an alternative to provide access south and west of Route 1 before any improvements to Fort Belvoir or its roadways.	

## **ORGANIZATION COMMENTS**

Comments were received from the following organizations:

- Friends of Accotink Creek
- Inlet Cove Home Owners Association
- Mount Vernon Council of Citizens' Associations
- Audubon Society of Northern Virginia
- Mount Vernon Group, Virginia Chapter, Sierra Club

### **Friends of Accotink Creek** (Local Volunteer Watershed Preservation Organization)

Route 1 passes directly over Accotink Creek in the southern portion of the study corridor. The Friends of Accotink Creek, in cooperation with the Potomac Riverkeepers, have been monitoring problems with erosion and sediment controls (E&S) on the I-495 HOT Lanes Project. They also monitored problems with the E&S controls on the Route 7100 (Fairfax County Parkway) extension project and did not receive a response from FHWA to their letter of concern. The e-mail included links to photos and videos documenting construction activities for both projects.

In their letter, the Friends of Accotink Creek state that Accotink Creek is already impaired and the subject of a sediment Total Maximum Daily Load (TMDL). Whatever option is chosen for Route 1 improvements, they declare that it is imperative that further degradation be avoided, whether from sediment discharge or unmitigated expansion of impervious surfaces. They cite the ICC project in Maryland as a good model of E&S control.

The Friends of Accotink Creek assert that serious consideration needs to be given to the option for Transportation System Management/Transportation Demand Management. Imaginative management of existing resources is preferable to continual increase in paved surfaces.

The letter concludes by noting that mitigation options were mentioned in the Route 1 Improvements Project C Environmental Assessment, and mitigation within the watershed is essential as part of this project. Fairfax County has just completed its Accotink Creek Watershed Plan, offering a variety of possible mitigation projects, some of which could be in-kind contributions, with the manpower and machines on hand.

[In response to their request for the "Route 1 Improvements Project C Environmental Assessment" that was displayed at the December 2<sup>nd</sup> Public Scoping Meeting, an e-mail with the document as an attachment was sent to Mr. Philip Latasa on January 4, 2011.]

### **Inlet Cove Home Owners Association**

There are 256 homes in the Inlet Coves development that is located off of Route 1 between Fairfax County Parkway and Telegraph Road. The following are several concerns the residents have raised regarding the possible improvements to Route 1:

1. The timing of the traffic signal at the intersection of Cook Inlet and Route 1.
2. It can take up to 18-20 minutes to drive from Cook Inlet to the Tulley Gate entrance on Route 1 at 7:30 a.m. Route 1 needs to have a turn-off lane or a flyover for Fort Belvoir prior to the intersection of Fairfax County Parkway and Route 1.
3. There needs to be consideration for public transportation (bus transportation) to service the 256 homes in the development to travel to Fort Belvoir or Springfield Metro Station. At the

present time, there is no access to public transportation and many people drive to the metro station each morning.

4. Since there is a large percentage of residents that work or shop at Fort Belvoir (and Inlet Cove is only 1.5 miles from the entrance to the Post), there needs to be a walking or biking path along Route 1 from Cook Inlet to Fort Belvoir.
5. Vehicles traveling north on Route 1 attempt to turn left into the Burger King across a double solid line, resulting in rear end accidents or crashes with oncoming traffic. A raised median may solve that issue.
6. More sidewalks or bike paths are needed all the way up Route 1 to past Mount Vernon Memorial Highway. Many homeless people come out of the Kennedy Shelter in the morning and walk north on Route 1 and almost get hit. There are no sidewalks anywhere along this strip from Cook Inlet to Woodlawn Plantation at Mount Vernon Memorial Highway.
7. There needs to be a bus pull-off lane in front of the Kennedy Shelter because it can take up to 5 minutes for the bus to load or unload at 7:35 a.m., right in the middle of the commuter traffic for the entrance to Fort Belvoir.

### **Mount Vernon Council of Citizens' Associations (MVCCA)**

The Committee inquired as to whether comments would be accepted after December 13, 2010. The MVCCA Transportation Committee is studying this problem area and while many of the committee members attended the December 2<sup>nd</sup> Public Scoping Meeting and handed in their personal comments, formal comments (in the form of a Resolution) would like to be submitted by the MVCCA Council. [An e-mail was sent to Ms. Catherine Voorhees on January 4, 2011 stating that comments are welcome any time throughout the entire study. Additionally, there will be other opportunities for the public to provide input on the project. A Citizen Information Meeting will be held in the coming months to provide an update on the progress of the study.]

In the letter, Ms. Voorhees went on to write that when Route 1 is widened through Fort Belvoir, a transit study should be conducted because VDOT did not establish a centerline for Route 1 from Belvoir Woods Parkway to the Beltway as no transit study had been done. The roadway is already backed up during rush hour, and the addition of more vehicles as a result of BRAC will require transit (or else telecommuting) to ease congestion.

### **Audubon Society of Northern Virginia (ASNV)**

The mission of the National Audubon Society is to conserve and restore natural ecosystems, focusing on birds, other wildlife, and their habitats for the benefit of humanity and the earth's biological diversity.

The Audubon Society of Northern Virginia (ASNV) letter provided statistics on unhealthy streams (in the Mount Vernon area, most creeks are categorized as "impaired waters" by the Virginia Department of Environmental Quality, including Pohick Creek, Accotink Creek and the Occoquan River, and the Potomac River received a "C" grade in 2010, signifying moderate ecosystem health, by the University of Maryland Center for Environmental Sciences); unhealthy air (Fairfax County does not meet the federal ozone standard); trees (the county's tree cover has declined from 75 percent in the 1970s to around 41 percent today, according to the Fairfax County Environmental Quality Advisory Council [EQAC] and the Urban Forestry Division); invasives (many parks, nature preserves, and private property typically consist of a high percentage of non-native plants [U. S. National Park Service]); impervious surfaces (which send

pollutants and other contaminants into our waterways); and increasing population (the county now has over one million people, larger than some states).

The letter went on to document ASNVs concerns about the Environmental Assessment (in the letter, each of the six points is described in detail):

1. No further destruction of habitat
2. No more pollution
3. Protect Accotink Bay Wildlife Refuge
4. Emphasize, give priority to public transit
5. Consider broader impacts [i.e., scope of the study should be expanded to include impacts to the Mount Vernon Memorial Highway and to the Mount Vernon Estate circle]
6. Coordinate with Fairfax County

### **Mount Vernon Group, Virginia Chapter, Sierra Club**

The Sierra Club strongly believes that the Environmental Assessment that FHWA will conduct with VDOT, Fairfax County, and the US Army must consider a range of alternatives beyond road widening, and more specifically, should include a comprehensive analysis of the public transportation options that might reasonably be pursued in order to lessen congestion, reduce air and water pollution, and mitigate the greenhouse gas emissions that contribute to climate change.

The Sierra Club is concerned that road widening and/or new road construction would lead to additional vehicle miles traveled and thus contribute to the region's significant air quality problems; therefore, a serious commitment should be made to public transportation, including but not limited to rail.

Water pollution was also raised as a concern in the letter. If FHWA decides to widen Route 1 and/or build new roads, it will be adding additional impervious surface in the Fort Belvoir area, increasing runoff in already-threatened watersheds. Virginia's Department of Environmental Quality classifies Pohick Creek, Accotink Creek, and the Occoquan River as "impaired waters", and parts of the Potomac River are considered impaired by the US Environmental Protection Agency.

Road widening and/or new road construction would also likely have a negative impact on the area's existing tree canopy. Fairfax County has set a goal of increasing its tree canopy over the next 25 years, which will be challenging given the projected population increase over the same period of time. Preserving and expanding the tree canopy is important for many reasons, including the role it plays in sequestering carbon and helping to mitigate climate change.

The letter concludes by stating that the Environmental Assessment should include accurate, complete traffic impact data and analyses covering the expected vehicle miles incurred by all activities anticipated at Fort Belvoir, including its existing workers, contractors, service deliveries, and traffic to and from the new Dewitt Army Hospital and the proposed US Army Museum.

## *MEMORANDUM*

**DATE:** November 21, 2011

**TO:** Jack Van Dop  
Federal Highway Administration  
Eastern Federal Lands Highway Division  
21400 Ridgetop Circle  
Sterling, VA 20166

**FROM:** Surbhi Ashton, Senior Transportation Planner

**SUBJECT:** Environmental Assessment for Route 1 Improvements at Fort Belvoir  
For Federal Highway Administration Eastern Federal Lands Highway Division  
**Summary of Comments from October 19, 2011 Public Information Meeting**

cc: 646846-08004

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A Public Information Meeting was held on the above referenced project to provide an update on project activities and to obtain suggestions and comments on the range of alternatives that are being considered to address transportation needs in the Route 1 corridor near Fort Belvoir. The Environmental Assessment (EA) for Route 1 Improvements at Fort Belvoir is being prepared by the Federal Highway Administration (FHWA) to address deficiencies in the Route 1 corridor between Telegraph Road and Mount Vernon Memorial Highway in Fairfax County. The undertaking is a collaborative effort among Fairfax County, the Virginia Department of Transportation, the Department of the Army, and FHWA.

The meeting was held on October 19, 2011 from 6 p.m. to 8 p.m. at the South County Center in Fairfax County. At the meeting, 81 citizens signed the attendance log, leaving behind 6 comment sheets. Before and after the meeting during the comment period, 11 e-mails/letters and 2 comment sheets were submitted.

Informational displays and handouts were available at the meeting, and there was a brief presentation at 6:30 PM, during which Jack Van Dop, FHWA Project Manager, summarized the purpose of the meeting and the information available for review. Supervisor Jeff McKay, Lee District, also gave a brief statement regarding the project and expressed his support for efforts to mitigate congestion and improve this section of Route 1.

During the question and answer session that followed the presentation, topics included the following:

- General support for the project and the need to expedite improvements.
- The need to inform local residents about the project, in particular, the Inlet Cove community.
- Suggestions for improvements (Jack Van Dop emphasized that these suggestions should be formally submitted during the comment period so they can be considered by the study team and included in the meeting record).

The following is a summary of the citizen comments, organized according to the questions listed on the comment sheet that was distributed at the meeting. Following the summary of citizen comments is a record of the comments that were submitted by organizations.

**CITIZEN COMMENTS**

***Do you agree with the project purpose and need?***

*(Following is the tally of those that responded to this question on the comment sheets.)*

**YES: 7**

**NO: 0**

***What is your opinion on the six-lane typical section and proposed alignment for build improvements to Route 1 between Telegraph Road and Mount Vernon Memorial Highway?***

Opinion	Number of Comments (if more than 1)
Good idea	2
Designs do not give adequate consideration for congestion that will be caused by northbound Route 1 lane reduction from 3 lanes (once widened) to 2 lanes at Mount Vernon Memorial Highway	
The interface of turning vehicles, bikes, and pedestrians needs to be considered	
Need a wider median near Railroad Bridge in case a connection for mass transit is built on the abandoned railroad right-of-way on Fort Belvoir	
Need a ped/bike connection between Route 1 and the Fairfax County Parkway from end of trail at Beulah Road	
The width of the expansion is excessive. What is the cost/benefit justification for the 32' public use median? Why not eliminate this completely and reduce the total width? Also, why is a sidewalk needed on both sides of the proposed expansion?	

***What other information would you offer to help decision makers select the best improvement alternative?***

Information	Number of Comments (if more than 1)
Include pedestrian access	2
Expedite the process so improvements can get underway and mitigate congestion near Fort Belvoir	2
Need a sound wall adjacent to Inlet Cove development	2
Consider direct ramps from Fort Belvoir to expedite vehicle departure	
Options need to limit jay-walking at Mount Vernon Memorial Highway and at Backlick Road	
Against rail transit in any form within median; official recommendation of the Mount Vernon Council of Citizens Association regarding any transit to Fort	

Information	Number of Comments (if more than 1)
Belvoir includes a heavy rail proposal (underground and elevated) and a monorail proposal (elevated)	
Propose the following options to reduce Fort Belvoir traffic on this section of Route 1: an overpass to connect Belvoir Road around the Pence Gate area (South Post) to Constitution Drive (North Post), near the old Leiber Gate (now closed); open the "back gate" on Meeres Road; provide an exit via Telegraph Road; or provide a direct ramp from Fort Belvoir to Fairfax County Parkway/I-95	
Build a one-way flyover from Poe Road to Route 1 southbound south of Accotink Creek and the Fairfax County Parkway	
Recommend eliminating through movements across Route 1 between Backlick Road and Pohick Road in order to maximize green time for traffic to/from Fort Belvoir (via comment sheet and e-mail)	
Mass transit studies of Route 1 might indicate that rather than a center section, the sides of the roadway might better transport transit	
Suggest adding a dedicated lane or elevated roadway entering Fort Belvoir from Mount Vernon Memorial Highway and additional turning lanes from Mount Vernon Memorial Highway onto Route 1 south	
Grandview House is shown in the construction zone; impacts should be minimized	

**General Comments**

General Comment	Number of Comments (if more than 1)
Brief the Inlet Cove community so residents are informed	
Typical sections at the intersections should also be developed to show the locations of turn lanes	
Increased traffic volumes due to BRAC have both reduced quality of life and decreased safety along Route 1 and Mount Vernon Memorial Highway	
If perk test results are the reason behind requiring any of the expansion to include taking away any of the land on the Inlet Cove side of Route 1, please review this decision (and the commenter requested to see the test results if they exist)	

**ORGANIZATION COMMENTS**

Comments were received from the following organizations:

- U.S. Army Garrison Fort Belvoir
- Woodlawn Baptist Church
- Wellington Civic Association
- Mount Vernon-Lee Chamber of Commerce
- Virginia Bicycling Federation



### **U.S. Army Garrison Fort Belvoir**

Fort Belvoir submitted detailed comments on the conceptual design presented at the public meeting. Comments were submitted by reviewers from several discipline areas and topics included the need to adhere to the tree protection policy at Fort Belvoir and accommodate wildlife movements, potential impacts to wetlands and Accotink Creek, and recommendations for the study of cultural resources located on Fort Belvoir property adjacent to the roadway corridor.

### **Woodlawn Baptist Church**

Woodlawn Baptist Church submitted three proposals for road expansion of Route 1 near their church property.

### **Wellington Civic Association**

The community is concerned about the increased congestion along Route 1, which may result in cut-through traffic in their neighborhood. The Association agrees with the points made by Mr. Van Dop during his presentation that:

1. Traffic is increasing.
2. Traffic does not only travel in and out of Ft Belvoir but along Route 1 to get from their homes to their work places in various parts of Fairfax County, the City of Alexandria, and the District.
3. The current Route 1 configuration does not have the capacity to handle vehicle traffic of over 50,000 trips per day.

The simple widening of Route 1 to accommodate vehicular traffic is not the answer -- a mass transit option is needed and this option must be easily attainable, cost-effective, and flexible to accommodate easily changeable route modification. Metro, light rail, and monorail because of their fixed infrastructure cannot solve the problem. Rapid Transit Bus (RTB) is the answer and a dedicated lane makes this option user friendly and flexible:

1. Buses can be added as ridership increases.
2. Routes can be altered as commuters' work and home locations dictate.
3. Buses must be truly rapid transit with minimal stops.
4. Buses must go not only to Metro stations, but work hubs in the District and to Tysons, just to name a few.
5. A RTB system must come from Prince William County for certain and if possible to Stafford County.
6. Small functional bus terminals (similar to what is in the Shirlington area of Arlington, VA) must be available. Simple bus shelters will not suffice for true Rapid Transit Bus Systems.
7. RTB systems must be for starters for rush hour commuters. If made for shoppers or folks without cars who want to ride any hour of the day, it will not solve the rush hour crisis.
8. Buses need to be numerous in quantity with very frequent trips, especially during rush hour.

A RTB system that offers time savings, quality vehicles, and flexible routes operated frequently during rush hour and to all of the major work hubs in the northern Virginia, DC, and Maryland areas is essential in the Route 1 corridor.

### **Mount Vernon-Lee Chamber of Commerce**

The Mount Vernon-Lee Chamber of Commerce strongly supports the widening of Richmond Highway from Mount Vernon Memorial Highway to Telegraph Road to three lanes in each direction and urges the Federal Highway Administration to move forward as quickly as possible to complete this critical project. The organization has consistently over the years supported Richmond Highway being improved to three lanes in each direction from the Beltway to the Occoquan River to provide a consistent number of lanes throughout Fairfax County to make it safe, attractive, and available for economic development.

This portion of Richmond Highway will be the newest construction on the highway and an important guide for future construction. If this is going to be the template for future improvements north of Mount Vernon Memorial Highway, the organization is concerned about the total width of the project and the placement of the easement for public transit in the center of the road. While reserving an easement for future mass transit options is supported, the organization encourages placement of the reserved easement on the side of the highway and not down the middle as shown in the current proposal. Placing the easement on the side is consistent with development in other parts of Fairfax County where transit easement are placed on one side of a main highway. There are many benefits to this approach, including safety and community access to residential and retail centers.

The Chamber of Commerce also strongly supports the use of grade-separated flyovers at both Telegraph Road and the Fairfax County Parkway. The more important of these would be a grade-separated flyover at the intersection of the Fairfax County Parkway and Richmond Highway to bring traffic into Fort Belvoir, which would benefit both Fort Belvoir employees and the local traffic on Richmond Highway.

### **Virginia Bicycling Federation**

The Virginia Bicycling Federation comments that this 3.4-mile segment of US Route 1--between Mount Vernon Memorial Highway and Telegraph Road--is a vital link for local, regional, and long-distance bicycle travel and could serve as a key link in the East Coast Greenway, the Potomac Heritage National Scenic Trail, and/or U.S. Bicycle Route One. Because of its importance for long-distance bicycling, the Federation believes that it is critical that this project include exemplary accommodations for all types of bicyclists, including skilled, faster, and longer-distance bicyclists.

The Federation notes that the "Current Proposed 148-foot Typical Section" illustrated in the meeting brochure seems amply wide to accommodate all needed pedestrian and bicycle facilities as well as a dedicated transitway in the median, in addition to six roadway travel lanes. However, in view of the high (50+ MPH) motor vehicle speeds on this roadway, the Federation recommends that the 14-foot wide "Oversized Outside Lane[s] to Accommodate Bicycles" should be designed and striped as dedicated bike lanes and continued on the \*left\* side of \*all\* right-turning lanes at the approaches to \*all\* intersections. To best execute these bike lanes, the middle and inside travel lanes could be striped 6 to 12 inches narrower than illustrated in the meeting brochure, to provide an 11-foot wide outside travel lane plus a 4-foot wide bike lane (to the left of the concrete gutter pans) in lieu of the 14-foot wide "oversized outside lane" illustrated in the meeting brochure.

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.

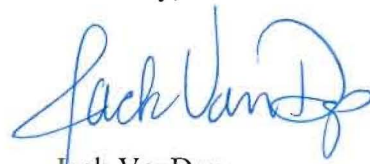
This project has the potential to have adverse effects on listed, or eligible for listing, properties including the National Historic Landmark Woodlawn Plantation and the Woodlawn Historic District. We have notified Mr. William Bolger of the National Park Service regarding the potential for adverse effects 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](mailto:jack.vandop@dot.gov) with any questions regarding this project.

Sincerely,



Jack VanDop  
Senior Technical Specialist

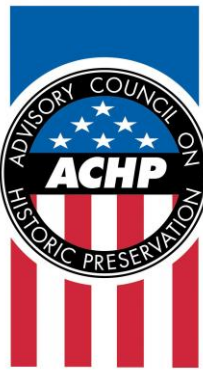
Enclosure

cc:

Mr. W. Todd Minnix, Fairfax County

Mr. Marcus Brundage, Fort Belvoir

Mr. Sid Siddiqui, VDOT



*Preserving America's Heritage*

June 9, 2011

Jack VanDop  
Senior Technical Specialist  
FHWA – Eastern Federal Lands Highway Division  
21400 Ridgetop Circle  
Sterling, VA 20166-6511

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

Dear Mr. VanDop:

On May 16, 2011, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), or Programmatic Agreement (PA), developed in consultation with the Virginia State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact John T. Eddins, Ph.D., at 202-606-8553 or at [jeddings@achp.gov](mailto:jeddings@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

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](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

**US ROUTE 1 IMPROVEMENTS AT FORT BELVOIR**  
**SECTION 106 CONSULTING PARTIES (INVITED) – as of February 8, 2012**

Advisory Council on Historic Preservation (declined to participate at this time)  
Virginia Department of Historic Resources (State Historic Preservation Office)  
National Park Service (Secretary of Interior's designee for National Historic Landmarks)  
Catawba Indian Nation  
Virginia Council on Indians  
US Army Garrison, Fort Belvoir  
Potomac Heritage National Scenic Trail (National Park Service)  
George Washington Memorial Parkway (National Park Service)  
Washington-Rochambeau Revolutionary Route National Historic Trail (National Park Service)  
Virginia Department of Transportation  
Fairfax County, Office of the County Executive  
Fairfax County Department of Transportation  
Fairfax County Department of Planning and Zoning  
Fairfax County Park Authority, Cultural Resources Management and Protection Section  
Fairfax County Architectural Review Board  
Fairfax County Planning Commission  
Fairfax County History Commission  
Mount Vernon Ladies Association  
The National Trust for Historic Preservation  
Woodlawn Plantation  
Woodlawn Baptist Church  
Alexandria Monthly Meeting of the Religious Society of Friends  
Gum Springs Historical Society  
Historical Society of Fairfax County, Virginia  
Pohick Episcopal Church  
Accotink United Methodist Church

## MEMORANDUM

**DATE:** January 9, 2012  
**TO:** File  
**FROM:** Surbhi Ashton, Senior Transportation Planner  
**SUBJECT:** Environmental Assessment for Route 1 Improvements at Fort Belvoir  
For Federal Highway Administration Eastern Federal Lands Highway Division  
**Quiet Pavement Research Summary**

cc: 646846-08003

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The following is a summary of current Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) policies regarding the use of quiet pavement and their implications for the Route 1 improvements.

### FHWA Policy

“... FHWA policy **does not allow the use of pavement type or surface texture as a noise abatement measure**. If policy change is to occur, results of the Quiet Pavement Pilot Programs\* (QPPP) and/or additional research must demonstrate the safety and durability of each "quiet pavement," as well as its noise reduction capability. The safety and noise reduction of the pavement must last in perpetuity. **In the short term, any policy change will be State specific, i.e., the change will only apply to a given State DOT(s) for a specified pavement type and/or texture**. If warranted, changes in national policy may be considered in the future. The FHWA will disseminate information regarding QPPP and Tire/Pavement Noise Research as they are developed and as deemed appropriate.

Source: [http://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/qpppmem.cfm](http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/qpppmem.cfm)

\*QPPP has been implemented in California, Arizona, Colorado, Kansas, **and Virginia**  
<http://www.govtech.com/technology/Quiet-Pavement-Tested-by-State-DOTs.html>

### VDOT Policy and QPPP Implementation

- Noise reducing design and quiet pavement should be considered pursuant to Virginia Code in 2009 (see below).
- The code was amended in 2011 to create a QPPP that will determine the effectiveness of quiet pavement on five roads over the next two winters. A summary report will be issued by June 30, 2013. The report will contain recommendations for the future use of quiet pavement.

§ [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 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.

### **Implications for the Route 1 Improvements Project**

- Commitments related to the use of quiet pavement cannot be made until the summary report is issued by VDOT in 2013.
- The possible use of Quiet Pavement could be placed into our Memorandum of Agreement or Programmatic Agreement. The use of this technology would depend on the outcome of the report, the issuance of new guidance based on the report, the timing of the design/construction, and other factors.

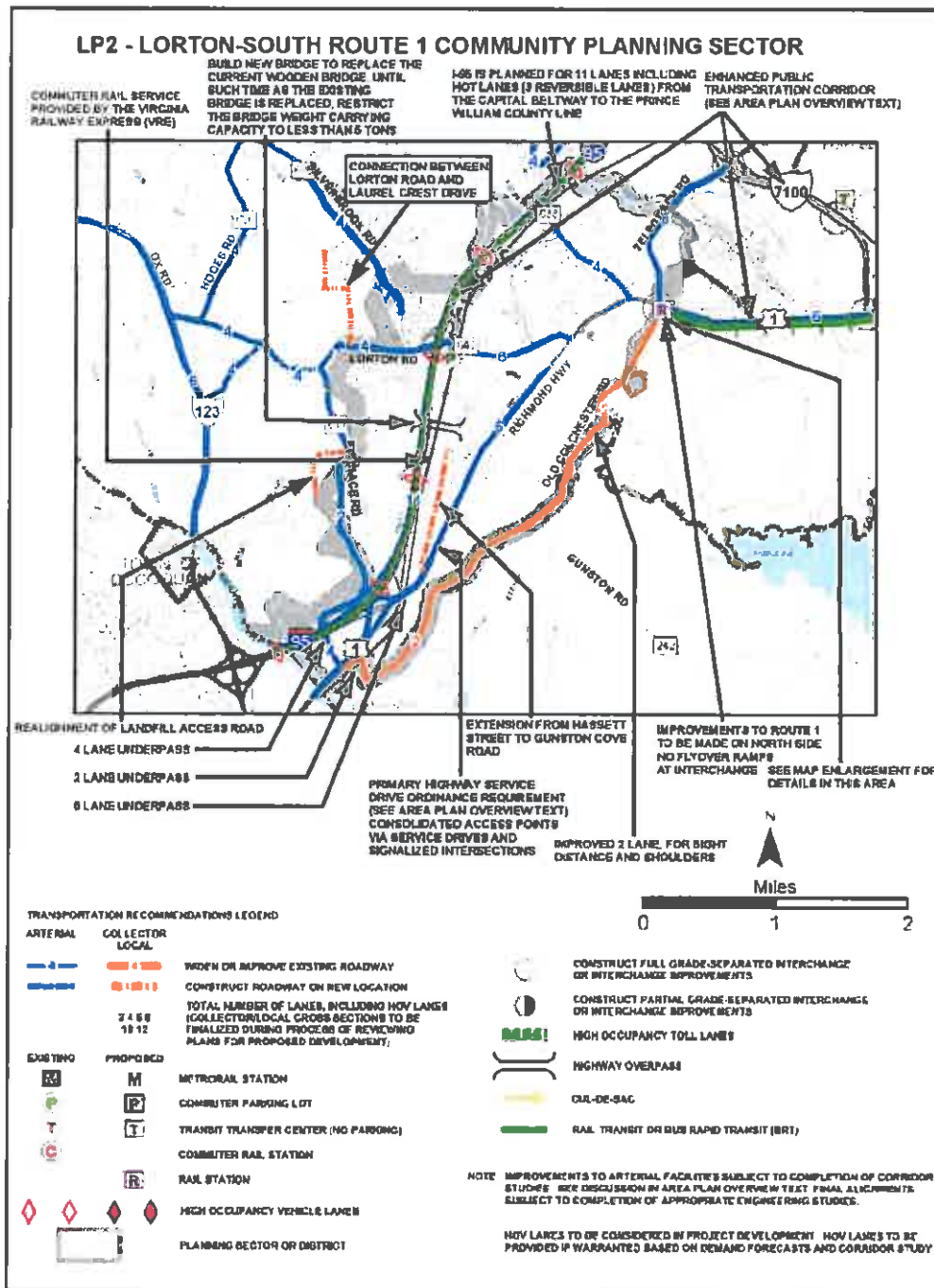
### **Other Noise Abatement Measures Approved by FHWA and their Suitability for Route 1**

- Noise barrier (wall/berm): could be considered if noise impacts are identified
- Traffic management:
  - Lower speed limit may reduce tire noise slightly
  - Timing traffic light to achieve smoother traffic flow may marginally reduce acceleration, braking, and idling noises
- Alteration of horizontal and vertical alignment: to create a buffer zone; under consideration as the Woodlawn Bypass Realignment Option
- Noise insulation: FHWA has approved the installation of noise insulation on public access buildings, including churches
- Vegetative screening: not effective as noise mitigation unless wide and dense strip of vegetation; however, visual blockage of noise source may psychologically reduce perception of noise
- Privacy fencing: not likely to be effective for noise mitigation unless designed for such (i.e., length and height and materials suitable for reducing noise levels)

Source:

[http://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/analysis\\_and\\_abatement\\_guidance/polguide05.cfm](http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide05.cfm)





TRANSPORTATION RECOMMENDATIONS FIGURE 37

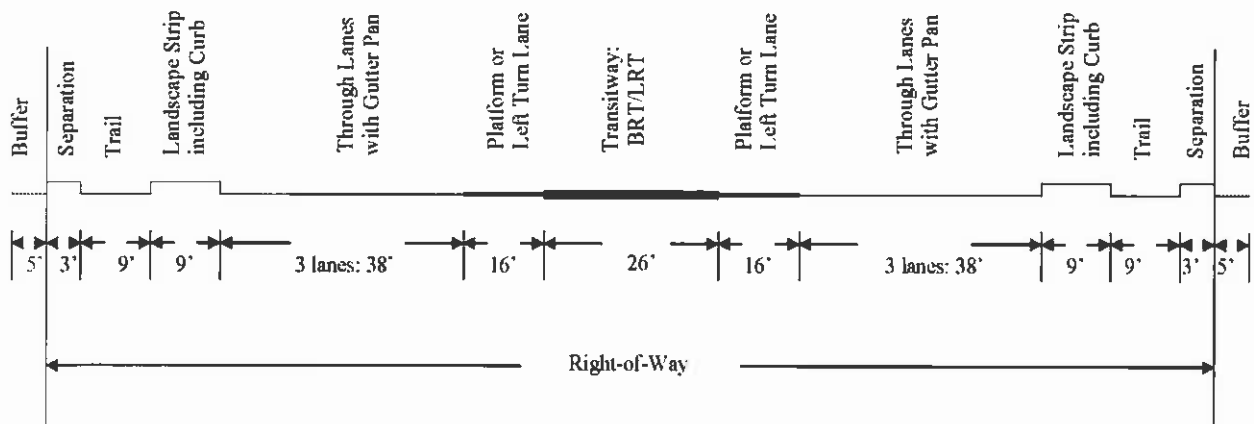
**Roads in Revitalization Areas**

The right-of-way requirements outlined above (Figure 1 and Figure 2) are generally applicable for improvements in a typical suburban setting. The County is comprised of diverse communities and development patterns, some of which have more urban features, higher land use densities, and more pedestrian activities and transit services. To preserve communities' characteristics and support economic vitality, this Plan allows flexibility and variation in right-of-way requirements for the planned arterial improvements. The planning and design of individual roadways need to fit with the surrounding land use and community, while enhancing mobility and safety for all road users.

The County has designated several Revitalization Districts and Areas to encourage economic development in the older commercial and residential areas. Special incentives and policies are provided for these areas, such as flexibility within certain zoning regulations and urban design measures. The Plan emphasizes that road improvement policies within the Revitalization Districts and Areas be in concert with the adopted land use, urban design and economic and administrative policies formulated to foster a sense of place and to support successful revitalization. Figure 3 serves as a guideline for such variation and flexibility. It is important to recognize that land use, transit and travel patterns differ among these areas. Area Plans of the Comprehensive Plan provide specific guidelines for right-of-way requirements and cross sections in the Revitalization Districts and Areas.

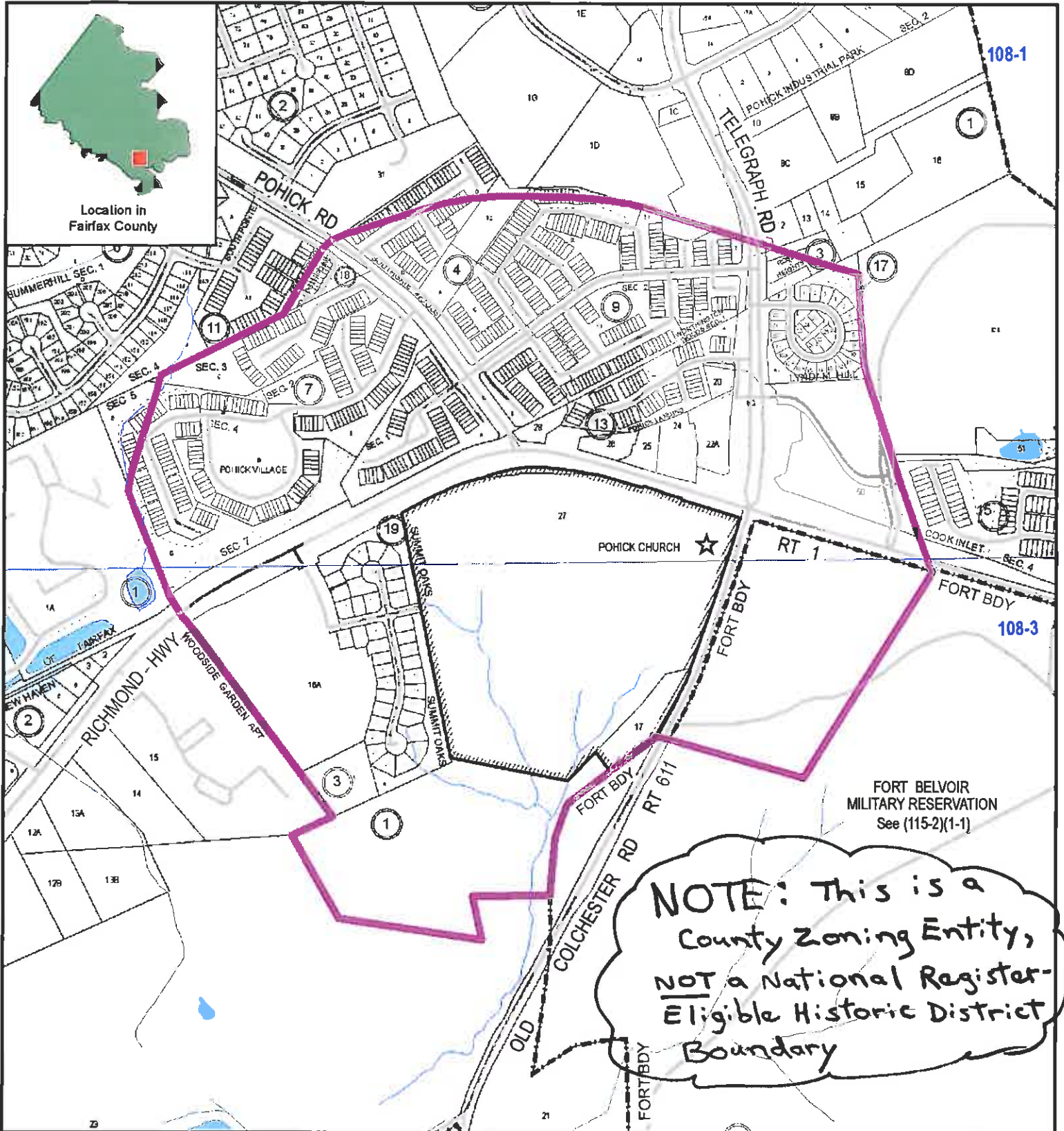
**FIGURE 3**

**Richmond Highway Cross Section  
 Including At-Grade Transitway in Center  
 (Measurement in Feet)**





Location in Fairfax County



**NOTE:** This is a County Zoning Entity, NOT a National Register-Eligible Historic District Boundary

# POHICK CHURCH

HISTORIC OVERLAY DISTRICT  
FAIRFAX COUNTY, VA

Adopted by the Board of Supervisors 1970  
Supervisor District: Mount Vernon  
Planning Area and District: Area IV, Lower Potomac  
Community Planning Sectors: LP2 Lorton-South Route 1, LP4 Fort Belvoir  
Map data current to February 2009  
Map prepared by Planning Division,  
Department of Planning & Zoning



### Legend

- ☆ Historic Property
- Contributing Property
- ▨ District Core Boundary
- █ District Boundary





Location in Fairfax County

100-4

101-3

109-1

109-2

110-1

RT. 1

FORT BELVOIR  
MILITARY RESERVATION  
See (115-2)(1-1)

**NOTE: This is a County zoning Entity, NOT a National Register-Eligible Historic District Boundary**

109-3

109-4

110-3

# WOODLAWN

HISTORIC OVERLAY DISTRICT  
FAIRFAX COUNTY, VA

Adopted by the Board of Supervisors 1971  
Supervisor District: Mount Vernon  
Planning Area and District: Area IV, Mount Vernon, Lower Potomac  
Community Planning Sectors: MV7 Mount Vernon, MV8 Woodlawn, LP4 Fort Belvoir  
Map data current to February 2009  
Map prepared by Planning Division,  
Department of Planning & Zoning



### Legend

- ☆ Historic Property
- Contributing Property
- //// District Core Boundary
- █ District Boundary

