

SECTION 106 CONSULTING PARTIES MEETING, November 3, 2011  
 Route 1 Improvements at Fort Belvoir

NAME	ORGANIZATION	PHONE	E-MAIL
Jack VanDop	FHWA - Eastern Federal Lands	703-404-6282	Jack.VanDop@dot.gov
Ryan Kimberley	FHWA - Eastern Federal Lands	703-404-6201	Ryan.Kimberley@dot.gov
Stuart Tyler	Parsons	202-469-6481	Stuart.Tyler@parsons.com
Surbhi Ashton	Parsons	202-469-6567	Surbhi.Ashton@parsons.com
Tom Skifflett	FHWA - EFLHD	703-404-6323	Thomas.Skifflett@dot.gov
Tom Fahrney	VDOT	703-959-8381	Tom.Fahrney@VDOT.Virginia.gov
MARIE HOLMA	DHR	804-482-6090	marie.holma@dhr.virginia.gov
Heber P. Ross	VDOT - ENV	540 899 4033	heber.ross@vdot.virginia.gov
Elizabeth Merritt	National Trust	202-588-6026	betsy_merritt@ntwp.org
DOVE MILLER	VDOT - NORVA PE	703-259-1793	DOVELTS, MILLER@VDOT.VIRGINIA.GOV
Rudgy Riggins	Woodlawn Friends Mtg	703-765-3025	rigginjim@verizon.net
Martha Cahin	" "	703-799-1652	mccartin@earthlink.net
Andrew M. Kolaitis	F/Fx DOT - Right of Way	(703) 877-5754	andrewkolaitis@fairfaxcounty.gov
Susan Hellman	Natl Trust / Woodlawn	703 780 4000	Susan_hellman@nthp.org
LAURIE OSSMAN	NATIONAL TRUST / Woodlawn	" "	LAURIE-OSSMAN@NTHP.ORG
ELIZABETH CRAWELL	Cultural Resources Fairfax County	(703) 534-3881	elizabeth.crawell@fairfaxcounty.gov

X402

SECTION 106 CONSULTING PARTIES MEETING, November 3, 2011  
 Route 1 Improvements at Fort Belvoir

NAME ORGANIZATION PHONE E-MAIL

Laurie Turkawski Fairfax County Dept. of Planning + Zoning 703-324-1394 laurie.turkawski@fairfaxcounty.gov

Ross A. Bralson National Trust for Historic Preservation 202-588-6252 Ross\_Bralson@nwhm.org

Lana Lou Eastern Federal Lands Trust Division 703-404-6314 Lana.Lou@dot.gov

KIM REARD TRUCK COUNTY DP2 703.324.1363 KIMREARD@COUNTY.FAIRFAXCOUNTY.VA.GOV

Travis B. Hilton Woodlawn Baptist Church 703-780-3440 hilton\_travis@yahoo.com

Justin R. Coleman Esq. Woodlawn Baptist Church 903-771-4671 jrc@simmons-law.com

Russell E. Watts Woodlawn Baptist Church 703-780-3440 woodlawnchurch@watts.net

EARL FLANAGAN FC FLANNING COMM'N 703-780,4109 earlflanagan@vergon.net

Jack Van Dorp FHWA 703-404-6282 Jack.Vandorp@dot.gov

Laura Miller FDOT-BRAC 703-877-5686 lauramiller@fairfaxcounty.gov

Jane Rosenbaum FDOT-Capital Projects 703-877-5756 jane.rosenbaum@fairfaxcounty.gov

Marcia Kiecs FB DRU ENDS 703-806-0026 marcia.kiecs@fbmail.mvll

Christopher Powell FB DRU-ENRD 703-406-3759 Christopher.Daniel9@us.army.mil

## **AGENDA**

### **Section 106 Consulting Parties Meeting**

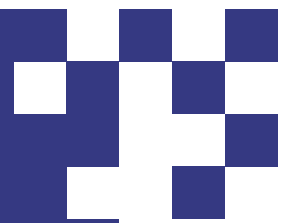
Environmental Assessment for Route 1 Improvements at Fort Belvoir  
Federal Highway Administration Eastern Federal Lands Highway Division  
With U.S. Army Garrison Fort Belvoir, Fairfax County, and  
Virginia Department of Transportation

South County Center – Conference Room 219  
10:00 a.m., **November 3, 2011**

---

1. Welcome / Introductions / Purpose of Meeting
  
2. Discussion and Follow-up from Last Meeting (June 16, 2011)
  - a. Purpose and Need
  - b. Preliminary Alternatives
    - Alignment
    - Design
    - Mitigation
  - c. Area of Potential Effect
  - d. Historic Properties
  - e. Consulting Parties
  
3. Resolution of Adverse Effect – Memorandum of Agreement (MOA)
  
4. Next Steps
  - a. Further Development of Alternatives
  - b. Analysis of Effect
  - c. Environmental Assessment
  - d. Public Hearing
  - e. MOA

# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



## PURPOSE AND NEED

### Current Conditions:

- Route 1 is a four to six-lane urban principal arterial. The roadway is primarily four through lanes within the study limits.
- Current average daily traffic volumes on the roadway within the study area range between 37,000 – 56,000 vehicles per day.
- The current posted speed limit is 50 mph from Telegraph Road to just north of the Fairfax County Parkway and 45 mph north of the Fairfax County Parkway to Mount Vernon Memorial Highway.



### Purpose:

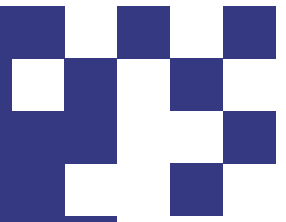
- The purpose of the project is to address traffic capacity deficiencies on Route 1 within the study limits.

### Need:

- The project will address:
  - Inability of existing roadway to accommodate current (37,000 – 56,000 vehicles per day) and forecasted (43,000 – 55,000\* vehicles per day in 2040) traffic demand
    - Inadequate accommodations for high turning movement volumes (e.g., between Fairfax County Parkway and Pohick Road/Tulley Gate)
    - Conflicts between through and turning traffic (into property entrances, intersecting streets)
  - Physical and geometric deficiencies of existing roadway
    - Deficient geometry (e.g., narrow lanes, short turn lanes)
    - Lack of pedestrian and bicycle facilities
    - Safety concerns (e.g., pedestrian/ bicyclist access, lack of shoulders)

\*The high end of the range in 2040 is similar to existing conditions because of the diversion of some traffic via Mulligan Road, which will provide a direct connection between Telegraph Road and Route 1.

# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

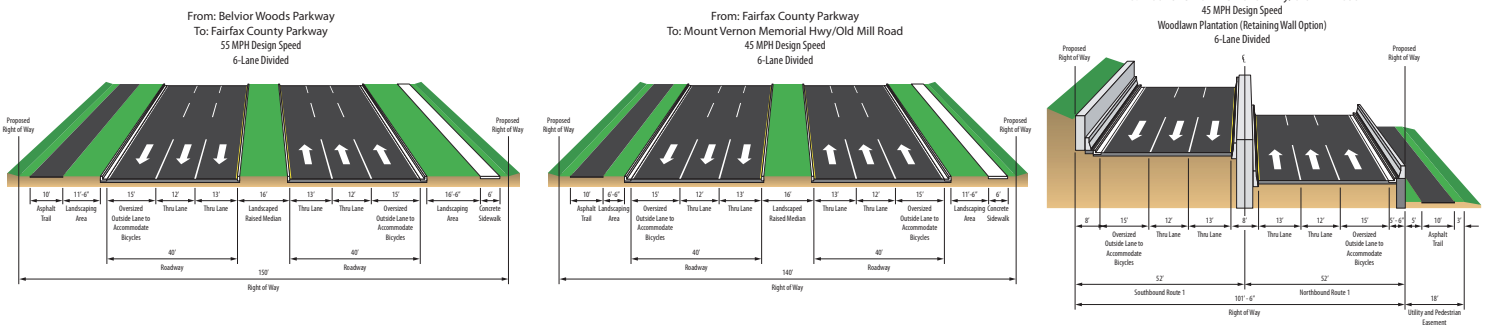


## EVOLUTION OF TYPICAL SECTION

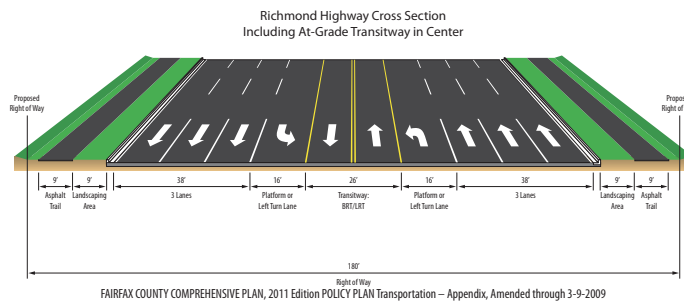
### Existing Conditions

- Primarily four through lanes, two lanes in each direction, with lane widths varying from 11 to 12 feet.
- Variable shoulder widths where available.
- Variable median width near Telegraph Road, tapering to no median throughout the remainder of the project corridor.

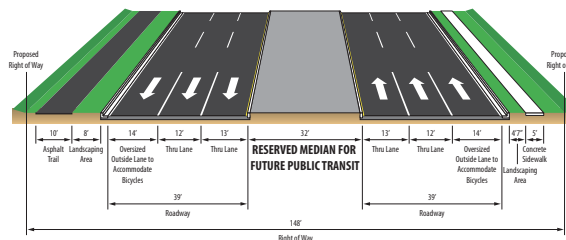
### 2003 VDOT Location Study Alternatives



### Fairfax County Comprehensive Plan Alternative



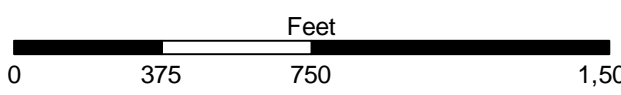
### Current Proposed 148-foot Typical Section



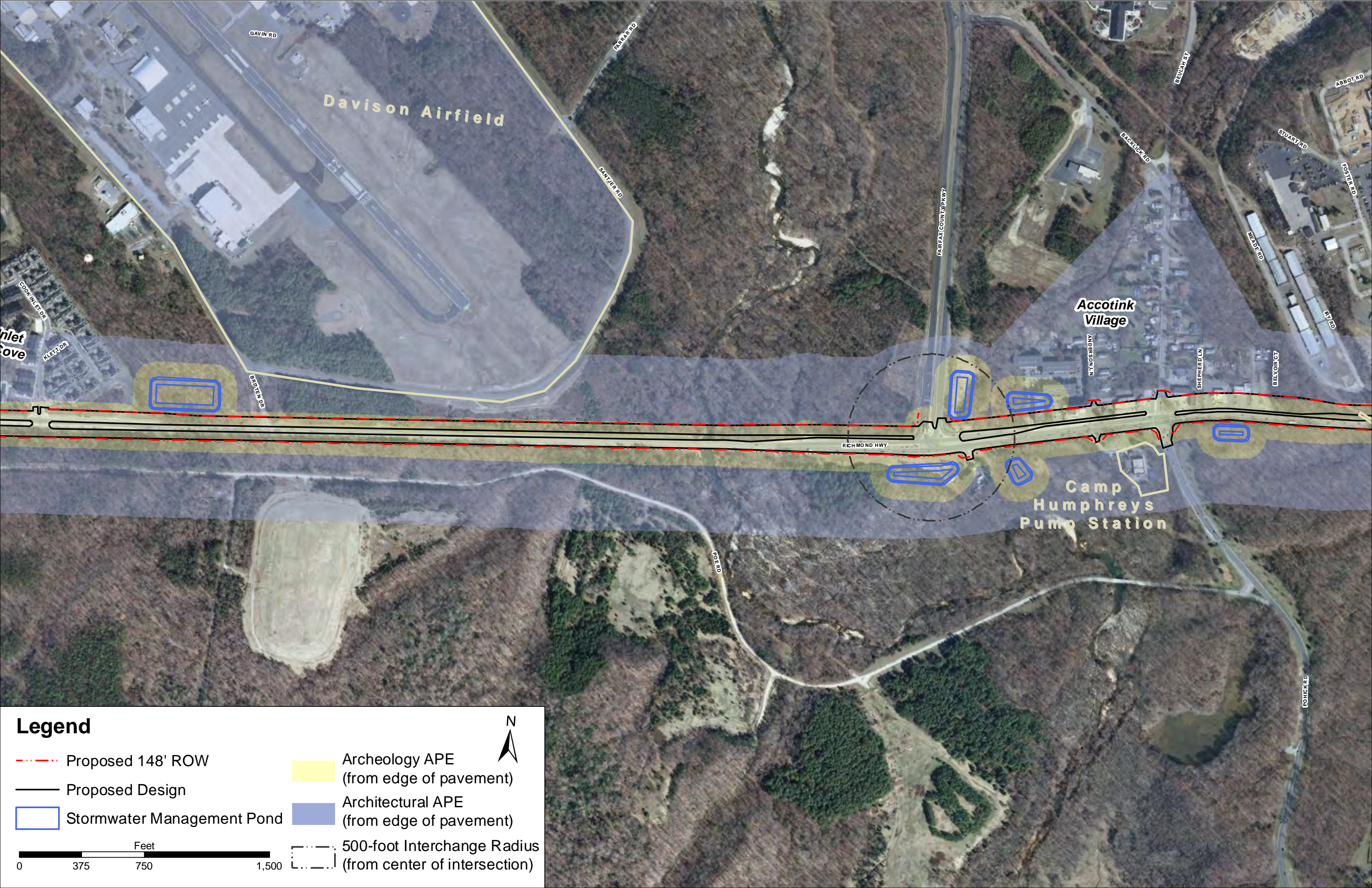


**Legend**

- - - Proposed 148' ROW
- Proposed Design
- Stormwater Management Pond
- Archeology APE (from edge of pavement)
- Architectural APE (from edge of pavement)
- 500-foot Interchange Radius (from center of intersection)

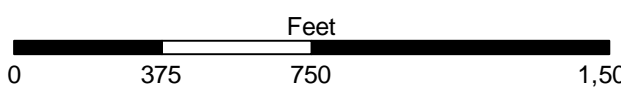


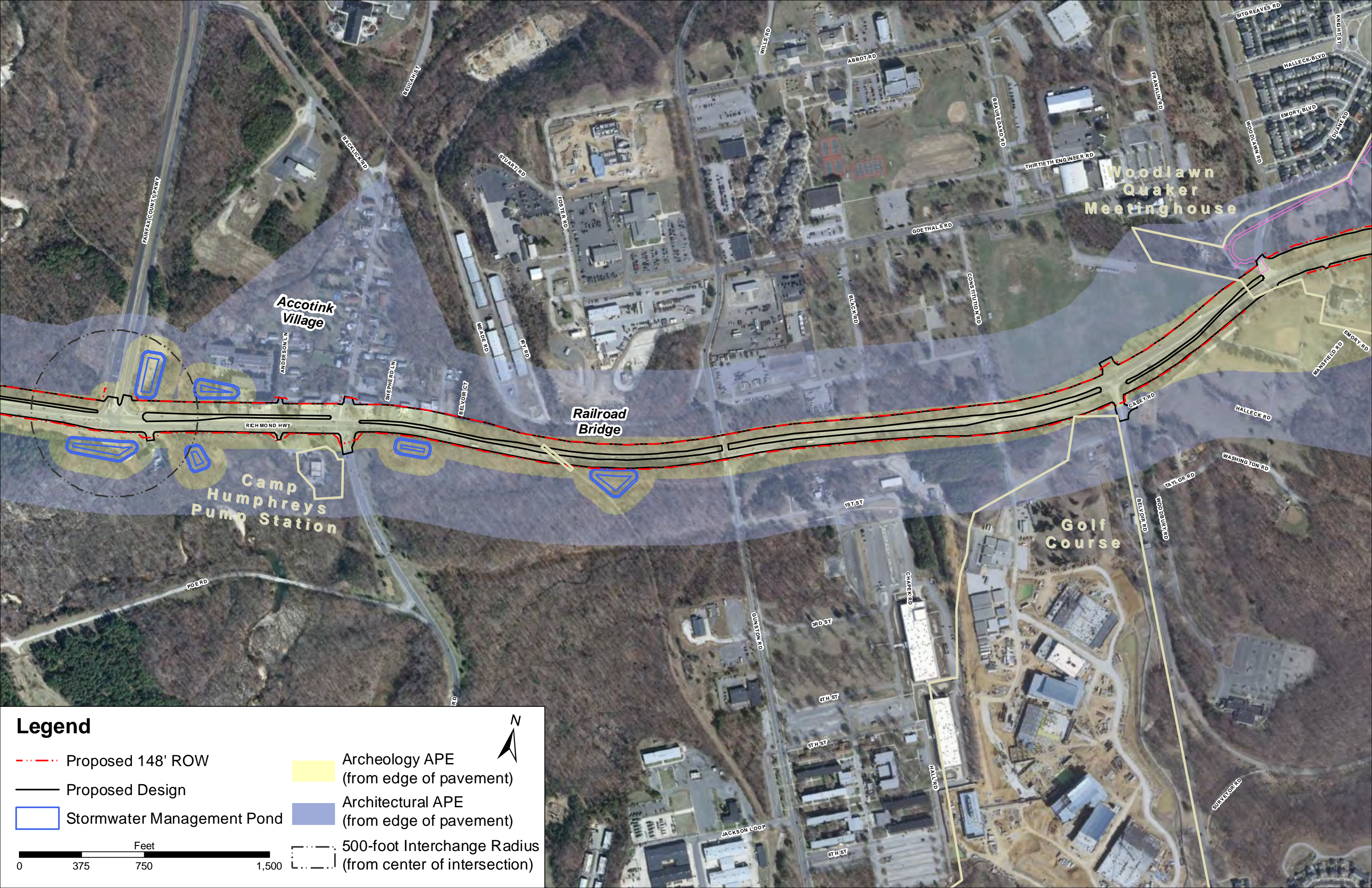
STEWART RD



### Legend

- Proposed 148' ROW
- Proposed Design
- Stormwater Management Pond
- Archeology APE (from edge of pavement)
- Architectural APE (from edge of pavement)
- 500-foot Interchange Radius (from center of intersection)



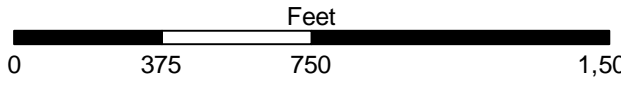


**Legend**

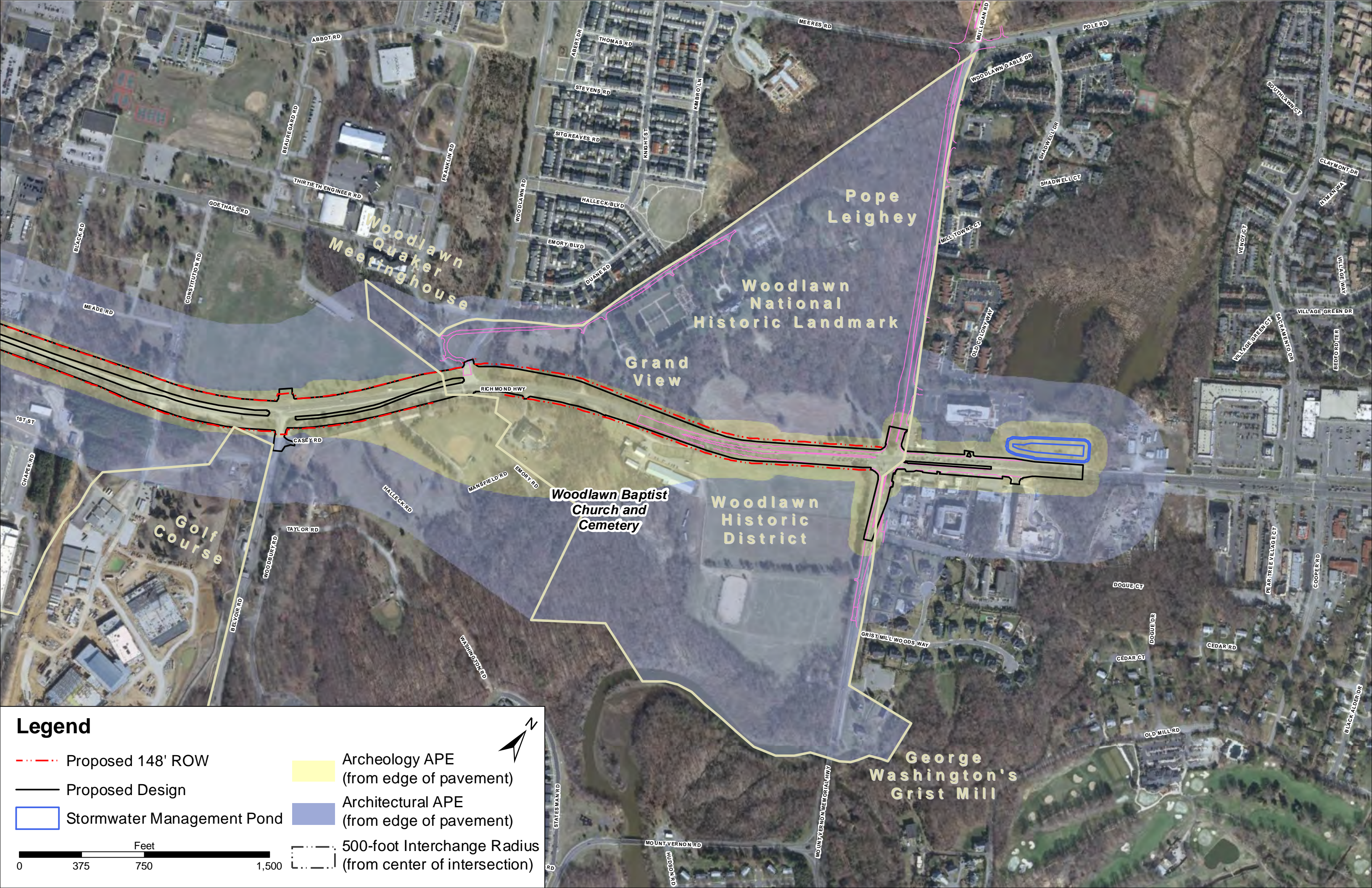
- - - Proposed 148' ROW
- Proposed Design
- Stormwater Management Pond

- Archeology APE (from edge of pavement)
- Architectural APE (from edge of pavement)

500-foot Interchange Radius (from center of intersection)

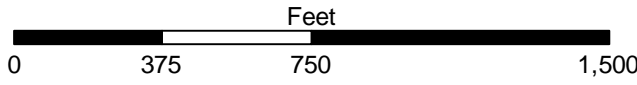


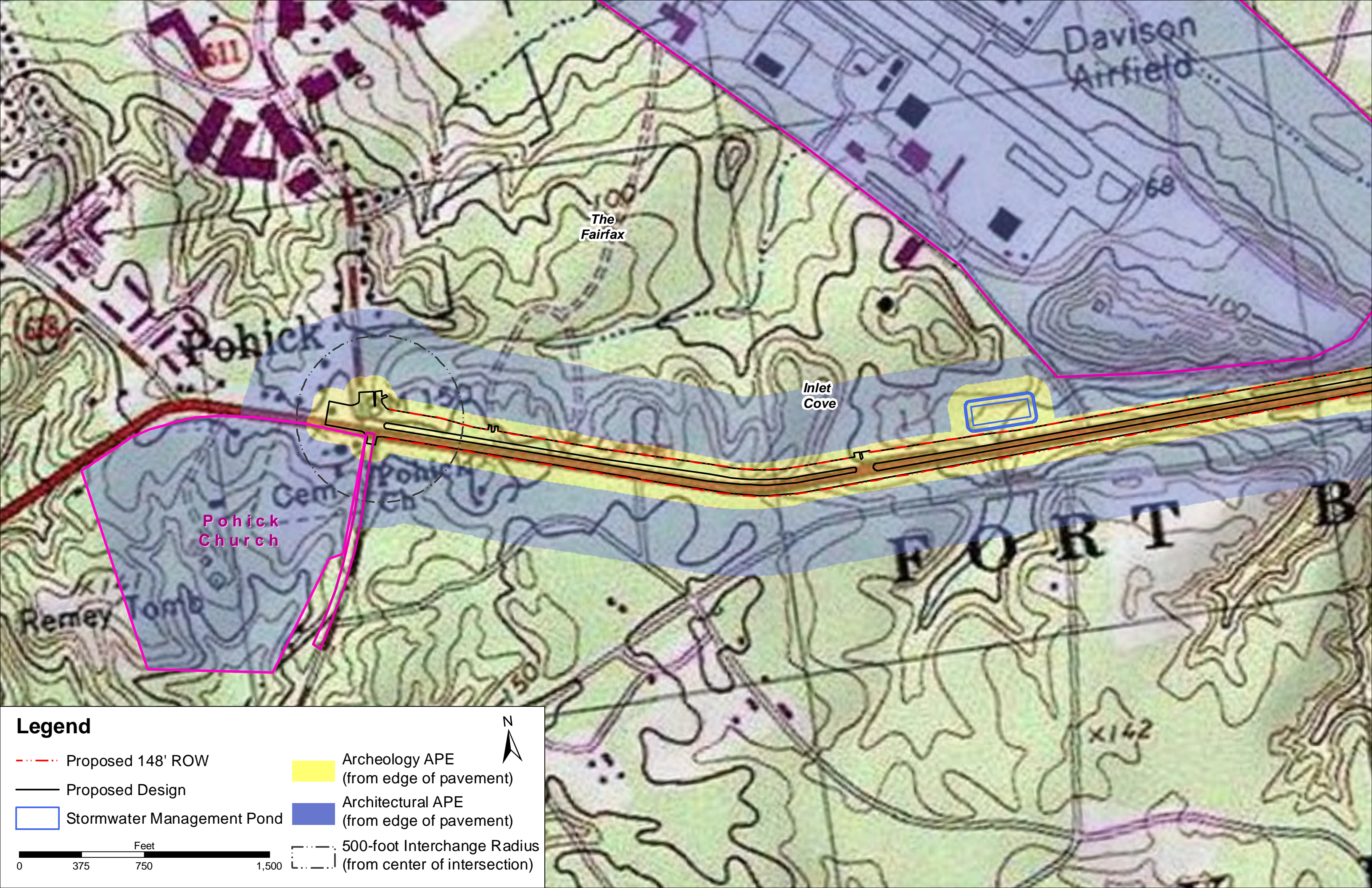




**Legend**

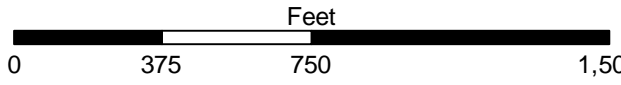
- - - Proposed 148' ROW
- Proposed Design
- Stormwater Management Pond
- Archeology APE (from edge of pavement)
- Architectural APE (from edge of pavement)
- 500-foot Interchange Radius (from center of intersection)

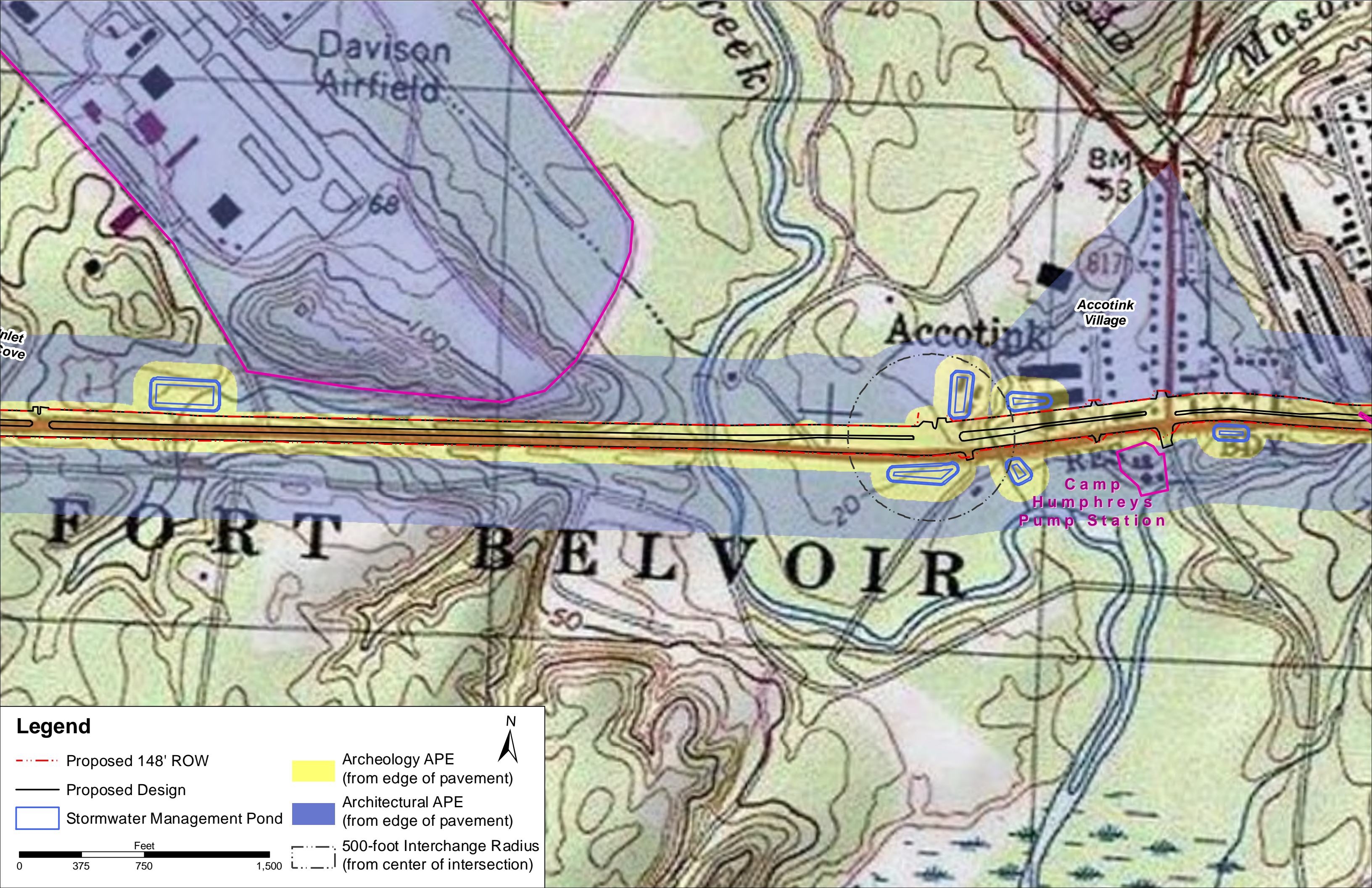




**Legend**

- Proposed 148' ROW
- Proposed Design
- Stormwater Management Pond
- Archeology APE (from edge of pavement)
- Architectural APE (from edge of pavement)
- 500-foot Interchange Radius (from center of intersection)





Davison Airfield

Accotink

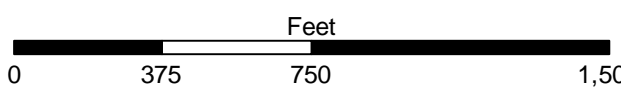
Accotink Village

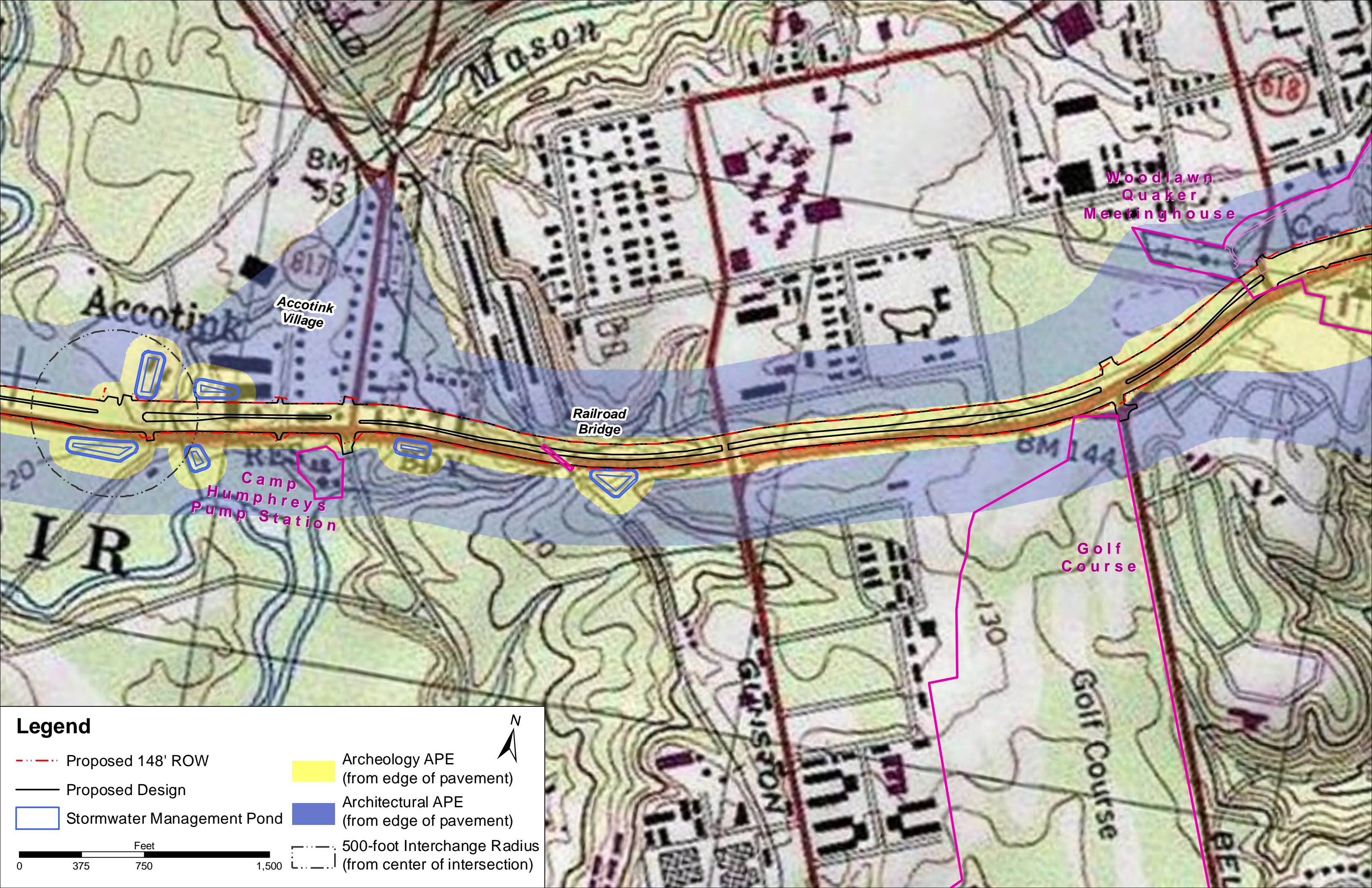
Camp Humphreys Pump Station

F O R T B E L V O I R

### Legend

- Proposed 148' ROW
- Proposed Design
- Stormwater Management Pond
- Archeology APE (from edge of pavement)
- Architectural APE (from edge of pavement)
- 500-foot Interchange Radius (from center of intersection)





**Legend**

Proposed 148' ROW

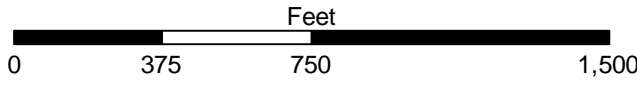
Proposed Design

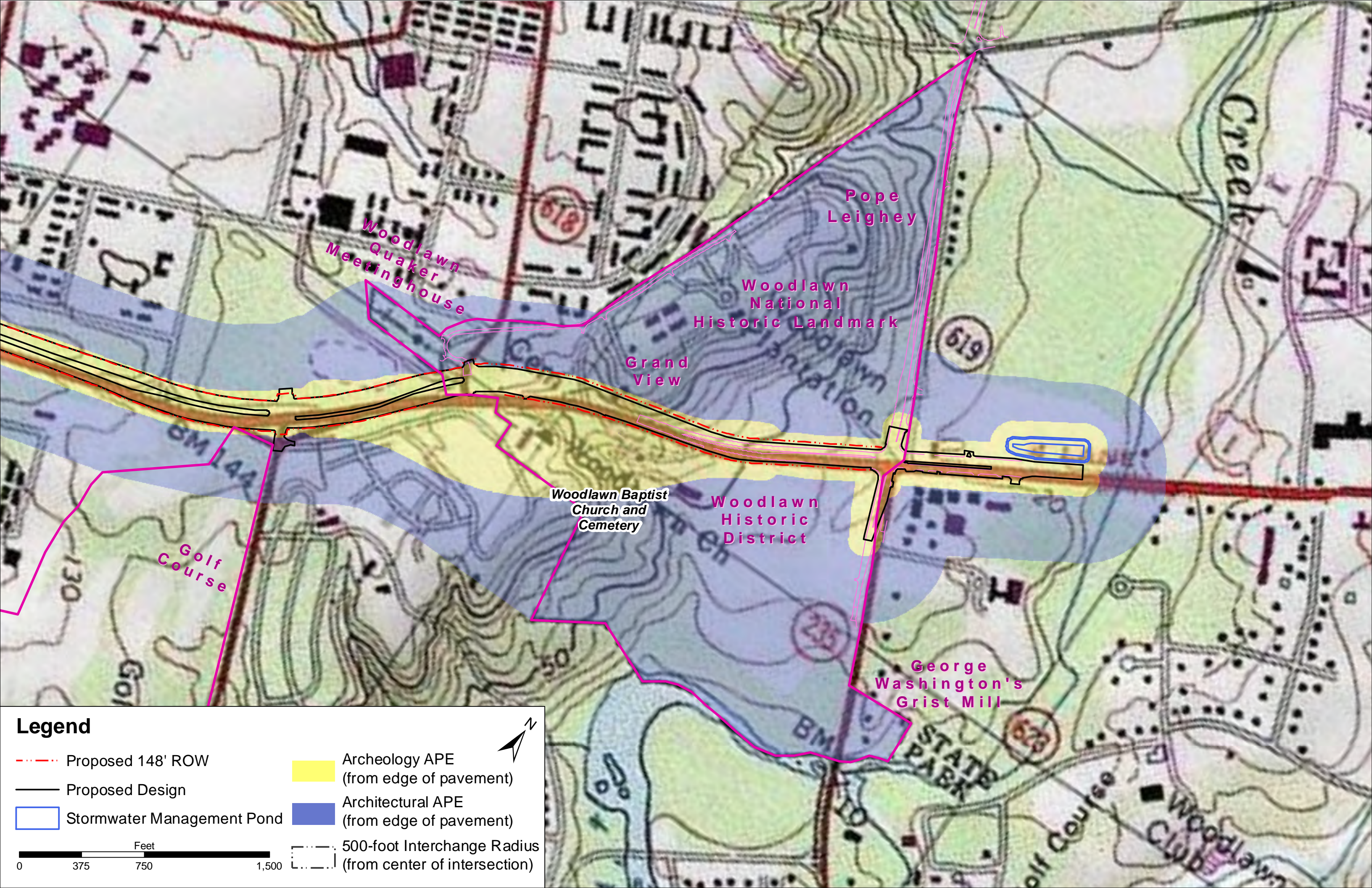
Stormwater Management Pond

Archeology APE  
(from edge of pavement)

Architectural APE  
(from edge of pavement)

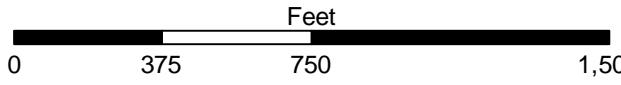
500-foot Interchange Radius  
(from center of intersection)





**Legend**

- Proposed 148' ROW
- Proposed Design
- Stormwater Management Pond
- Archeology APE (from edge of pavement)
- Architectural APE (from edge of pavement)
- 500-foot Interchange Radius (from center of intersection)



**PREVIOUSLY RECORDED AND OTHER SUGGESTED RESOURCES**

Route 1 Improvements at Fort Belvoir  
Telegraph Road to Mount Vernon Memorial Highway

<b>Architectural Resources</b>			
<b>VDHR #</b>	<b>Name</b>	<b>NRHP Status on File at VDHR</b>	<b>Comments</b>
029-0046	Pohick (Episcopal) Church	NRHP Listed (1969)	
029-0056	Woodlawn Plantation	NRHP Listed (1970)	National Historic Landmark
029-0058	Pope-Leighey House	NRHP Listed (1970)	Contributing to Woodlawn HD
029-5181	Woodlawn Historic District	Eligible	
029-0062	Grand View	Eligible as Contributing	Contributing to Woodland HD
029-0070	Woodlawn Baptist Church & Cemetery	Eligible as Contributing	Land Contributes to Woodlawn HD, The Modern Church Building is <u>Not</u> Eligible
029-0096	Camp A. A. Humphreys Pump Station and Filter Building	NRHP Listed (1996)	
029-0172	Woodlawn Friends Meeting House	NRHP Listed (2009)	
029-0953	King's Highway (Old Colchester Road, Route 611)	Eligible	
029-5423	Facility No. 1432 = Golf Course, 9 Hole	Eligible as Contributing	Contributing to Fort Belvoir Historic District; No Longer Extant
029-5424	Facility No. 1433 = Railroad Bridge	Eligible	
029-5623	Davison Army Airfield Historic District – Includes the Runway (029-5623-0009)	Eligible	
029-0118	Gas Station	Not Eligible	Likely No Longer Extant
029-0210	House	Not Eligible	Likely No Longer Extant
029-0290	Pohick Antiques Emporium	Not Eligible	Likely No Longer Extant
029-0562	William Herris Gravemarker	Eligible as Contributing	Contributing to Pohick Cemetery
029-0955	Bozzellis Brothers Delicatessen	Not Eligible	Likely No Longer Extant
029-5422	Facility No. 1402 = Installation Sign	Not Eligible	Likely No Longer Extant
029-5425	Facility No. 1443 = Vehicle Bridge	Not Eligible	
029-5428	Facility No. 1808 = Installation Sign	Not Eligible	Likely No Longer Extant
029-5433	Facility No. 3013 = Installation Sign	Not Eligible	Likely No Longer Extant
029-5488	Resource No. 1489 = Electric Substation	Not Eligible	
na	Pipes, Culverts, Bridges 50 or more years of age	Unknown	Unevaluated
na	Resources in Accotink Village	Unknown	Unevaluated
na	Gray's Hill Need Info from Fort Belvoir's Study	Unknown	
na	Woodlawn Community House	Unknown	Unevaluated
na	Historic Route 1	Unknown	General Assembly Designation to Promote Tourism, Transportation Improvements, and Economic Development

<b>Archaeological Resources and Cemeteries</b>		
<b>Site</b>	<b>Site Type</b>	<b>Current VDHR Eligibility and Comments</b>
44FX1810	Unknown	Unevaluated
44FX1212	Woodlawn Baptist Church Cemetery	Contributing to Woodlawn Historic District
44FX1657	late 19 <sup>th</sup> -Early 20 <sup>th</sup> C Historic Domestic	Potentially Eligible
44FX1679	Archaic Native American	Potentially Eligible
44FX1680	Archaic Native American	Not Eligible
44FX1811	Native American Lithic Scatter	Not Eligible (1994) Potentially Eligible (2001); Possibly No Longer Extant
44FX0627* 44FX1936* 44FX2230*	18 <sup>th</sup> and 19 <sup>th</sup> C Historic Unaffiliated Native American Possible 20 <sup>th</sup> C Earthworks	Potentially Eligible
44FX1937	Native American/Historic	Potentially Eligible
44FX2330	Pohick Church Cemetery	Contributing to NRHP-Listed Pohick Church
44FX0833	Unaffiliated Native American	Not Eligible; Likely No Longer Extant
44FX1708	Native American Lithic Scatter	Not Eligible
44FX1904	Early-Middle Woodland Native American	Not Eligible
44FX1905	Early 20 <sup>th</sup> C Historic Domestic	Not Eligible
44FX2134	Unaffiliated Native American	Unevaluated; May No Longer Be Extant
44FX2461	Otis Tufton Mason House	Unevaluated

\*mapped at same location in DSS

**Section 106 Consulting Parties Meeting – November 3, 2011**  
Environmental Assessment for Route 1 Improvements at Fort Belvoir  
Federal Highway Administration Eastern Federal Lands Highway Division  
With U.S. Army Garrison Fort Belvoir, Fairfax County, and  
Virginia Department of Transportation

**Consulting Parties Invited to Participate**

- Advisory Council on Historic Preservation (declined)
- Virginia Department of Historic Resources
- National Park Service / Potomac Heritage National Scenic Trail
- The National Trust for Historic Preservation
- Virginia Department of Transportation
- U.S. Army Garrison Fort Belvoir
- Fairfax County
- Woodlawn Baptist Church (represented by Justin R. Coleman, Esq., Simms Showers LLP)
- Pohick Church
- Accotink United Methodist Church
- Woodlawn Quaker Meetinghouse
- The Historical Society of Fairfax County
- Gum Springs Historical Society
- Mount Vernon Ladies' Association
- Virginia Council on Indians
- Catawba Indian Nation
- Fairfax History Commission (represented by Sallie Lyons)
- Secretary of the Interior
- Federal Highway Administration



## Route 1 Improvements at Fort Belvoir

### Summary and Resolution of Comments from June 16, 2011 Consulting Parties Meeting

---

The following is a summary of the comments and responses to the questions raised during the first Consulting Parties Meeting on June 16, 2011.

#### 1. *Should any other Consulting Parties be invited to join the process?*

*Of the suggested parties, those that were already identified by FHWA but did not attend first meeting:*

- Advisory Council on Historic Preservation
- The Secretary of the Interior (through the National Park Service)
- Gum Springs Historical Society
- Sallie Lyons, Fairfax County History Commission

*Of the suggested parties, those that were formally added and invited to attend the second meeting:*

- Pohick Episcopal Church
- Martha Claire Catlin, Historian, Alexandria Monthly Meeting of the Religious Society of Friends
- Mount Vernon Ladies Association (owner of Mount Vernon)
- Accotink United Methodist Church

*Of the suggested parties, those that were not added:*

- Frank Cohn, Mount Vernon Transportation Commissioner
- Catherine Voorhees, Chairman of the Mount Vernon Council Transportation Committee
- Representatives concerned for the preservation of the historic Village of Accotink
- All individuals whose comments in the scoping process pertained to the project's potential effects to historic properties
- Descendants of individuals buried in the Woodlawn Baptist Church Cemetery
- The Superintendent of the George Washington Memorial Parkway

#### 2. *Should the area of potential effect (APE) be modified, and if so, what is your suggestion on the change in boundaries?*

Based on comments received, the APE has been redefined as follows:

- **Archeological:** 100 feet on either side of the existing roadway pavement, plus the areas designated as preliminary locations of stormwater management ponds in the conceptual plans, plus other incidental areas. [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.]
- **Architectural:** 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.]

**3. Are there any other cultural resources not identified at the meeting that you believe should be considered for this undertaking?**

Resource	Response/Resolution
Archeological site 44FX1810	This site falls outside of the APE near the intersection of Route 1/Fairfax County Parkway.
Any and all pipes, culverts, or bridges approaching 50 years of age	Those features that are located within the APE will be considered.
All historic and contributing properties located within the Woodlawn Historic Overlay District	The entire National Register-eligible boundaries of the Woodlawn Historic District have been included in the APE. (Note: the Woodlawn Historic <b>Overlay</b> District is a Fairfax County local zoning entity and its boundaries do not coincide with the designated National Register-eligible historic property boundaries.)
George Washington's Grist Mill	Located within Woodlawn Historic District.
Woodlawn Community House	Will be considered if within APE.
All historic and contributing properties located within the Pohick Church Historic Overlay District	The entire Pohick Church historic property has been included in the APE. (Note: the Pohick Church Historic <b>Overlay</b> District is a Fairfax County local zoning entity and its boundaries do not coincide with the designated National Register historic property boundaries.)
Village of Accotink	Resources in Accotink Village within the APE will be considered.
Gray's Hill area associated with the Thomas Wright Farm	Will be considered if within APE.

**4. Are there any other issues that should be addressed in this NEPA document?**

Issue	Response/Resolution
Appropriateness of transportation alternatives upon the time period of historic sites	Alternatives are being developed to minimize adverse effects to historic properties, in compliance with Section 106 of the National Historic Preservation Act.
Address why the 2007 Fort Belvoir BRAC EIS stated it would not be necessary to widen this section of Route 1 to accommodate increased traffic associated with the realignment	The BRAC EIS <b>did</b> 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.
Economic effects of project on historic resources; minimize harm	Economic effects will be considered in the assessment of environmental consequences in the ongoing EA.
Consider Mulligan Road's potential traffic impact on this section of Route 1	Traffic forecasts for design year 2040 were prepared assuming that Mulligan Road will be in place.
Impacts to Woodlawn in terms of character; viewshed; air quality; noise pollution, light intrusion; vegetation; erosion; water quality; stormwater management	These impacts will be considered in the assessment of environmental consequences in the ongoing EA.
Camp Humphrey's Pump Station and Filter Building; impacts to the Kennedy Shelter for the Homeless and	These impacts will be considered in the assessment of environmental consequences in the ongoing EA.

Issue	Response/Resolution
its users	
Context Sensitive Design	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.
Multi-modal facility, including provisions for bikes/peds, public transit, and landscaping to accent historic properties	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.
Possible relocation of Woodlawn Baptist Church cemetery; relocate on land adjacent to current church property	Possible relocation is being considered by FHWA in coordination with Woodlawn Baptist Church.
Noise impacts to Woodlawn Quaker Meetinghouse	These impacts will be considered in the assessment of environmental consequences in the ongoing EA.
Pedestrian safety, including Potomac Heritage Trail users, and traffic calming	The conceptual cross-sections and roadway design plans prepared as part of the EA include separate bicycle and pedestrian facilities. Traffic calming features will also be considered.
Environmental justice	These impacts will be considered in the assessment of environmental consequences in the ongoing EA.
Strategies to reduce volumes on this section of Route 1 by providing alternative routes for through traffic or additional access points to Fort Belvoir	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 are documented in the ongoing EA.
Strategies to allow public transportation to be placed outside of right-of-way or underground	Preliminary alternatives include 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.

## 5. General Comments

- In the future, request 30 days to provide responses.
- 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).
- Exhibits and other materials need to be complete, up-to-date, and provided for review prior to the meeting in the future.
- What effect does the designation “Historic Route 1” have on the project; has the history of the road been taken into account? *[Note: The designation of Route 1 as a historic route will be documented in the EA.]*

*In addition to the responses to the specific questions listed above, comments pertaining to the June 16<sup>th</sup> draft meeting minutes as well as the draft Purpose and Need document that was distributed at the meeting were incorporated accordingly.*

**DRAFT OUTLINE 11/03/11**  
**MEMORANDUM OF AGREEMENT**  
AMONG *LIST THE SIGNATORIES*  
**REGARDING ROUTE 1 IMPROVEMENTS AT FORT BELVOIR,**  
**FAIRFAX COUNTY, VIRGINIA**

**WHEREAS**, the Federal Highway Administration (FHWA), in cooperation with The U.S. Army Garrison Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), is proposing to construct improvements to the Route 1 corridor, beginning at Telegraph Road and ending at Mount Vernon Memorial Highway, Fairfax County, known as Route 1 Improvements at Fort Belvoir; and,

*MORE "WHEREAS" CLAUSES OUTLINING HISTORIC PROPERTIES INVOLVED, CONSULTATION CONDUCTED, EFFECT DETERMINATION, AND OTHER RELEVANT FACTS*

**NOW, THEREFORE**, the FHWA, *LIST OTHER SIGNATORIES* agree that this undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

**Stipulations**

The FHWA will ensure that the following stipulations are implemented:

**I. Treatment for *NAME HISTORIC PROPERTY***

A. *LIST DESIGN, COORDINATION, AND OTHER MEASURES TO MINIMIZE AND MITIGATE ADVERSE EFFECT*

**II. Treatment for *NAME HISTORIC PROPERTY***

A. *LIST DESIGN, COORDINATION, AND OTHER MEASURES TO MINIMIZE AND MITIGATE ADVERSE EFFECT*

**III. Treatment for *ETC...***

**IV. Late Discoveries of Archaeological Properties**

**V. Dispute Resolution**

**VI. Duration**

**FEDERAL HIGHWAY ADMINISTRATION**

By: \_\_\_\_\_ Date: \_\_\_\_\_

*OTHER SIGNATORIES*

**CONCURRING PARTY**

*LIST CONCURRING PARTIES*

## Route 1 Improvements at Fort Belvoir

### Transit Fact Sheet

---

The following is a high-level discussion outlining the types of transit operations that can be provided within a 32-foot median, as currently proposed as part of the six-lane improvement alternative for Route 1 between Telegraph Road and Mount Vernon Memorial Highway.

#### **Bus Rapid Transit (BRT)**

- 10-12' lanes sufficient; additional 1-2'/lane may be necessary for guideway separation (rumble strips, medians, etc.).
- Guided BRT solutions may use 9' wide lanes.
- 6-9' necessary for platform. Possible to "stagger" platform positions in limited right-of-way (see below example of staggered platforms used on Broad Street BRT).



#### **Light Rail Transit (LRT)**

- 32' sufficient to accommodate two tracks and catenary. Examples:
  - PG County LRT Study: 26.5' (see below)
  - Baltimore, MD Howard Street: 24-26'
  - Minneapolis, MN Hiawatha Line, 5<sup>th</sup> Street: 27'
- Additional 9-12' of width necessary per platform. Possible to "stagger" platform positions in limited right-of-way.





# ALTERNATIVE ROUTING U.S. HWY-1, version 3: "Scenic Route"



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

From: Don\_Briggs@nps.gov [[mailto:Don\\_Briggs@nps.gov](mailto:Don_Briggs@nps.gov)]

Sent: Friday, October 28, 2011 4:03 PM

To: Kimberley, Ryan (FHWA)

Subject: Fw: Route 1 Improvements vicinity of Fort Belvoir 106 consultations

Ryan-

Cannot make the 11/3 meeting but would like to make sure my letter to Jack is part of the record.

Thanks!

Don

Donald E. Briggs, Superintendent  
Potomac Heritage National Scenic Trail  
National Park Service  
304.535.4016 o  
304.582.3016 c  
> [www.nps.gov/pohe](http://www.nps.gov/pohe)

-----  
Don Briggs

To: [jack.j.vandop@fhwa.dot.gov](mailto:jack.j.vandop@fhwa.dot.gov)

07/01/2011 08:37 AM EDT cc:

Subject: Route 1 Improvements vicinity of Fort Belvoir 106 consultations

Jack:

Should you need our comment today, below is the content of a letter you will receive via mail:

We appreciate the opportunity to participate as a consulting party in studies to initiate improvements to Route 1 at Fort Belvoir. As you know, the project area lies within the corridor for the Potomac Heritage National Scenic Trail, authorized in the National Trails System Act of 1968 (as amended) (77 Stat. 43, Public Law 90-543); the National Park Service, acting on behalf of the Secretary of the Interior, is responsible for administration of the Federal interest in the Trail, including development, management and interpretation of the Trail network and coordination among various Trail interests.

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 <http://www.nps.gov/pohe/parkmgmt/planning.htm>. Enclosed, too, are copies of the NPS "unigrid" brochure for the Trail.

To date I can suggest that you include the following as additional consulting parties:

Aimee Vosper, ASLA, RLA  
Director, Planning and Environmental Services  
Northern Virginia Regional Commission  
3060 Williams Drive, Suite 501  
Fairfax VA 22031  
avosper@novaregion.org  
703-642-4623

William Niedringhaus, President  
Potomac Heritage Trail Association  
118 Park Street, S.E.  
Vienna VA 22180  
wniedrin@mitre.org  
703 244 2476

We appreciate your outreach and communications and encourage you to contact us if we can be of assistance. I can be reached at don\_briggs@nps.gov and 304-535-4016.

Sincerely,

/s/

Donald E. Briggs, Superintendent  
Potomac Heritage National Scenic Trail  
National Park Service