

**SUMMARY, CONSULTING PARTIES MEETING
US ROUTE 1 IMPROVEMENTS AT FORT BELVOIR**

South County Center, Conference Room 219

8550 Richmond Highway, Alexandria, VA

10:00 a.m., June 16, 2011

A Consulting Parties Meeting was held for the subject project at the time and location noted above. The meeting agenda and completed sign-in sheets are attached at the end of the minutes. Those in attendance were:

Name	Organization	Phone	E-mail
Jack Van Dop	FHWA – Eastern Federal Lands	703-404-6282	Jack.vandop@dot.gov
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Justin Coleman, Esq.	Woodlawn Baptist Church	703-771-4671	Jrc@simmsshowerslaw.com
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Michele Aubry	Fairfax County Architectural Review Board	703-619-5101	mcaubry@aol.com
Elizabeth Crowell	Fairfax County Park Authority	703-282-3833 (cell) 703-534-3881 x402	Elizabeth.crowell@fairfaxcounty.gov
Judy Riggim	Woodlawn Quaker Meetinghouse	703-765-3025	riginjim@verizon.net
Martha Claire Catlin	Woodlawn Quaker Meetinghouse	703-799-1652	mccatlin@earthlink.net
Don Briggs	National Park Service	304-535-4016	don_briggs@nps.gov

Jack Van Dop (Van Dop) opened the meeting and explained that the main purpose of the meeting was to initiate consultation regarding compliance with Section 106 of the National Historic Preservation Act (NHPA) for the Route 1 Improvements at Fort Belvoir. The project is being conducted by the Federal Highway Administration in cooperation with the U.S. Army Garrison Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), and the project limits extend from Telegraph Road to Old Mill Road/Mount Vernon Memorial Highway in Fairfax County. Van Dop stated that the main goals of the meeting were to:

- Introduce the project and initiate consultation regarding historic resources
- Confirm that all of the organizations with interests in the project were represented
- Inform meeting attendees that the process is interactive so everyone should feel comfortable providing their input

Van Dop summarized that the traffic forecasting and analysis for the project was underway, and a range of alternatives was being identified as per the National Environmental Policy Act (NEPA) process. These alternatives will undergo environmental review and it is expected that there will likely be an adverse effect for cultural resources given the numerous archeological and architectural sites in the study area, the latter including Pohick Episcopal Church, Woodlawn Baptist Church, Woodlawn Quaker Meetinghouse, Woodlawn Historic District, Facility 1433 Railroad Bridge, and Camp A.A. Humphreys Pump Station and Filter Building.

Meeting attendees then introduced themselves and were asked to sign in on the circulating sign-in sheets. The remainder of the meeting discussion is described below.

Meeting Summary

- Stuart Tyler (Tyler) began by clarifying that the letters inviting attendees to today's meeting incorrectly cited 36 CFR 800.8 (c)(1)(ii) – the correct regulation is 36 CFR 800.3 (f). Tyler noted that the Section 106 and NEPA processes were being conducted in parallel, but they were not conjoined activities.
- Tyler then referred to the handout in their meeting packet that described the Section 106 process and the roles/functions of consulting parties. He recommended the handout as an informative guide for any attendees that were not familiar with the process.

Study History/Purpose and Need

- The Route 1 Location Study and associated Environmental Assessment were conducted between 2001 and 2003. The section covered in this current project is a subsection of that which was covered in the previous study: Belvoir Woods Parkway to the Capital Beltway.
- Given that the previous EA covered a larger area, the Purpose and Need (provided as a meeting handout) for this project was written with more focus; in particular, emphasis was placed on the impacts of the 2005 Defense Base Closure and Realignment Act (BRAC) and implications of the relocations on vehicular traffic in the Route 1 corridor. The Fort Belvoir Community Hospital along with the arrival and departure of various commands at the Fort is expected to result in additional vehicle trips on Route 1 in the study area.
- The Purpose and Need also documents that existing volumes already exceed capacity on this section of Route 1, congestion and delays are prevalent during the peak periods and

oftentimes during other times of the day, and conditions are expected to worsen by the design year 2040. Tyler referred to Table 1 within the Purpose and Need that included existing and 2040 daily and peak hour volumes and peak hour levels of service, which qualitatively describe traffic operations with letters A through F, A being the best and F being the worst. As shown in the table, conditions will be at or near LOS F during the AM and PM peak hours for almost the entire study area by the year 2040.

- Ross Bradford (Bradford), National Trust for Historic Preservation, pointed out that the BRAC Environmental Impact Statement (EIS) concluded that BRAC traffic alone did not result in the failure of this section of Route 1, so it should not be cited as the sole reason in the Purpose and Need. Tyler replied that the EIS did cite a need for improvements to Route 1, but the need is not solely attributable to BRAC. Existing and forecasted background traffic suggest the need for improvements regardless of the BRAC action at Fort Belvoir.
- Tyler asked meeting attendees to review the document and provide input and comments.

Status of Ongoing Improvements within Study Area

- Tyler briefly highlighted the ongoing transportation projects in the study area:
 - Richmond Highway-Telegraph Road Connector (Mulligan Road)
 - Route 1/Pohick Road intersection improvements
 - Route 1/Belvoir Road intersection improvements and the widening of Belvoir Road to four lanes
 - Gunston Road Bridge reconstruction
 - North Post Access Control Point (ACP) - Lieber Gate
 - Route 1 Security Fence
- When asked whether there were any others, Chris Landgraf (Landgraf), Fort Belvoir, confirmed that the list was complete.

Alternatives and Design Considerations

- Tyler began the discussion on alternatives by explaining that the project has not identified a Preferred Alternative yet. He pointed out the handout that showed a 148-foot typical section, as agreed upon by VDOT and the Army in a Memorandum of Agreement (August 2010). He also motioned to the design plans posted on the conference room walls that showed the previous Location Study alternatives. Both the typical section and the Location Study alternatives were a starting point for this project and subject to change, and other alternatives, such as grade-separation at the Fairfax County Parkway/Route 1 intersection, will be identified to meet the traffic demands in the study area once the forecasts are finalized. Tyler added that design standards, such as those for lane, shoulder, and median widths, will also be finalized as the project moves forward.
- Bradford noted that some improvements, such as those associated with the Gunston Road Bridge and the new North Post ACP Lieber Gate, are already underway so they will affect the selection of the alternative. Landgraf replied that the MOA between VDOT and the Army was executed for the purpose of accommodating future improvements along Route 1. It was designed to minimize impacts to the Fort's Parade Field and other resources. In addition, all improvement projects currently underway were designed to not impact potential improvements associated with the Route 1 project or Woodlawn Baptist Church, Woodlawn, or the Quaker Meetinghouse.

- One Route 1 improvement alternative is being developed by Parsons Brinckerhoff under contract to Fairfax County. This alternative will have a 148-foot width and its typical section will include six through lanes with a median reserved for transit and turn lanes at intersections as needed to handle turning volumes.
- Todd Minnix (Minnix) and Jane Rosenbaum (Rosenbaum), Fairfax County Department of Transportation, remarked that Fairfax County's preferred typical section includes two bus lanes in the median with loading platforms as needed and pedestrian and bicycle accommodations, at a total width of 176 feet. Earl Flanagan (Flanagan), Mount Vernon Planning Commissioner, provided additional background on the development of the 176-foot typical section.
- Rosenbaum then added that this alternative will be submitted by the County for consideration in the NEPA process, and that the County will work with Fort Belvoir to achieve a typical section that resembles that shown in the County Comprehensive Plan.
- The group then discussed the Department of Rail and Public Transportation effort that is currently evaluating the level of study necessary to identify and advance potential public transportation services to Fort Belvoir in Fairfax County and the Marine Corps Base at Quantico in Prince William and Stafford Counties. The Route 1 improvement project is working with that study so findings can be coordinated and the full range of possibilities can be considered in the development of alternatives.

Area of Potential Effect

- Coastal Carolina Research (CCR), the firm that conducted the cultural resources investigations for the 2003 EA, will be preparing the documentation for this EA as well. Findings from the 2003 study were coordinated with the Virginia Department of Historic Resources (VDHR).
- The Area of Potential Effect (APE) for archeological resources is proposed to be 100 feet on either side of the existing roadway pavement, as per the previous study.
- The APE for architectural resources is proposed to be 200 feet on either side of roadway and any other resources that are visible from the roadway, as per the previous study.
- Tyler noted that the APE is subject to change based on input from meeting attendees (and other Consulting Parties if identified). Derek Manning (Manning) clarified that Fort Belvoir will work with the study team to define sub-APEs, for example, different boundaries to identify visual versus auditory versus direct impacts.

Cultural Resources Identification Efforts

- Tyler began by directing the group to review the handout that summarized the architectural and archeological sites within the currently-defined APE.
- Fort Belvoir has conducted additional studies since the 2003 study, and some resources that were previously considered not eligible are now eligible, for example Facility 1433 Railroad Bridge. In addition, the boundaries for the Woodlawn Historic may have changed as well.
- This study will reconcile the findings from the previous study and reevaluate the archeological and architectural resources within the APE. In addition, this project will add Pohick Episcopal Church (limits of previous study did not include this resource).
- Elizabeth Crowell (Crowell), Fairfax County Park Authority, remarked that CCR should visit the James Lee Center to review the County's records during their research.

- 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.
- Flanagan inquired as to how far investigations will reach along Backlick Road north of Route 1 as the Comprehensive Plan includes an option to convert the through roadway into two cul de sacs – one side would provide access to the Fairfax County Parkway and one to Route 1. Tyler remarked that the potential to change the configuration would be noted.
- Minnix concluded by asking meeting attendees to keep in mind that interchanges at the Fairfax County Parkway and at Telegraph Road will also be evaluated as potential alternatives.

Potential Effects on Historic Properties/Potential Mitigation

- Tyler noted that the study was not at the stage to identify effects as alternatives development is still underway; however, he asked meeting attendees to begin considering the topic, as well as potential mitigations that should be considered as the process moves forward.
- With respect to access to Woodlawn Plantation and Stables, Tyler noted that the Mulligan Road project will reconstruct the intersection and modify the existing configuration (note that the handouts showing the Route 1/Mulligan Road/Mount Vernon Memorial Highway intersection are outdated and are therefore not included as part of the minutes). He added that the intersection as planned currently does not accommodate six through lanes. Van Dop confirmed that the design currently includes only four through lanes and additional turn lanes.
- Bradford asked whether improvement to that intersection could be phased to avoid the need to reconstruct the intersection two times, first as part of the Mulligan Road project and then again as part of the Route 1 improvements. Van Dop answered that it would be predecisional to select an intersection configuration at this point since the Route 1 project has not been completed, but consideration will be given to a phased approach in order to minimize impacts and be more cost-efficient.
- Martha Caitlin (Caitlin), Woodlawn Quaker Meetinghouse, asked about the Poe Road alternative that is included in the Comprehensive Plan. It was described as an extension of Fairfax County Parkway (converting the existing three-leg intersection to four-leg) in order to provide direct access to Fort Belvoir via Poe Road without requiring the use of Route 1.

Next Steps – Project Schedule

- Tyler summarized that traffic forecasting is underway, which will be followed by the development of alternatives and then the evaluation of environmental impacts. He stated that this group would be reconvened following the development of alternatives.
- The Environmental Assessment is scheduled to be completed by the fall, with a decision by early 2012. The funding for construction has been allocated and construction may begin as early as 2013 if all regulatory and contractual requirements have been met.
- With respect to Consulting Parties, Van Dop noted that a representative from VDHR could not make it to the meeting; the Advisory Council on Historic Preservation declined to participate but would join the process at a later time if the need arises; and that Mount

Vernon Estate (owner of nearby historic grist mill) and Pohick Episcopal Church would be invited to participate.

- Caitlin asked about the location of project updates and the comments from the scoping meeting. Van Dop answered that there is a page for the project on the FHWA website (<http://www.efl.fhwa.dot.gov/projects/environment.aspx>) and that the scoping meeting comments will be posted shortly.
- **The group was asked to provide feedback to Jack Van Dop at FHWA (see below for contact information) by **June 30, 2011** on the following items or any other related matter:**
 - **Should any other Consulting Parties be invited to join the process?**
 - **Should the APE be modified, and if so, what is your suggestion on the change in boundaries?**
 - **Are there any other cultural resources not identified at the meeting that you believe should be considered for this undertaking?**
 - **Are there any other issues that should be addressed in this NEPA document?**

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