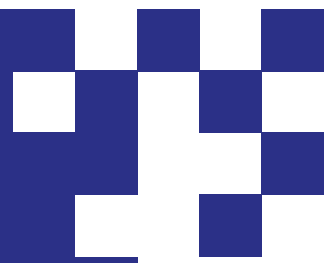


# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



Welcome to the

## PUBLIC INFORMATION MEETING

**Welcome!** Thank you for attending tonight's Public Information Meeting for the Environmental Assessment (EA) of Route 1 Improvements at Fort Belvoir. The EA 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. This undertaking is a collaborative effort among Fairfax County, the Virginia Department of Transportation, the Department of the Army, and FHWA. The purpose of tonight's meeting is:

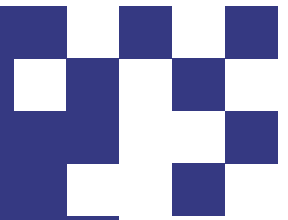
- To receive citizen comments on the alternatives and the Environmental Assessment.
- To share information on the study process and its current status.

Please take the time to examine the information provided, ask as many questions as you wish, and give us your comments and suggestions. Your input is needed as part of the environmental review process and it is important.

Comment sheets are available for written comments and may be submitted tonight or by postal or electronic mail after the meeting until July 6, 2012. A verbatim reporter is also available to record your comments orally. All comments received will be reviewed and considered by the project study team.

**Thank you for attending!**

# 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:

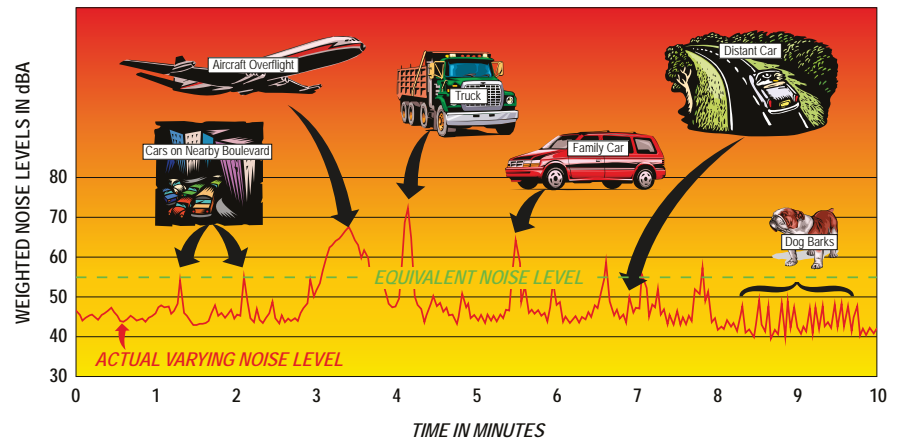
- The project will address:
  - Inability of existing roadway to accommodate current (37,000 – 56,000 vehicles per day) and forecasted (43,000 – 55,000\* vehicles per day in 2040) traffic demand
    - Inadequate accommodations for high turning movement volumes (e.g., between Fairfax County Parkway and 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.

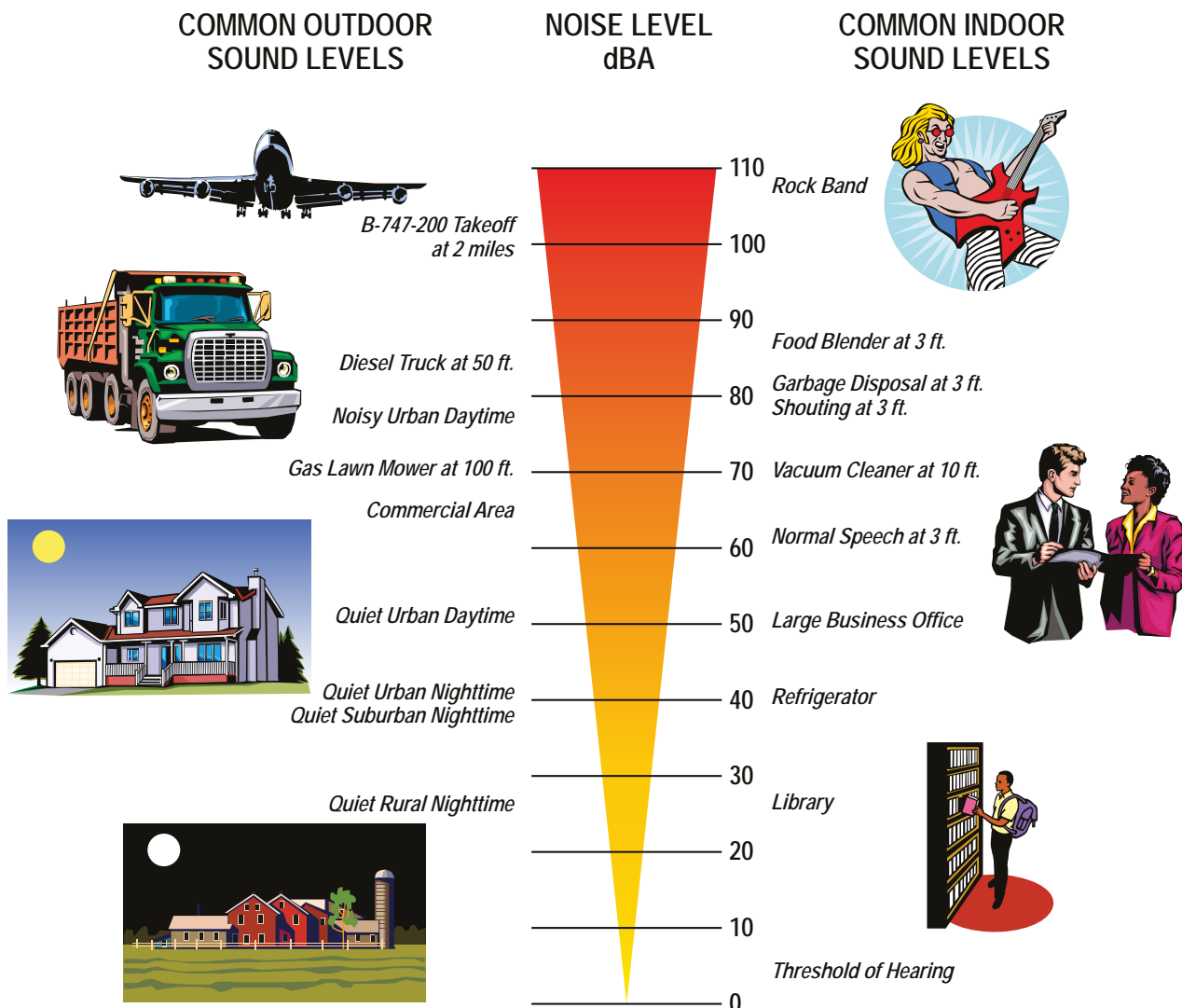
# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

## HOW ARE NOISE LEVELS MEASURED?

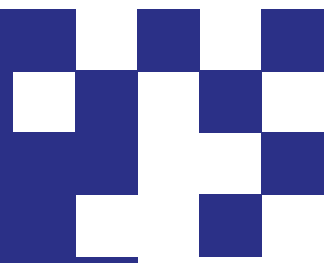
**Equivalent Noise Level** – The equivalent steady-state sound level, which in a stated period of time, contains the same acoustic energy as the time-varying sound level during the same time period. Equivalent noise levels are used in highway noise studies because the Federal Highway Administration’s Noise Abatement Criteria are given in equivalent noise levels. For most land uses in the project corridor, the applicable Noise Abatement Criterion is 67 decibels (dBA, Leq(h)). When noise levels approach or exceed the Noise Abatement Criterion, the Federal Highway Administration’s regulations require that noise abatement be considered. (“Approach” is defined as within 1 decibel of the criterion.)



### COMMON NOISE LEVELS



# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



## WILL MY NEIGHBORHOOD GET A NOISE WALL?

### WHAT IS A NOISE WALL?

It is a specially designed structure built to reduce noise levels created by nearby highway traffic. Noise walls are used when other strategies, such as shifting the alignment, reducing the speed limit, or depressing the roadway below ground level are not feasible. Noise walls are built only after detailed noise impact studies are conducted and certain conditions are met.

### HOW IS NOISE IMPACT DETERMINED?

Engineers use computer models to predict noise levels for the loudest hour of the day for future conditions. Data used in the model include the road's design, the area's topography, the distance between the road and nearby properties, traffic speeds, and the sounds created by different types of vehicles. The predicted future noise levels are compared with FHWA and VDOT noise abatement criteria. If this comparison identifies an impact, noise reduction options are considered.



### STUDY RESULTS FOR THIS PROJECT

After identifying the locations of noise impacts and considering various noise abatement options, the noise study for this project identified a number of feasible and reasonable noise barriers for further consideration to mitigate predicted noise impacts. These barriers are shown on the display boards at this meeting and detailed information is in the Noise Analysis Technical Report, which is also here for review. A final decision to construct any of these barriers has NOT been made at this time. Any barrier identified must satisfy final feasibility and cost-effectiveness criteria based on approved road design plans and all required materials and installation costs. To be approved for construction, noise walls must meet the following conditions:

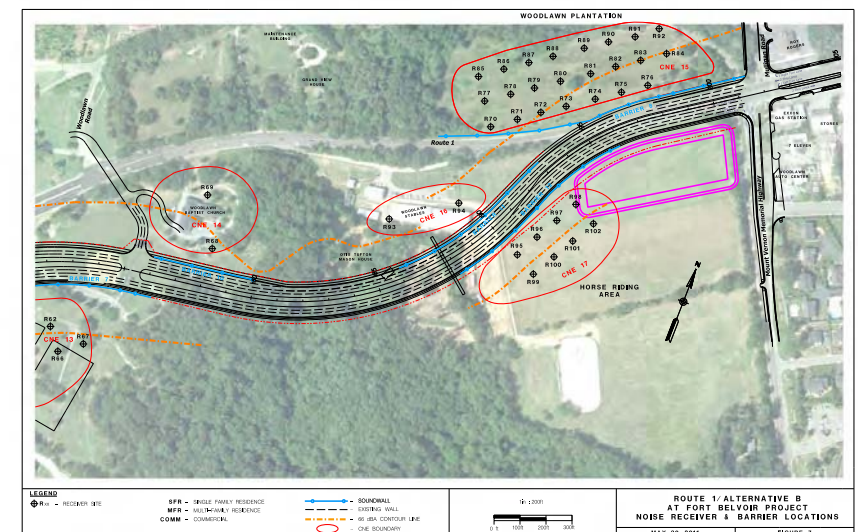
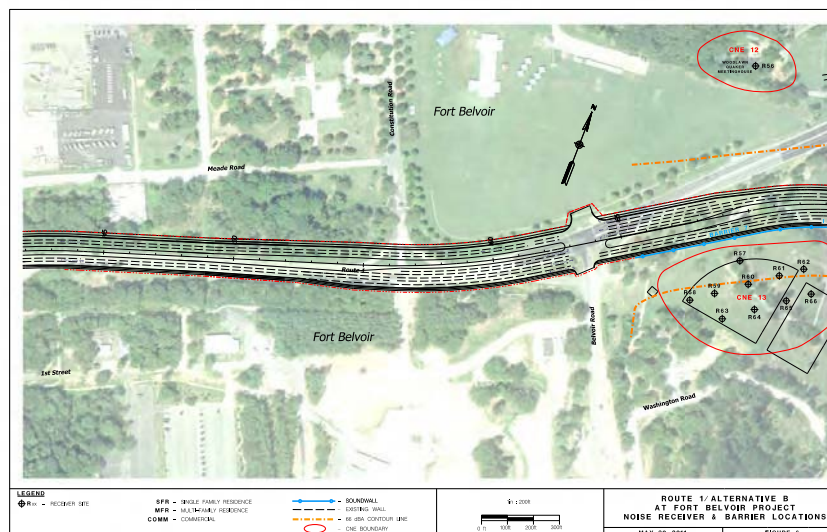
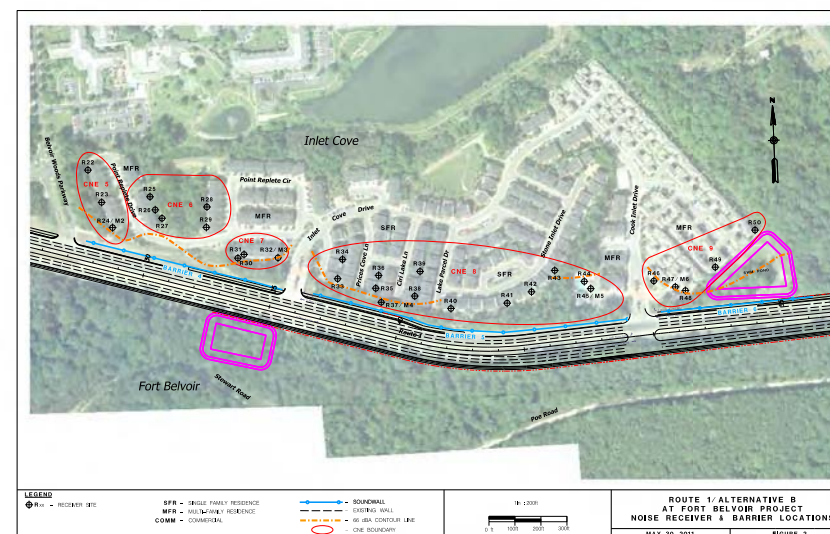
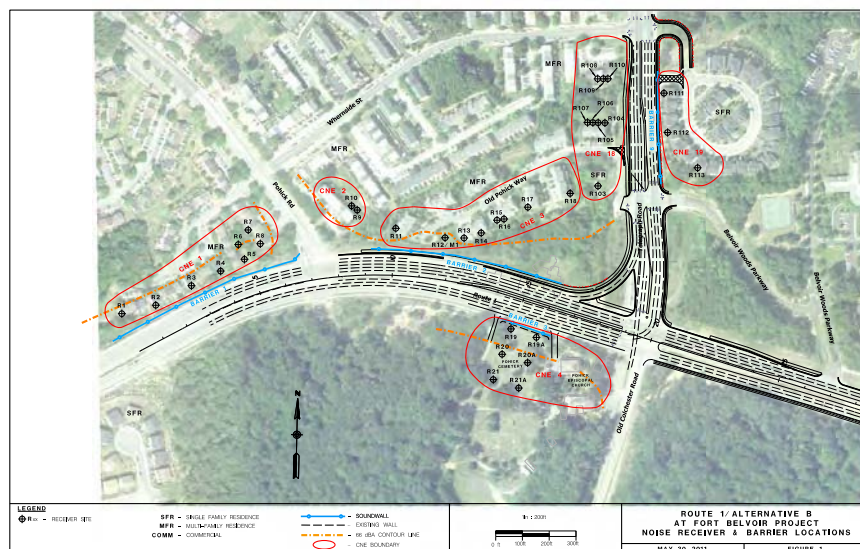
- They must not create a safety or engineering problem.
- They must reduce noise levels by at least five decibels for the impacted properties that the noise wall protects.
- They must meet the 1,600-square-foot requirement for Maximum Square Footage of Abatement per Benefitted Receptor (MaxSF/BR).

If the final analysis determines a barrier to be feasible and reasonable, the affected public will be given an opportunity to decide if they favor the barrier.

For more information, review the available noise technical report or talk to a member of the project study team.

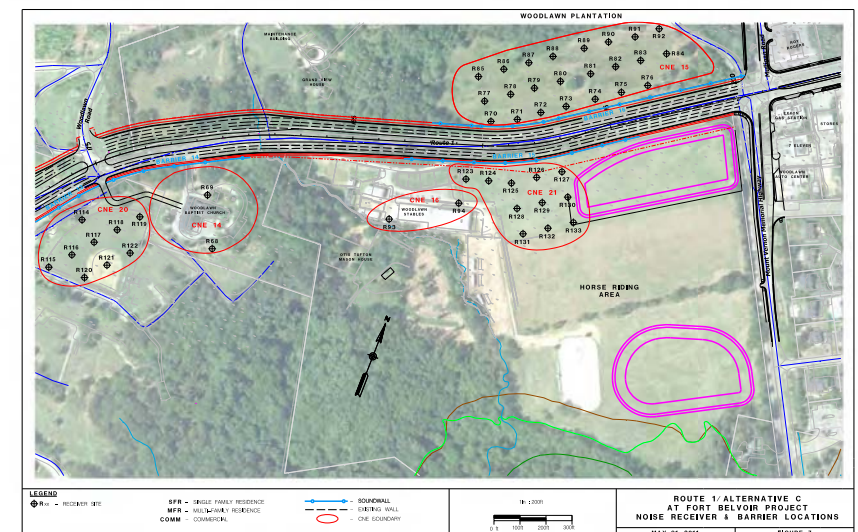
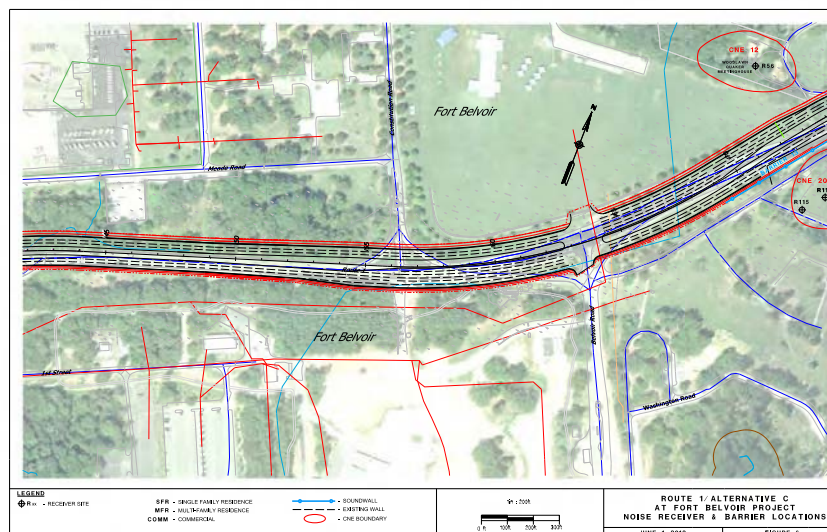
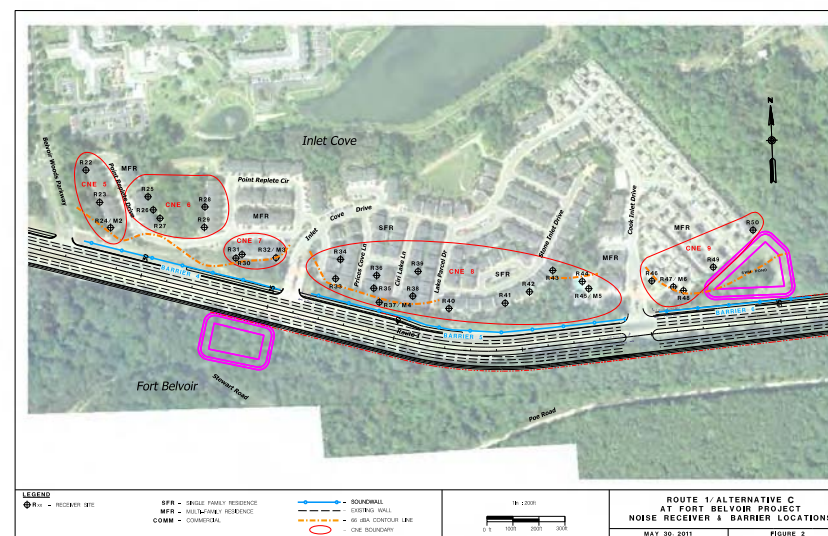
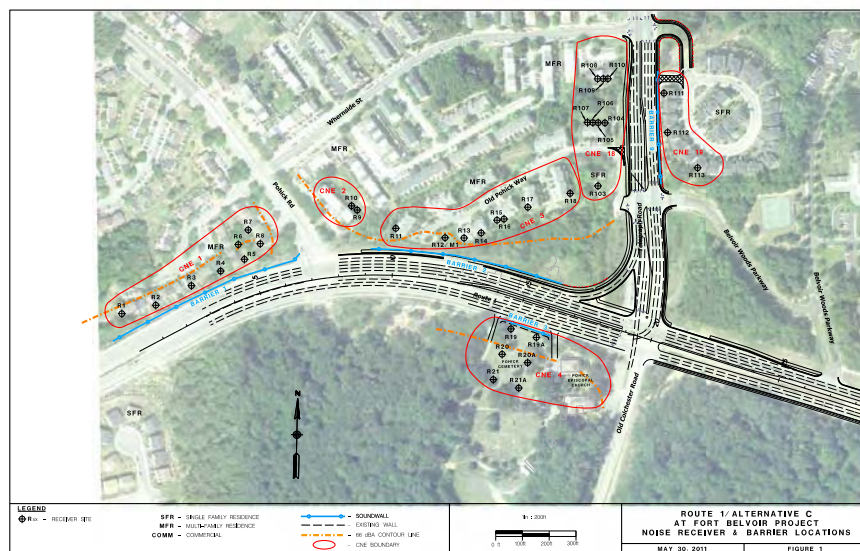
# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

## POTENTIAL LOCATIONS OF NOISE ATTENUATION MEASURES - ALTERNATIVE B

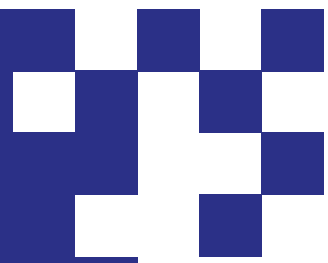


# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

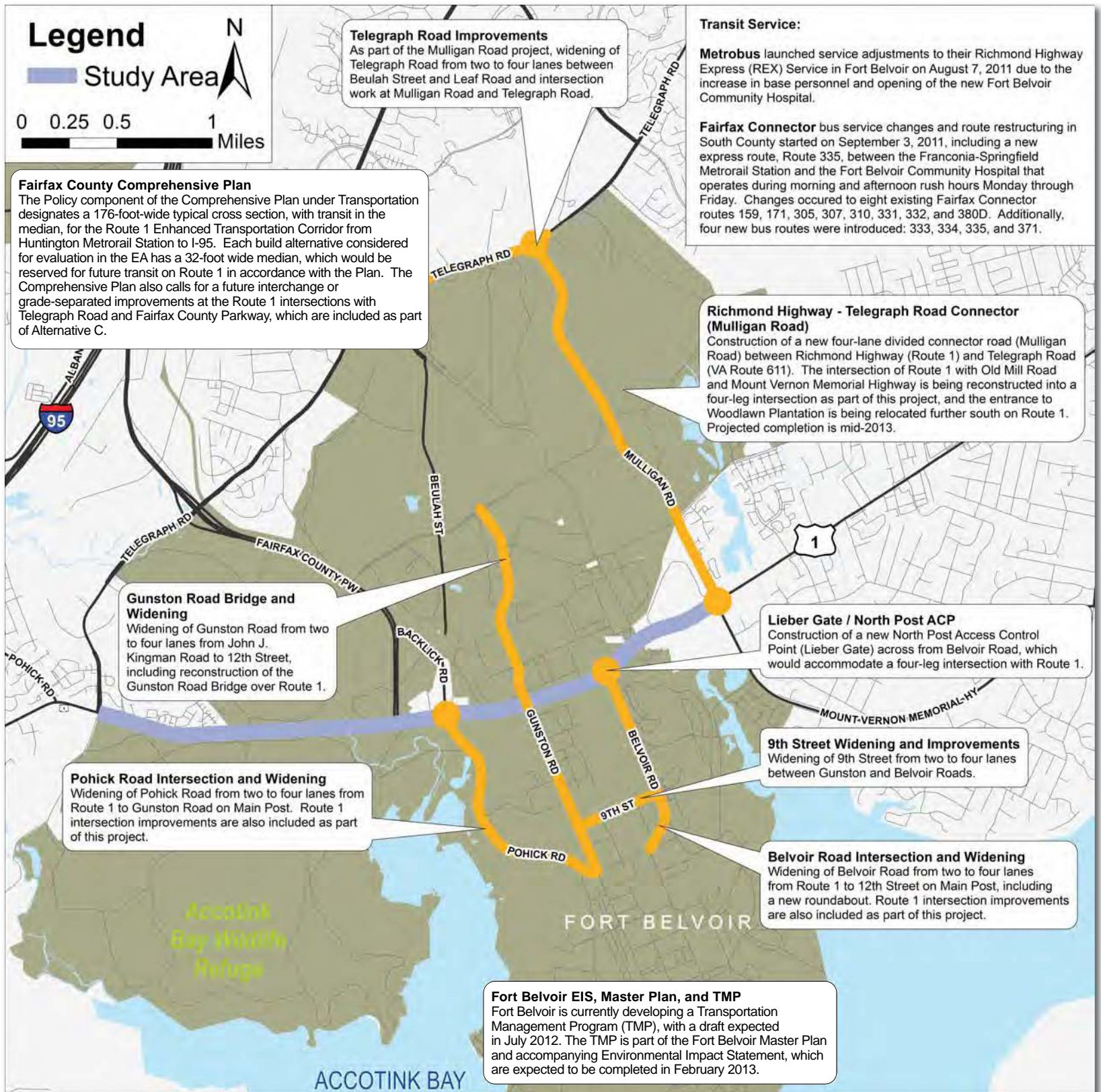
## POTENTIAL LOCATIONS OF NOISE ATTENUATION MEASURES - ALTERNATIVE C



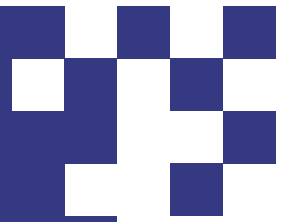
# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



## ON-GOING TRANSPORTATION PROJECTS NEAR THE STUDY AREA



# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

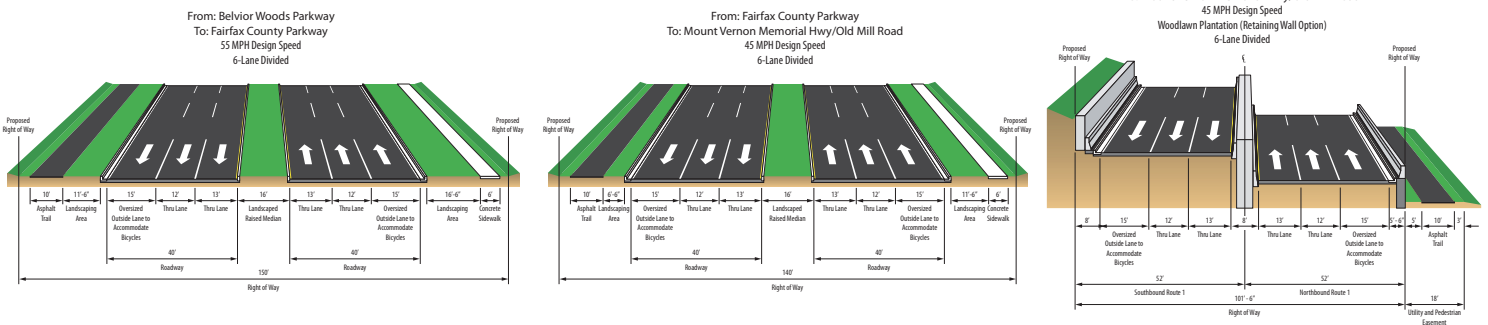


## EVOLUTION OF TYPICAL SECTION

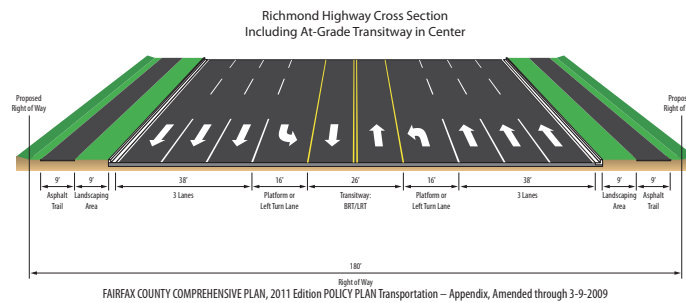
### Existing Conditions

- 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.

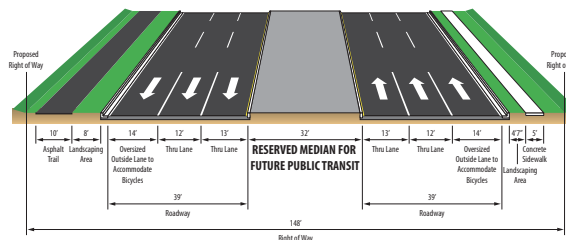
### 2003 VDOT Location Study Alternatives



### Fairfax County Comprehensive Plan Alternative

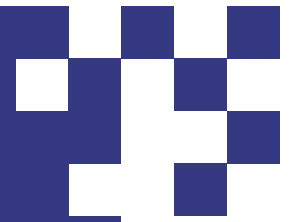


### Current Proposed 148-foot Typical Section





# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



## CONSIDERATION OF TRANSIT

Route 1 has been the subject of numerous roadway and transit-related studies and efforts. Currently, Metrobus and Fairfax Connector offer bus service along the project corridor, and service adjustments were recently launched by both agencies in response to the increase in base personnel and the opening of the new Fort Belvoir Community Hospital. In consideration of the following documents or guidelines, preliminary alternatives include a reserved median for public transit (e.g., bus lanes, rail, monorail). In the near-term, if the Route 1 project area is widened to six lanes, the typical section would then match the adjacent sections of Route 1 and increase the potential to successfully utilize one of those lanes for enhanced public transit. Implementation of transit within the roadway corridor would be examined by others as part of separate studies. Similarly, in the future, implementation of light rail or other transit modes in the median would also be the subject of future studies.

### Fairfax County Comprehensive Plan

- Implement enhanced transit service along Richmond Highway, such as Metro, Light Rail, Bus Rapid Transit.
- Establish transit stations within the project limits at the railroad line on Fort Belvoir and at Telegraph Road.

### Route 1 Location Study and Project C Environmental Assessment

- Designs should not preclude transit services in the Route 1 corridor.

### Senate Joint Resolution 292, Route 1 Transit Study

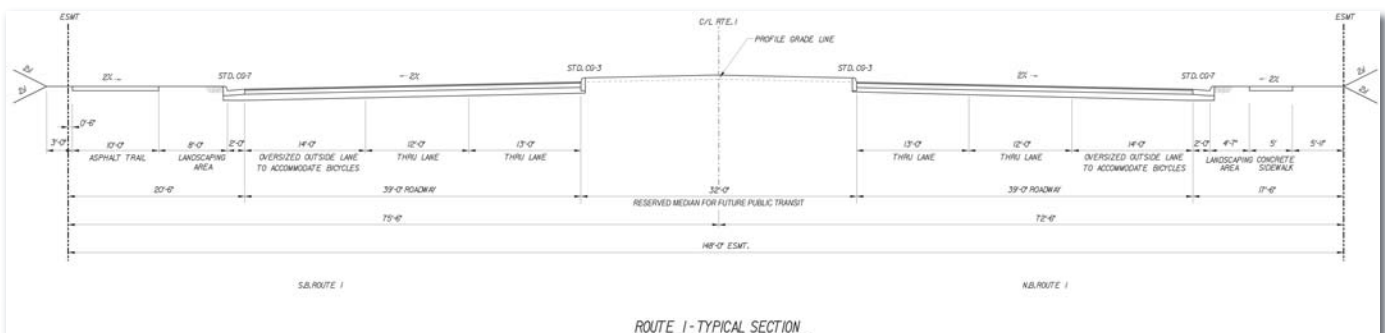
- Near-term Recommendations - Improve conditions for transit operations and riders:
  - Conduct necessary study and analysis to implement enhanced public transit.
  - Conduct pedestrian facility and shelter assessment and develop a funding strategy to improve the existing conditions.
  - Focus redevelopment to the corridor.
- Long-term Recommendations - Plan for the future:
  - Conduct land use analysis and develop a vision for economic development/redevelopment in the corridor.
  - Conduct feasibility analysis to determine potential for extending metro or implementing light rail.

### Memorandum of Agreement between VDOT and the Department of the Army

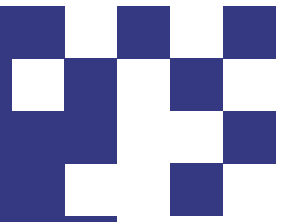
- The existing 80-foot easement may be expanded to a maximum base easement of 148 feet between the Fairfax County Parkway and Telegraph Road.
- The easement for improvements may not be granted to VDOT until environmental studies, NEPA analysis, and National Historic Preservation Act (NHPA) analyses are completed for the proposed action.

### Design Criteria

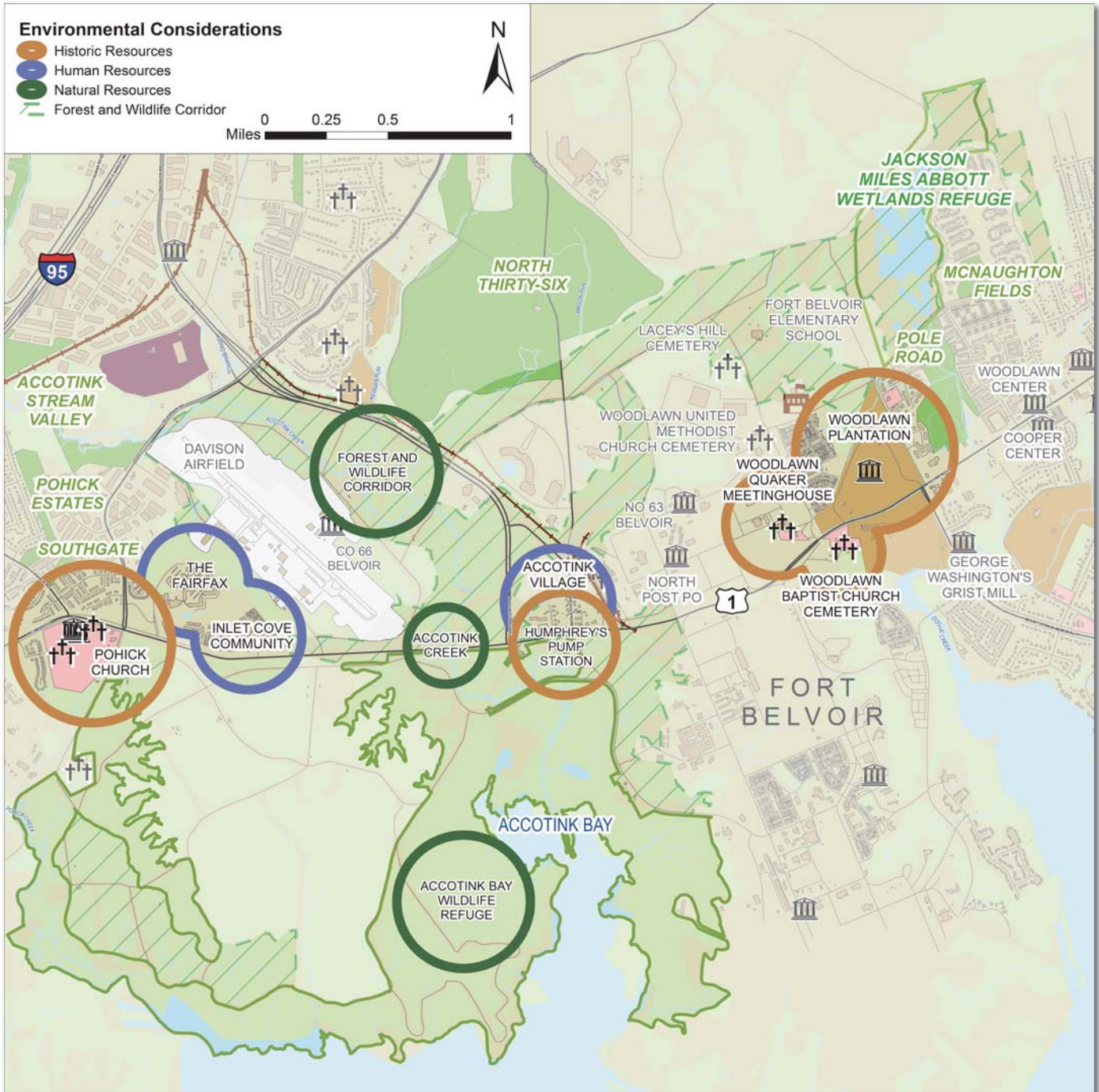
Based on the maximum base easement agreed upon by VDOT and the Department of the Army, the following design criteria has been established for the Route 1 improvements, in accordance with Fairfax County and VDOT guidelines:



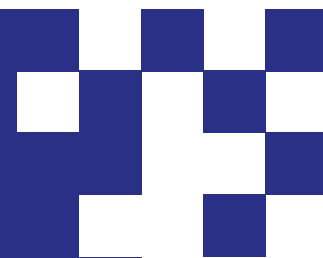
# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



## ENVIRONMENTAL CONSIDERATIONS



# ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



## SCHEDULE AND NEXT STEPS

### Schedule

Scoping	Complete
Data Collection	Complete
Alternatives Development / Public Information Meeting	Complete
Environmental Assessment / Public Information Meeting	<b>We Are Here</b>
Final Decision on the Environmental Assessment by FHWA	Summer 2012

### Next Steps

- Study team review of public comments.
- Revision of EA, as appropriate, to reflect changes or new information resulting from comments received on the EA.
- FHWA Decision.

### Thank You

Thank you for taking the time to review the materials presented at this public meeting. Your comments are valuable and greatly appreciated. FHWA will carefully consider all comments received at this meeting and during the comment period.

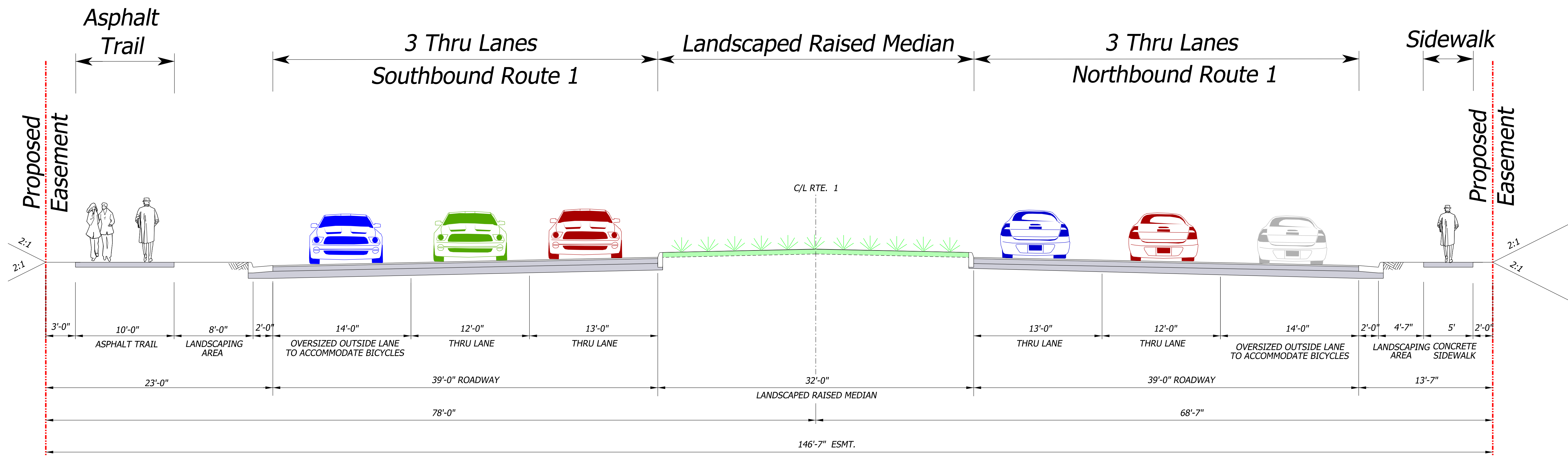
You may leave your comments in the box provided at tonight's meeting. You may also record your comments orally at the designated recording station.

If you are not ready to provide your comments tonight, written comments must be postmarked or sent electronically **no later than July 6, 2012**:

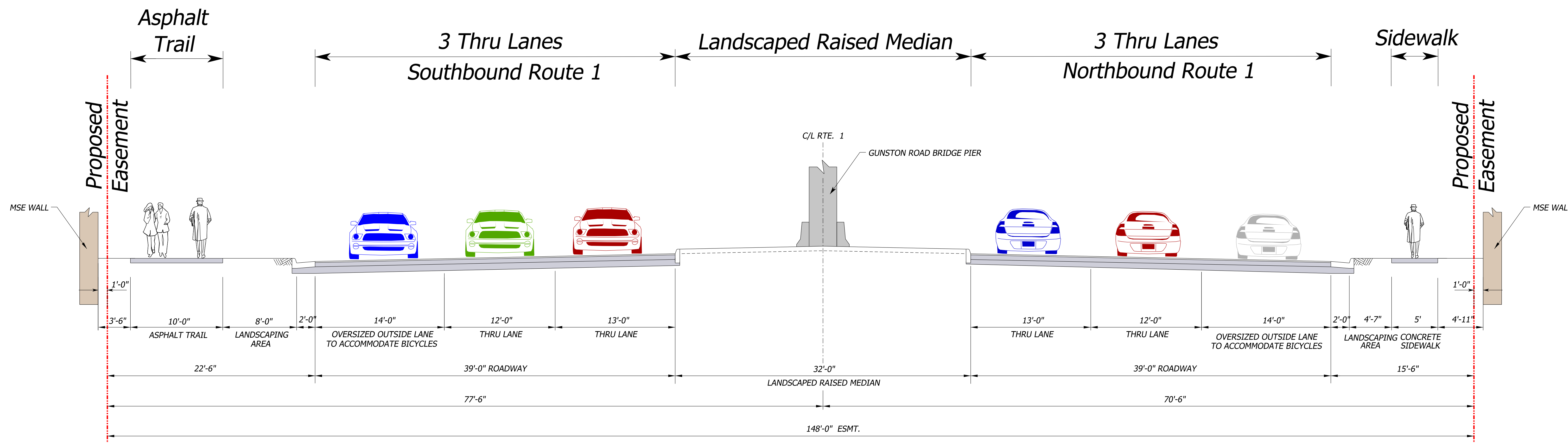
By Mail: Mr. Jack Van Dop  
Environmental Specialist  
Federal Highway Administration  
Eastern Federal Lands Highway Division  
21400 Ridgetop Circle  
Sterling, VA 20166

By E-mail: [Jack.VanDop@dot.gov](mailto:Jack.VanDop@dot.gov)



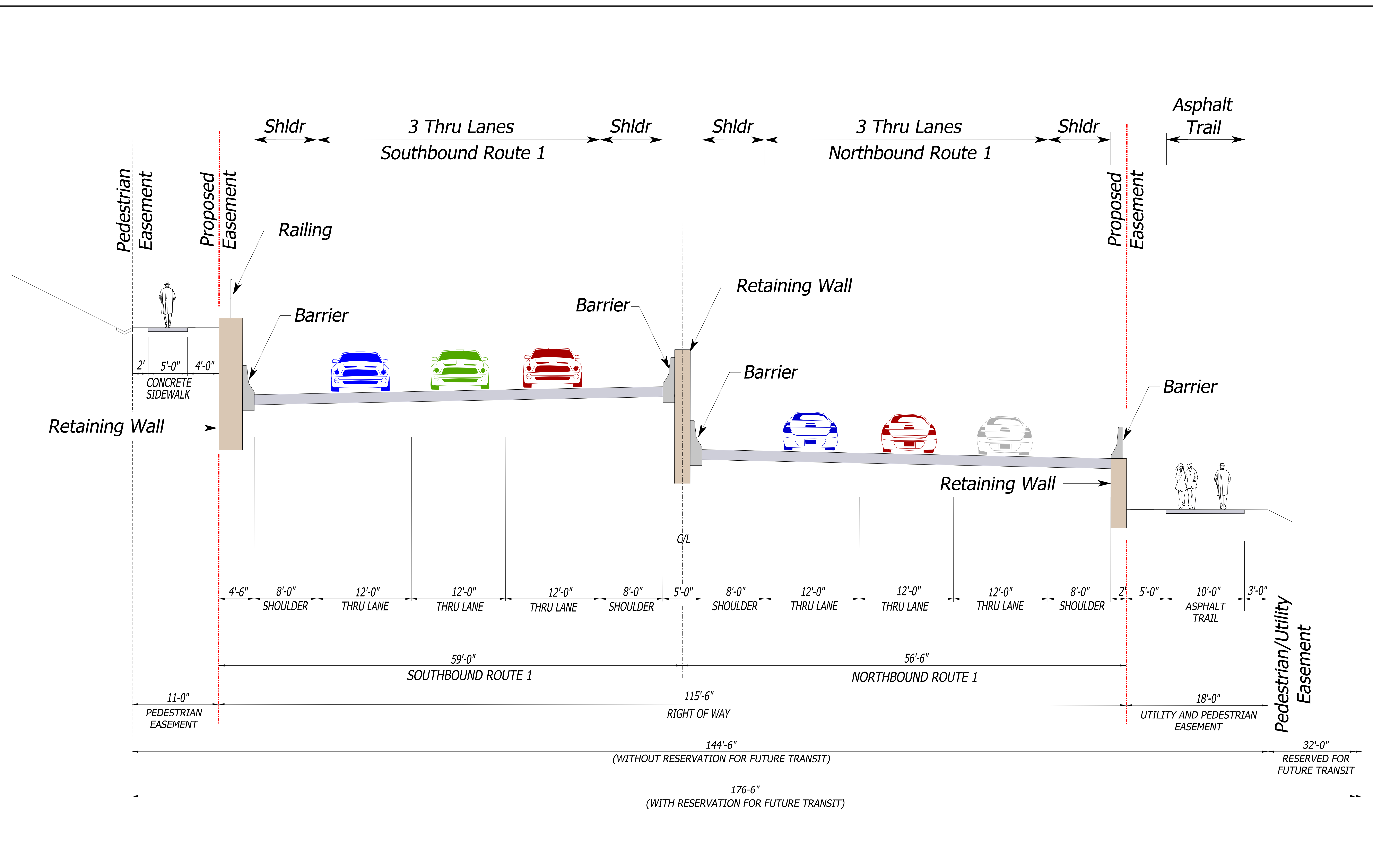


**TYPICAL SECTION (Telegraph Road to Mulligan Road) - (Applies to Alternatives B and C)**

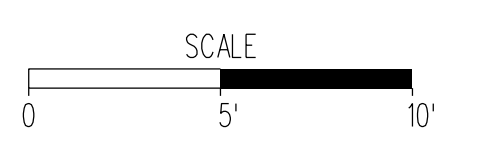


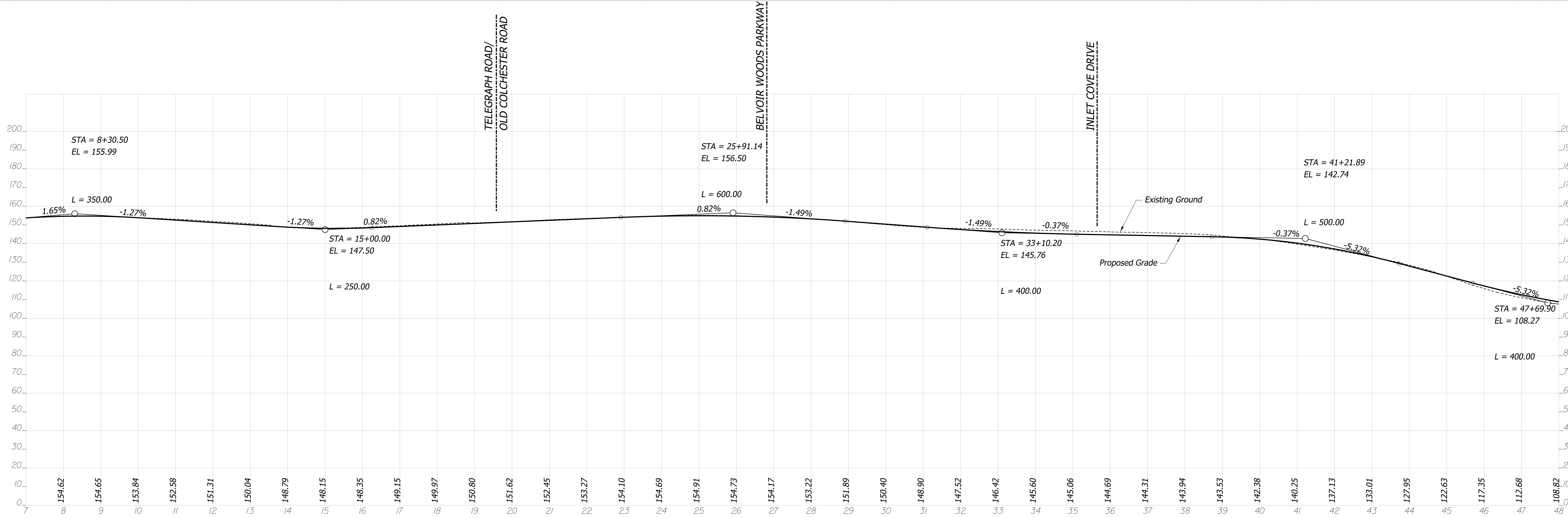
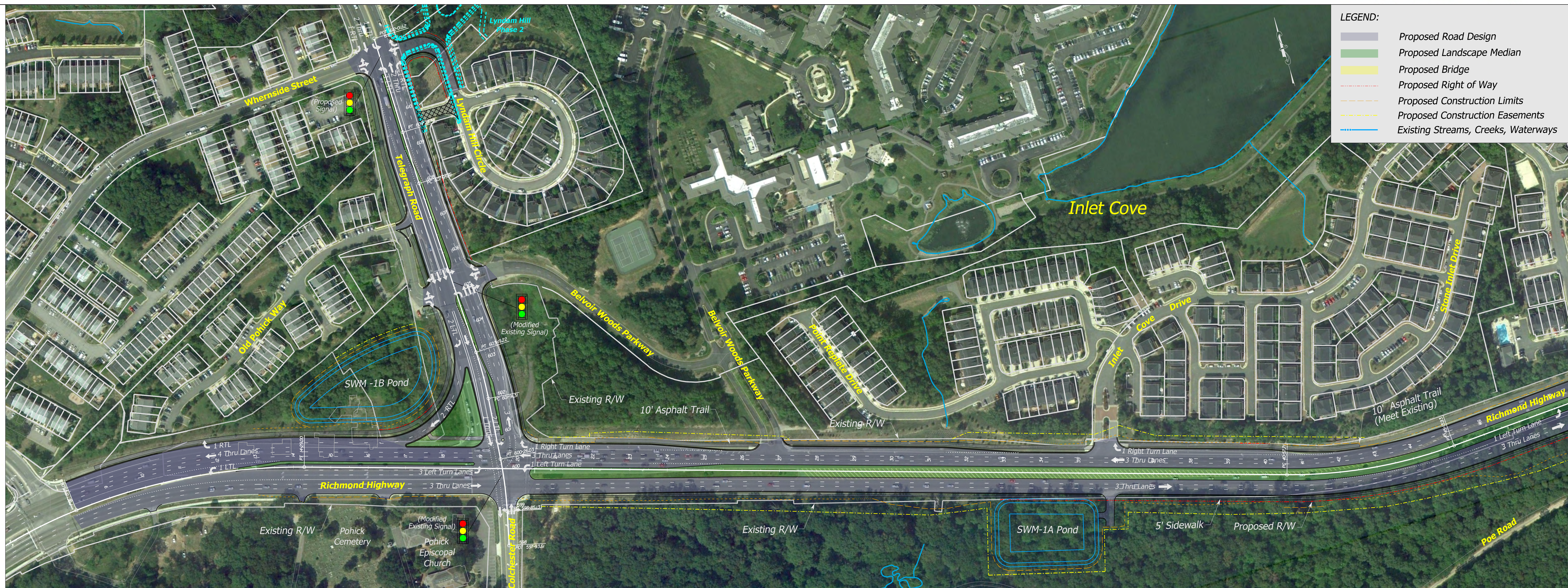
**TYPICAL SECTION (At Gunston Road Bridge) - (Applies to Alternatives B and C)**



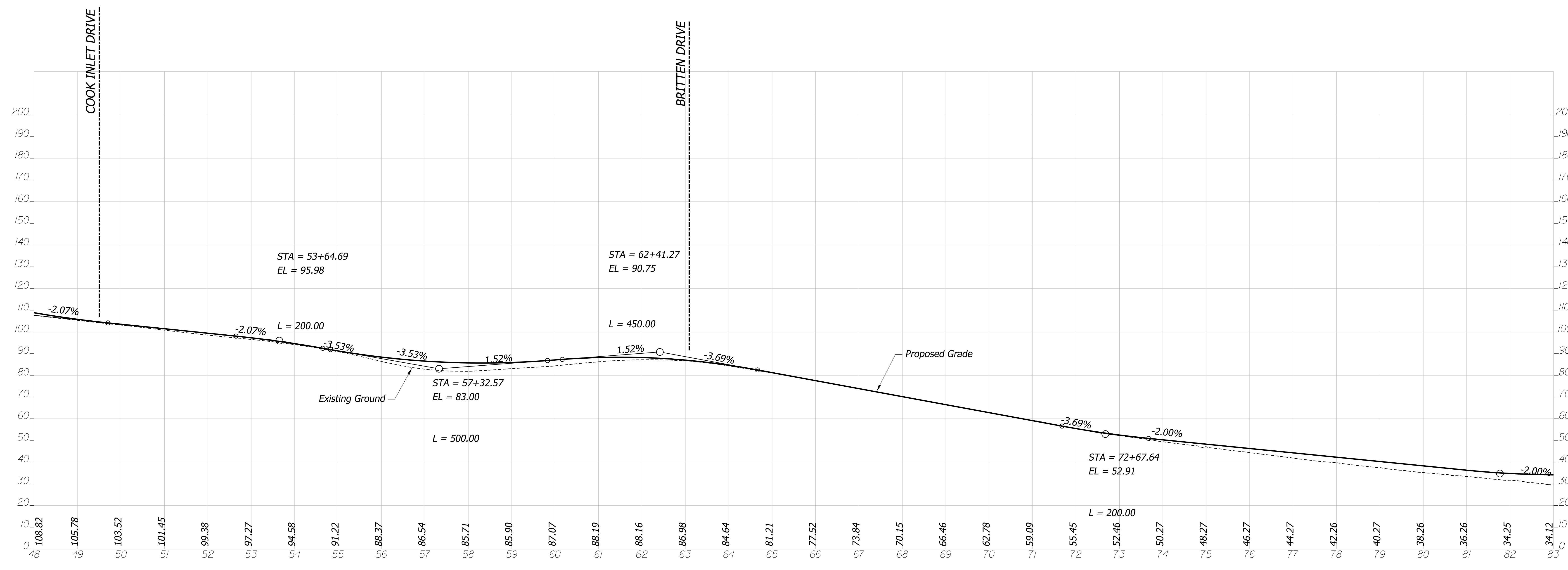
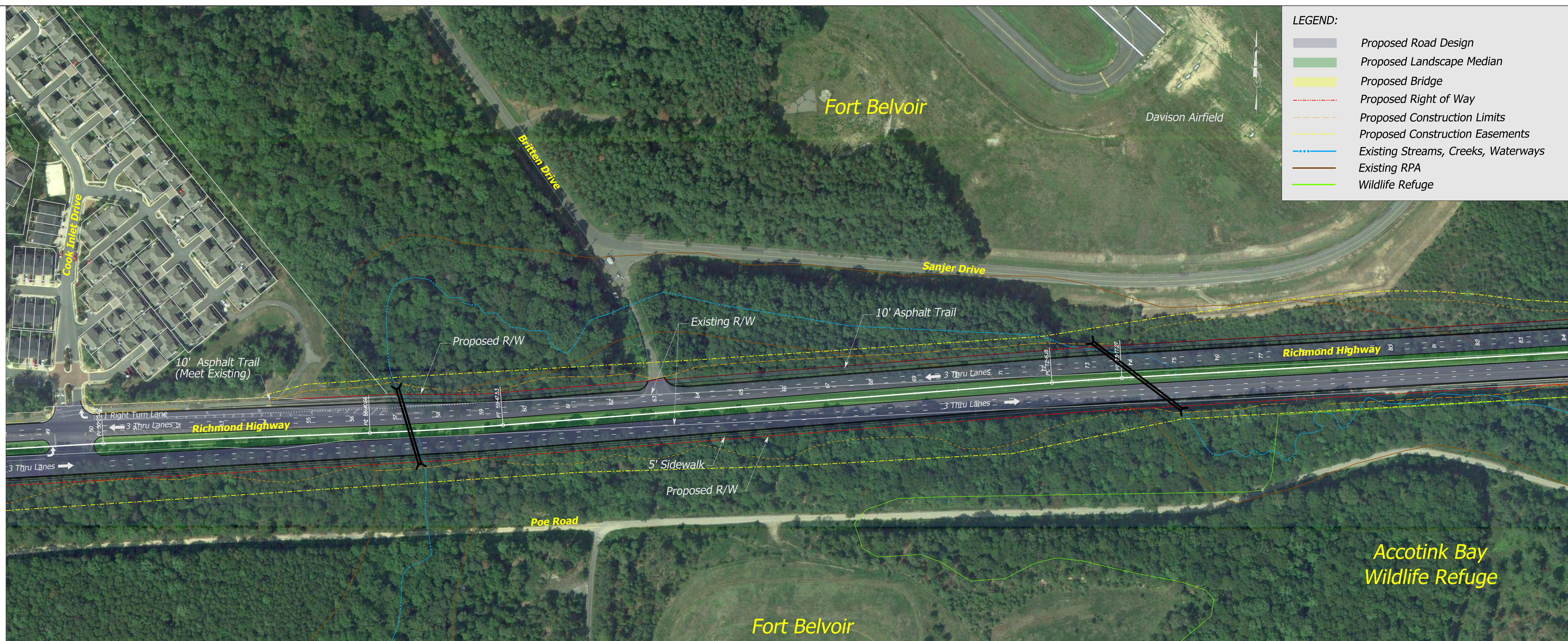


**BIFURCATED SECTION (Woodlawn Road to Mulligan Road) - (Not Applicable to Alternatives B and C)**



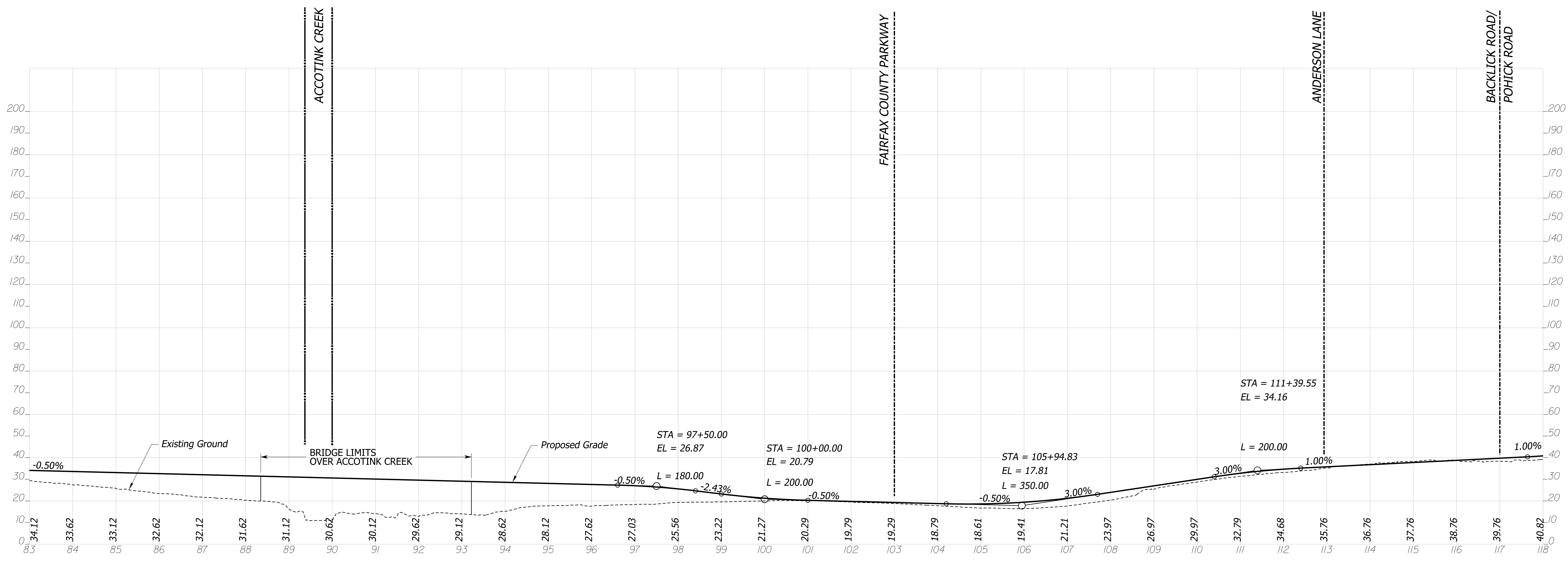
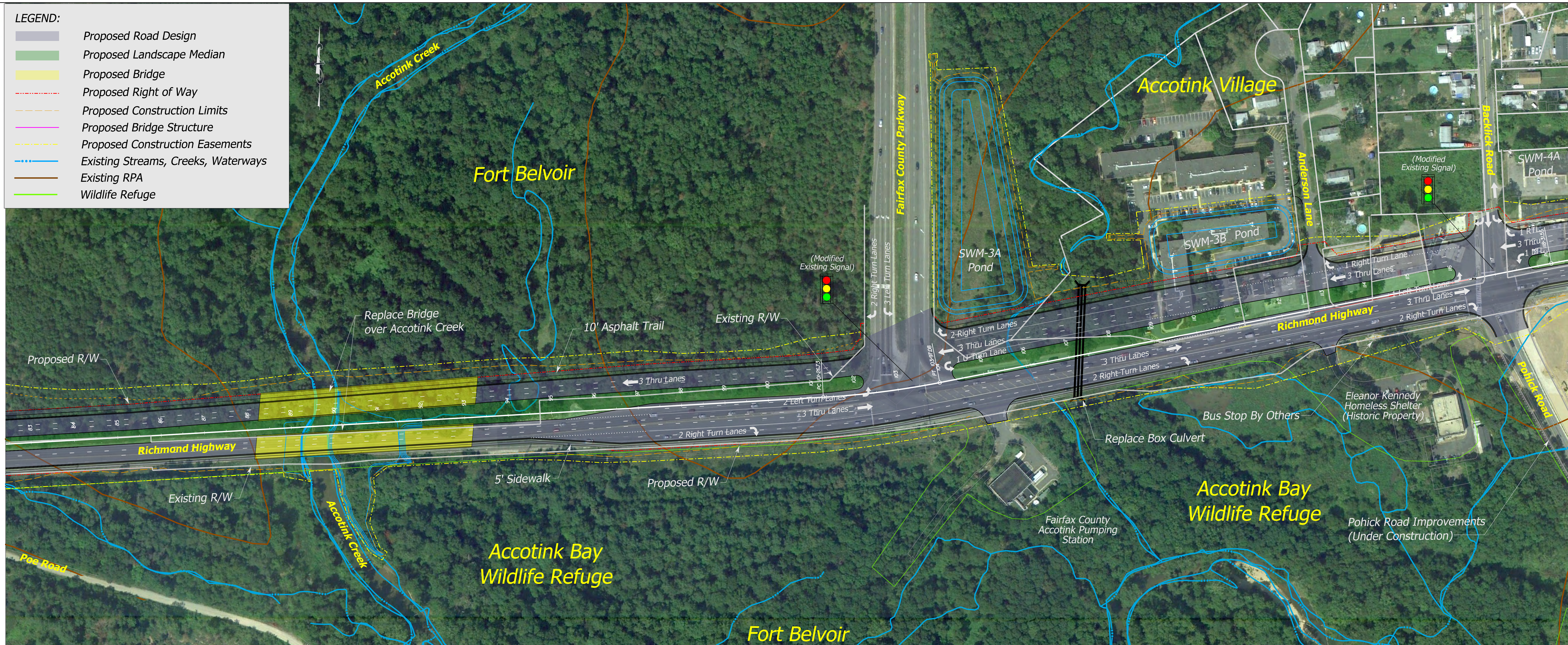


RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE B - SHEET 1**



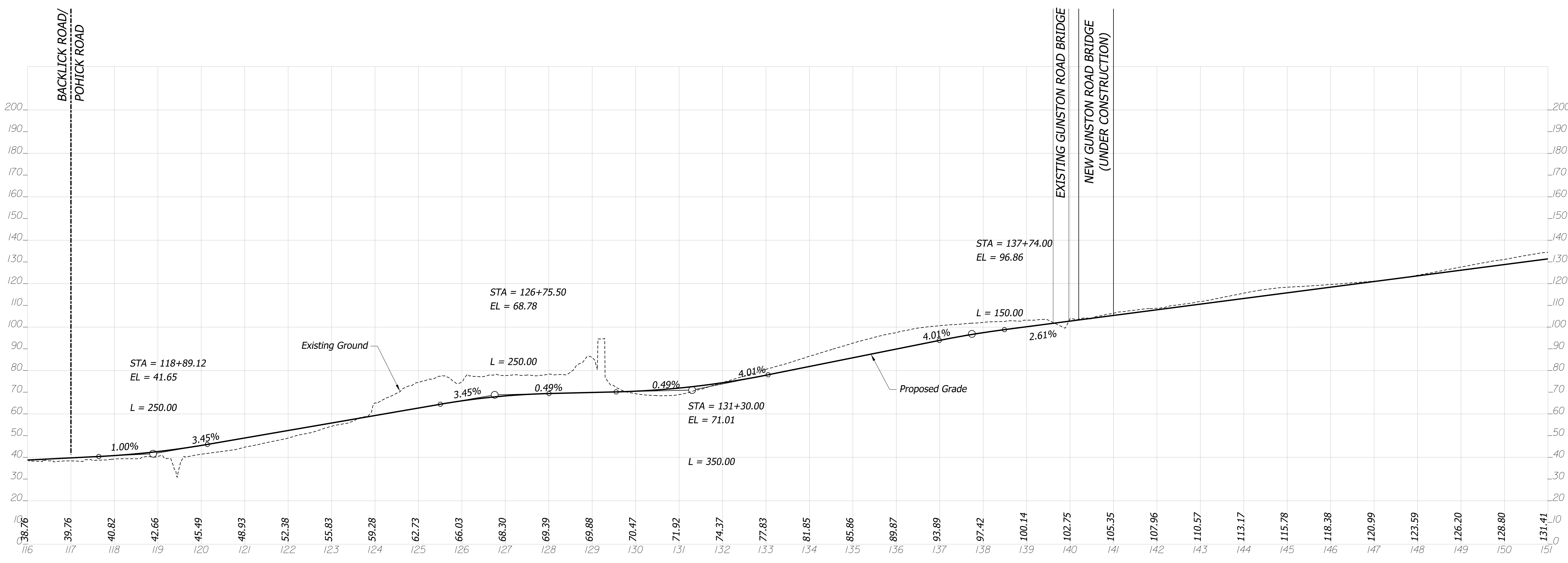
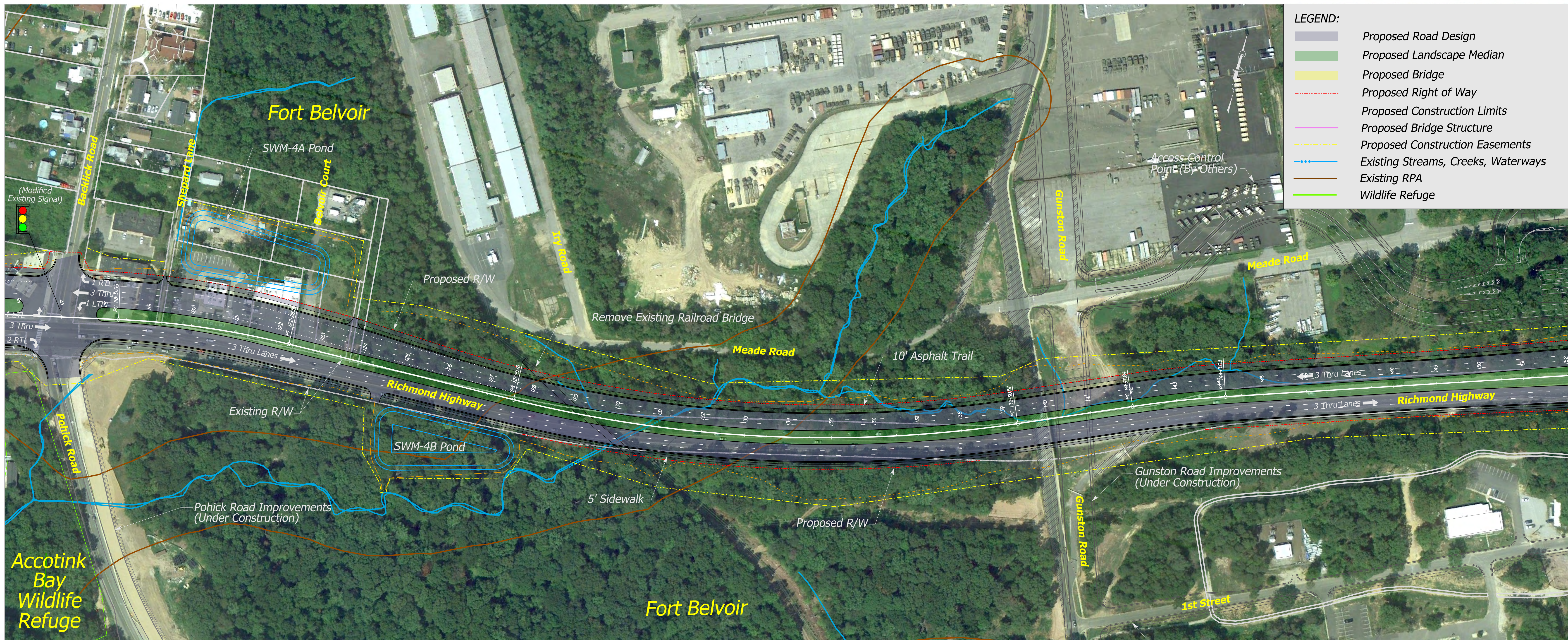
RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE B - SHEET 2**

- LEGEND:**
- Proposed Road Design
  - Proposed Landscape Median
  - Proposed Bridge
  - Proposed Right of Way
  - Proposed Construction Limits
  - Proposed Bridge Structure
  - Proposed Construction Easements
  - Existing Streams, Creeks, Waterways
  - Existing RPA
  - Wildlife Refuge



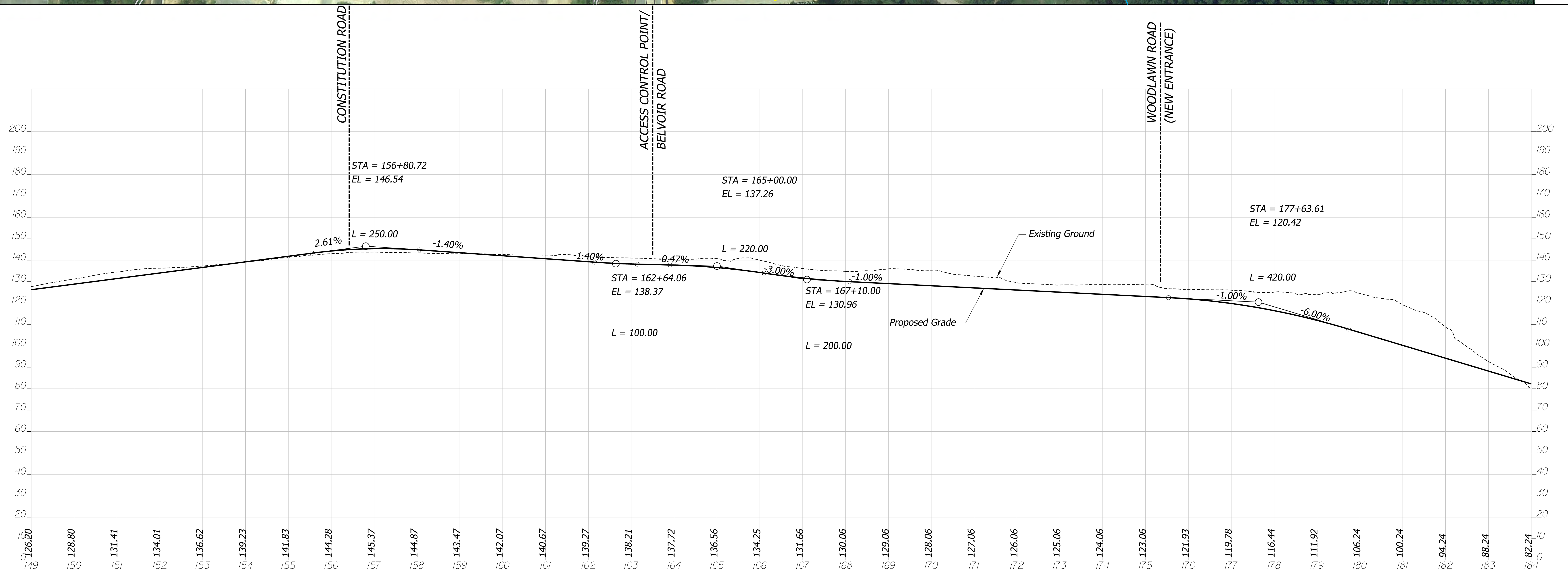
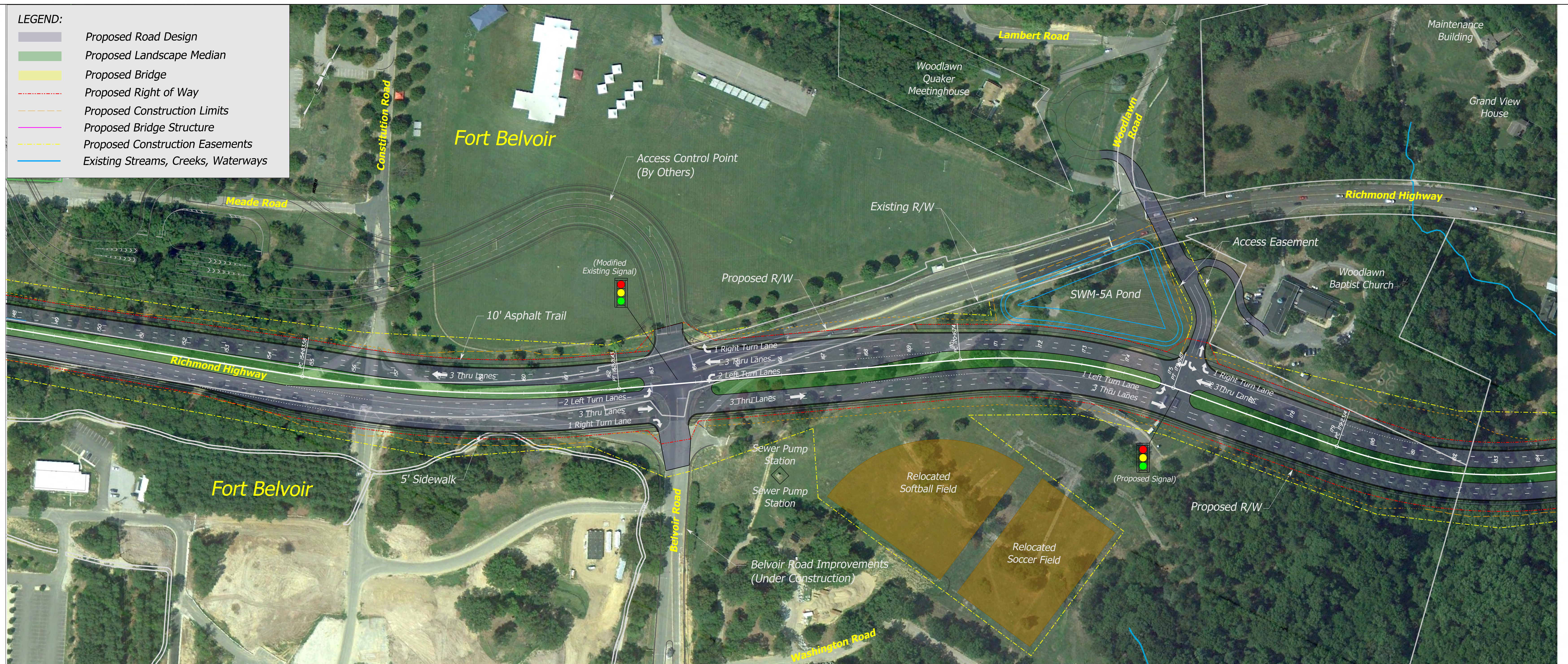
RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE B - SHEET 3**





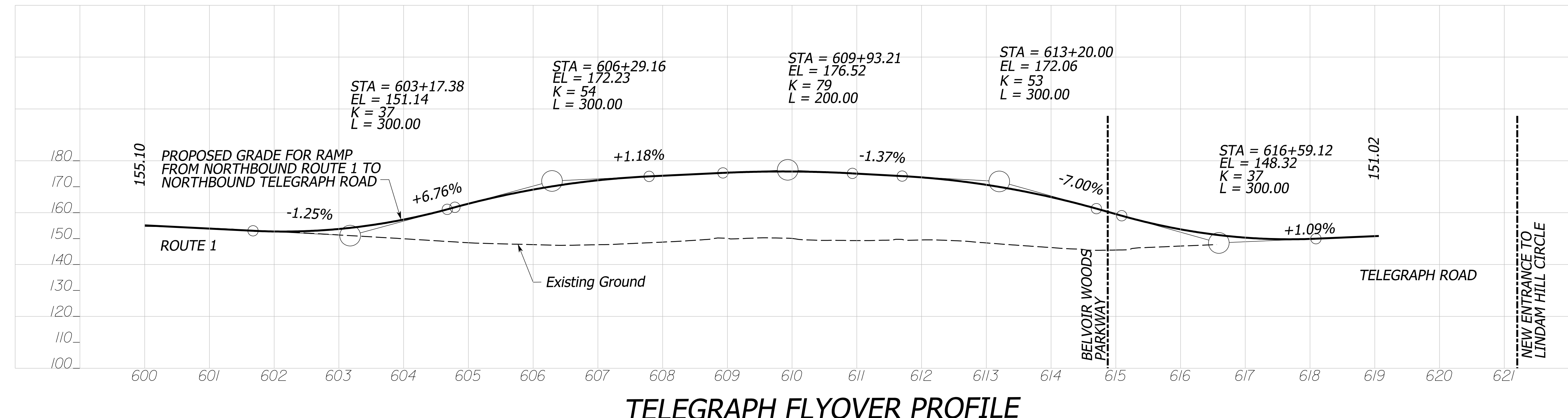
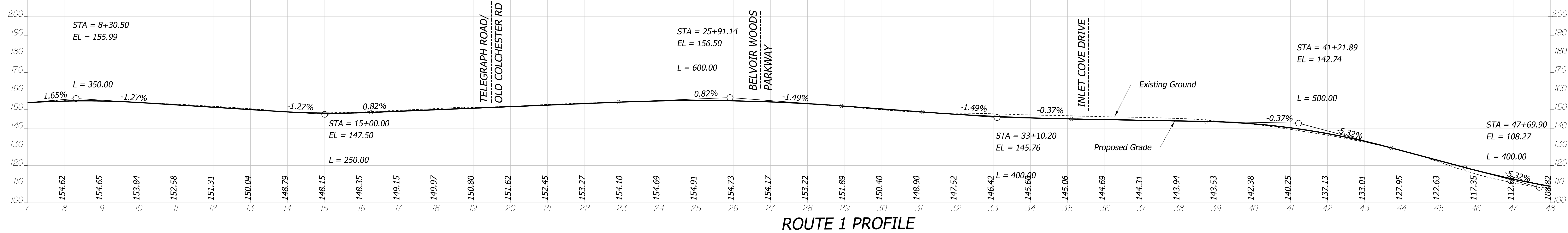
RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE B - SHEET 4**

- LEGEND:**
- Proposed Road Design
  - Proposed Landscape Median
  - Proposed Bridge
  - Proposed Right of Way
  - Proposed Construction Limits
  - Proposed Bridge Structure
  - Proposed Construction Easements
  - Existing Streams, Creeks, Waterways

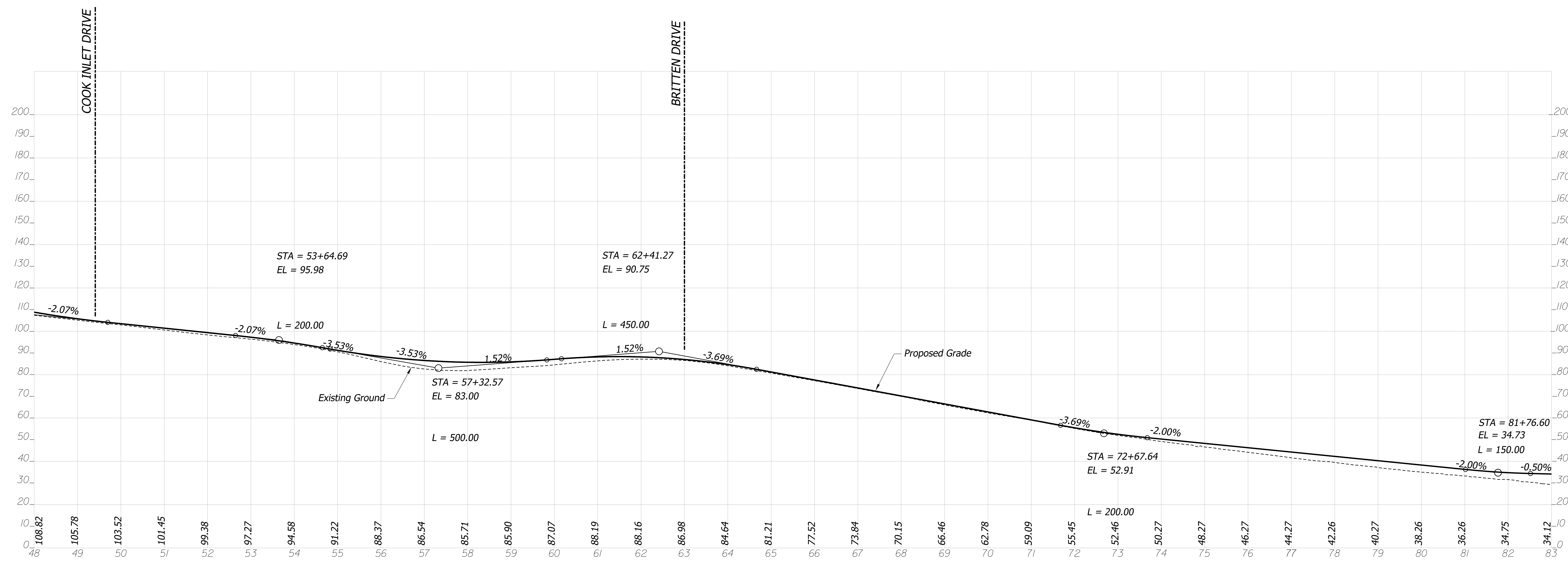
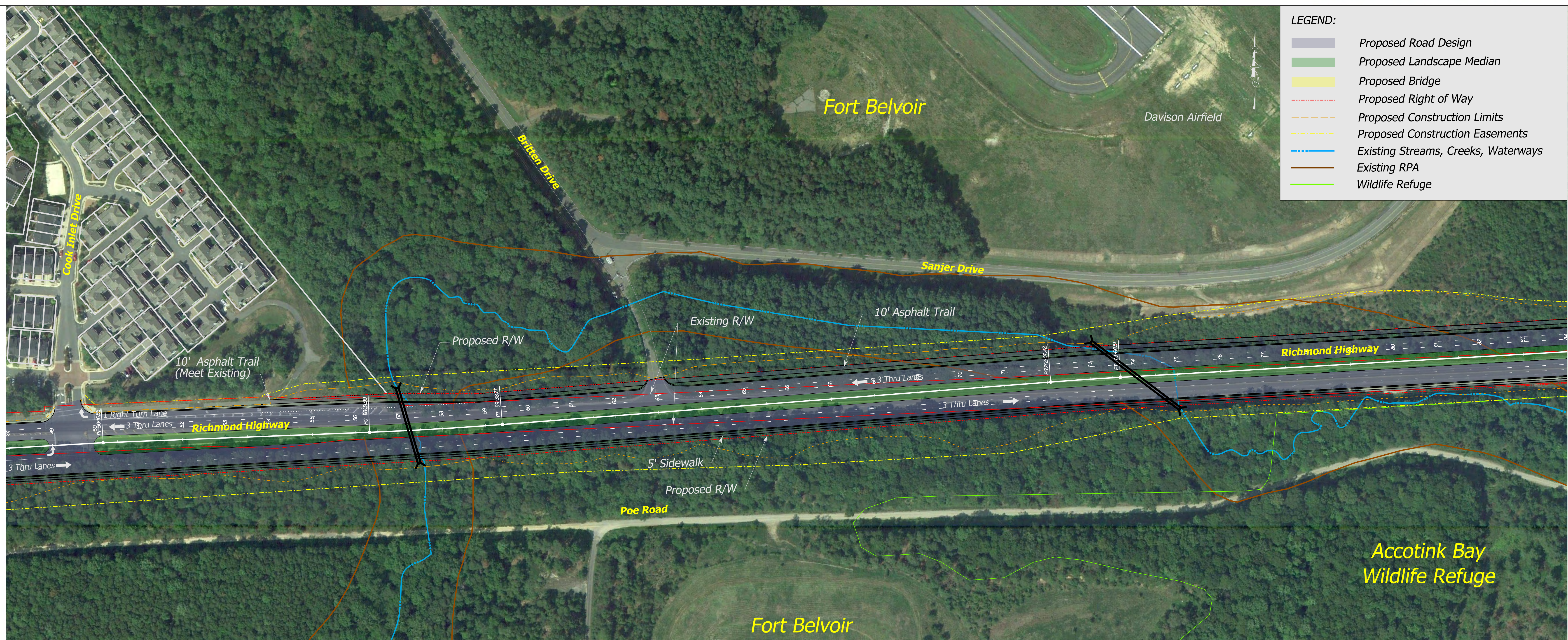


RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE B - SHEET 5**



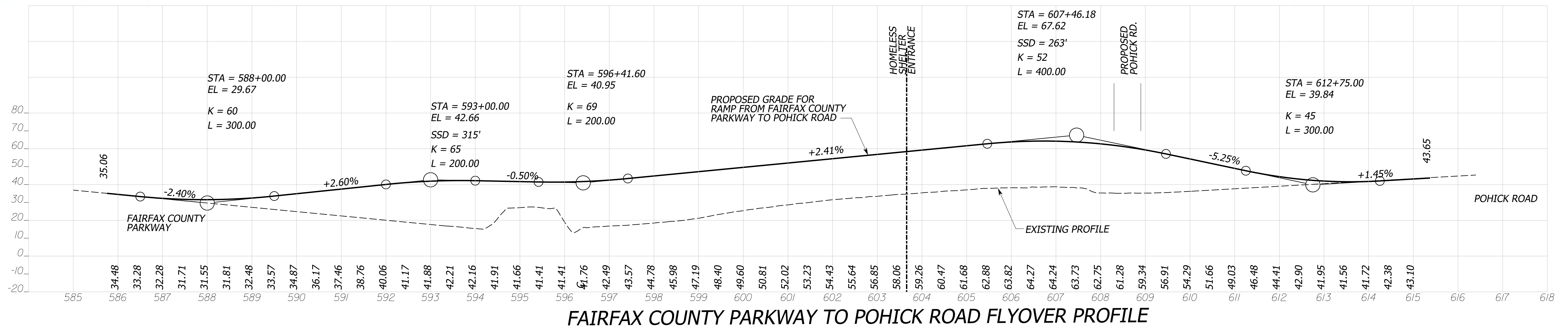
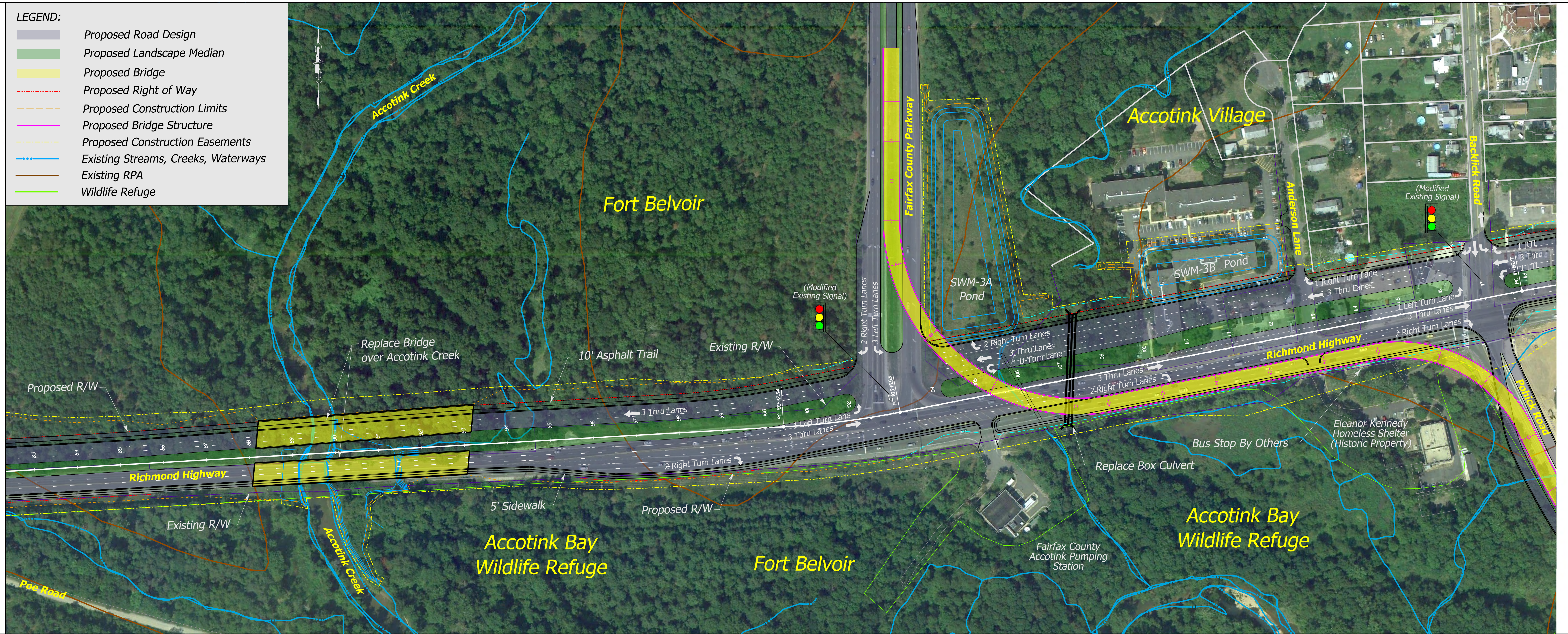


RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE C - SHEET 1**

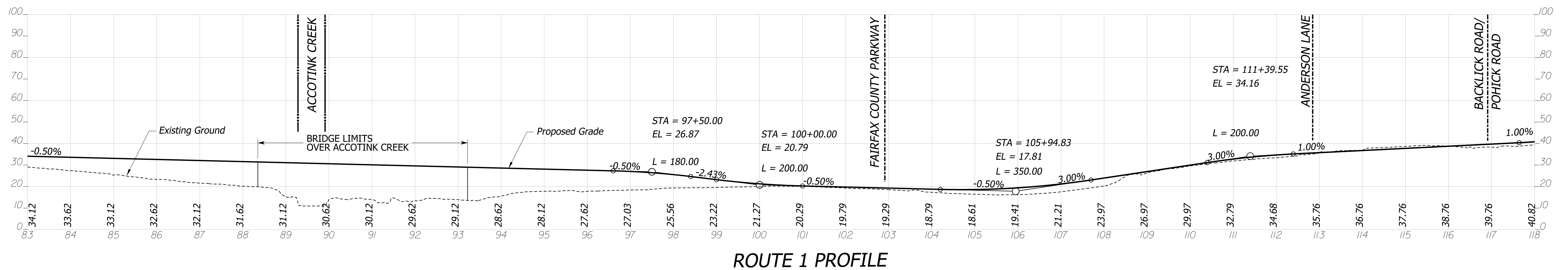


RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
 ALTERNATIVE C - SHEET 2

- LEGEND:**
- Proposed Road Design
  - Proposed Landscape Median
  - Proposed Bridge
  - Proposed Right of Way
  - Proposed Construction Limits
  - Proposed Bridge Structure
  - Proposed Construction Easements
  - Existing Streams, Creeks, Waterways
  - Existing RPA
  - Wildlife Refuge

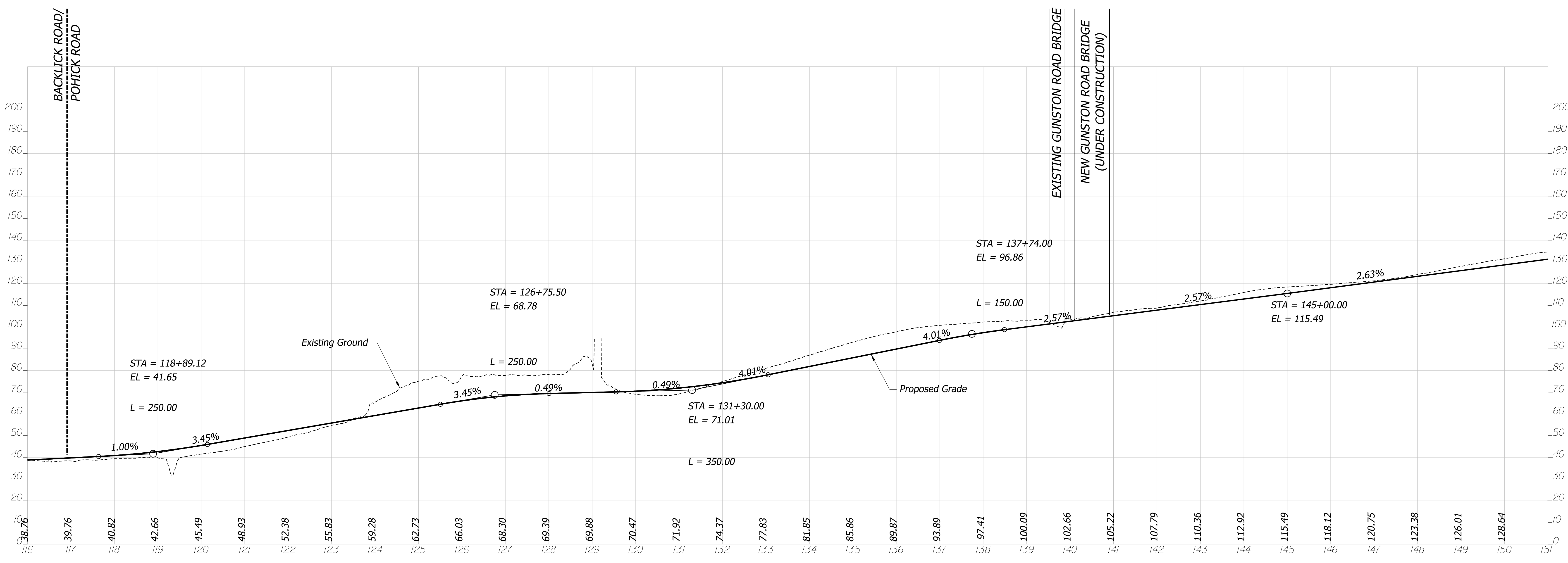
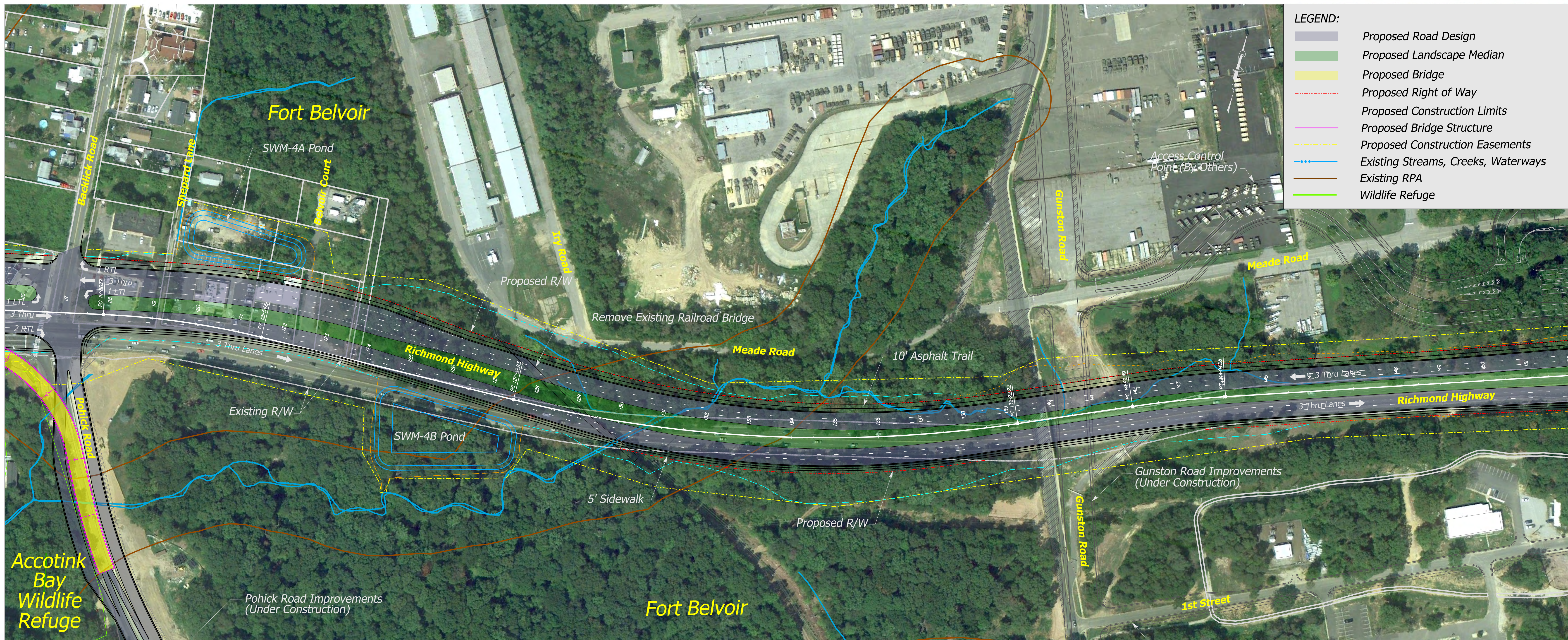


FAIRFAX COUNTY PARKWAY TO POHICK ROAD FLYOVER PROFILE



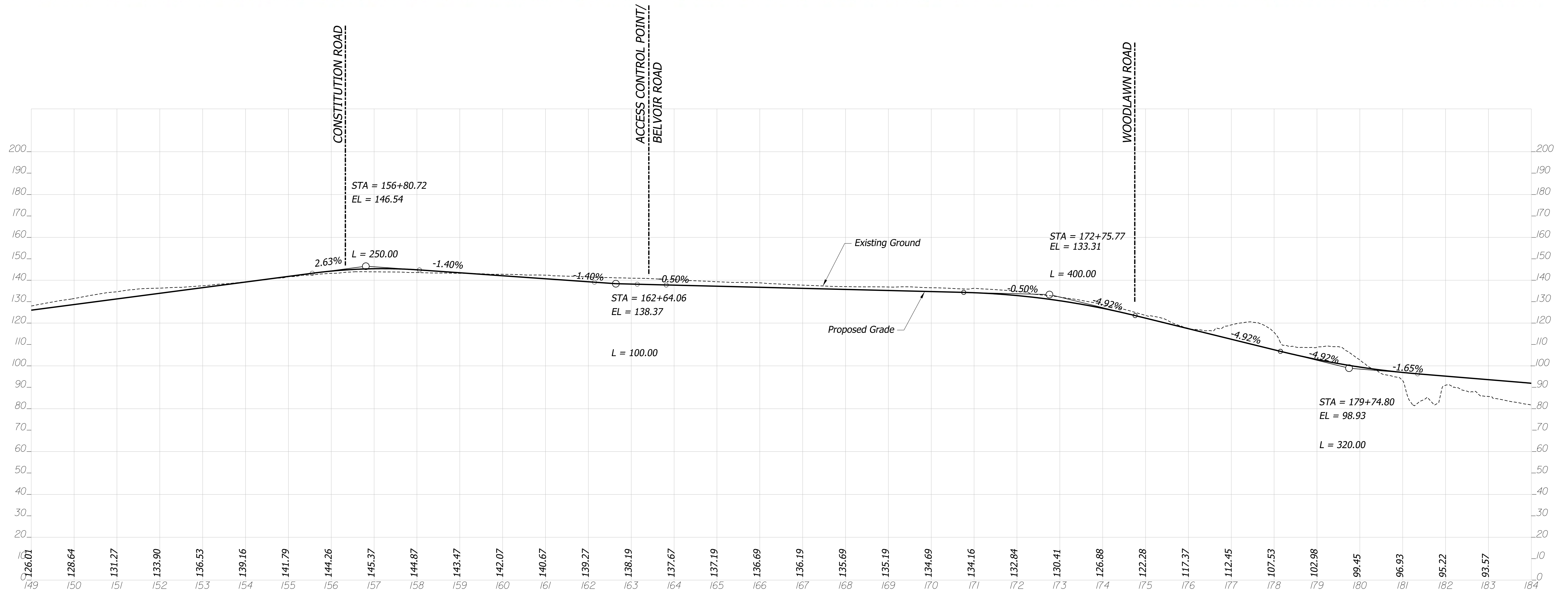
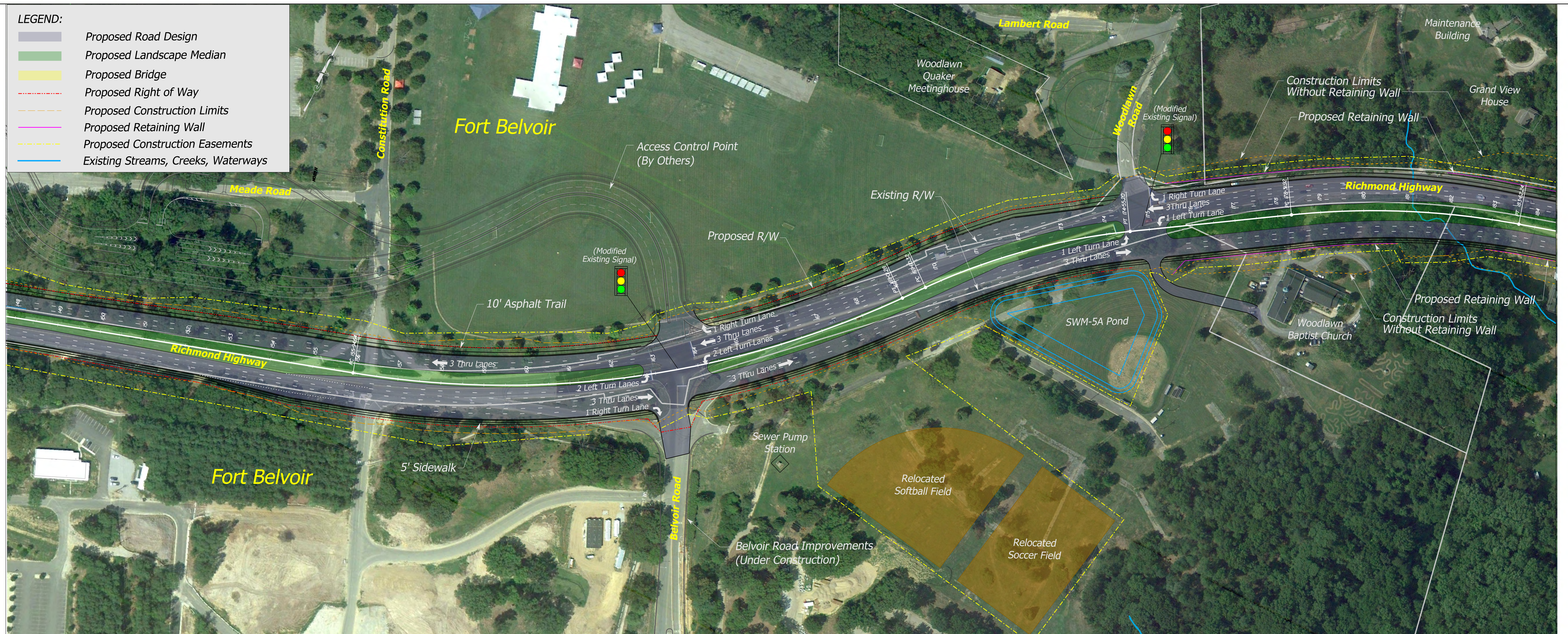
ROUTE 1 PROFILE

RICHMOND HIGHWAY (U.S. ROUTE 1)  
TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE C - SHEET 3**



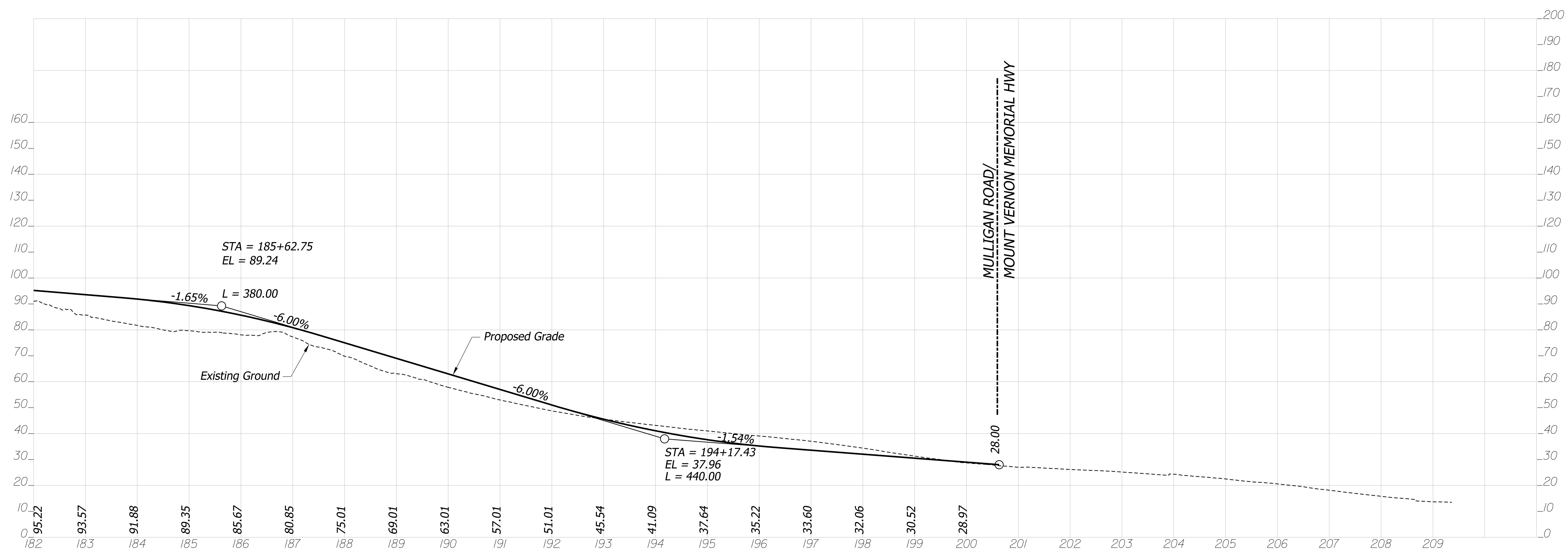
RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE C - SHEET 4**

- LEGEND:**
- Proposed Road Design
  - Proposed Landscape Median
  - Proposed Bridge
  - Proposed Right of Way
  - Proposed Construction Limits
  - Proposed Retaining Wall
  - Proposed Construction Easements
  - Existing Streams, Creeks, Waterways

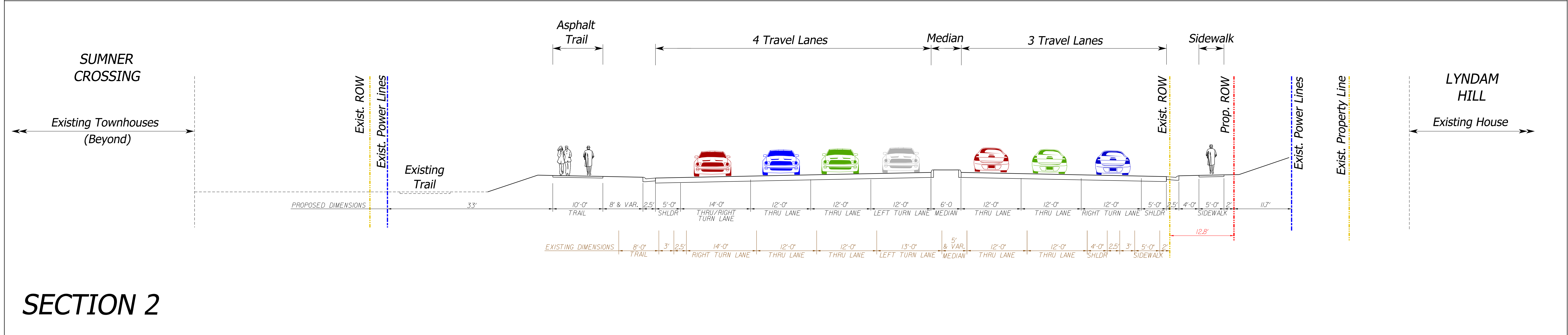
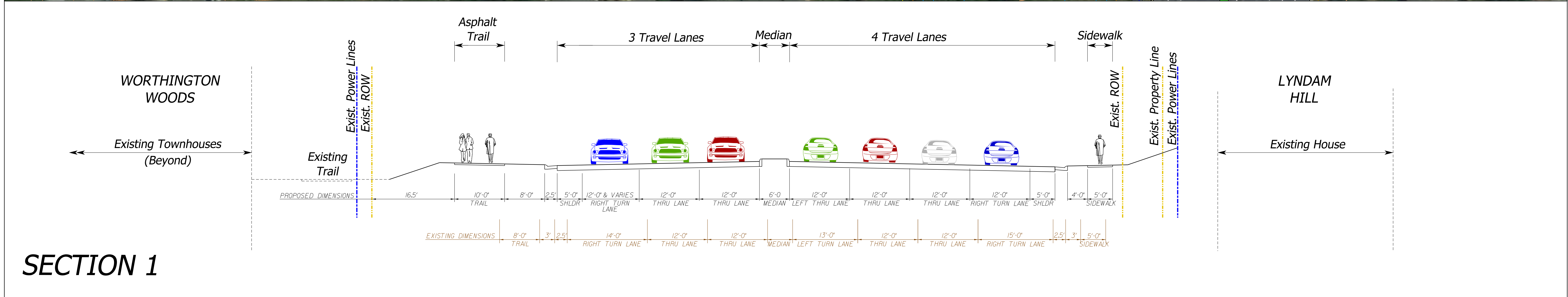
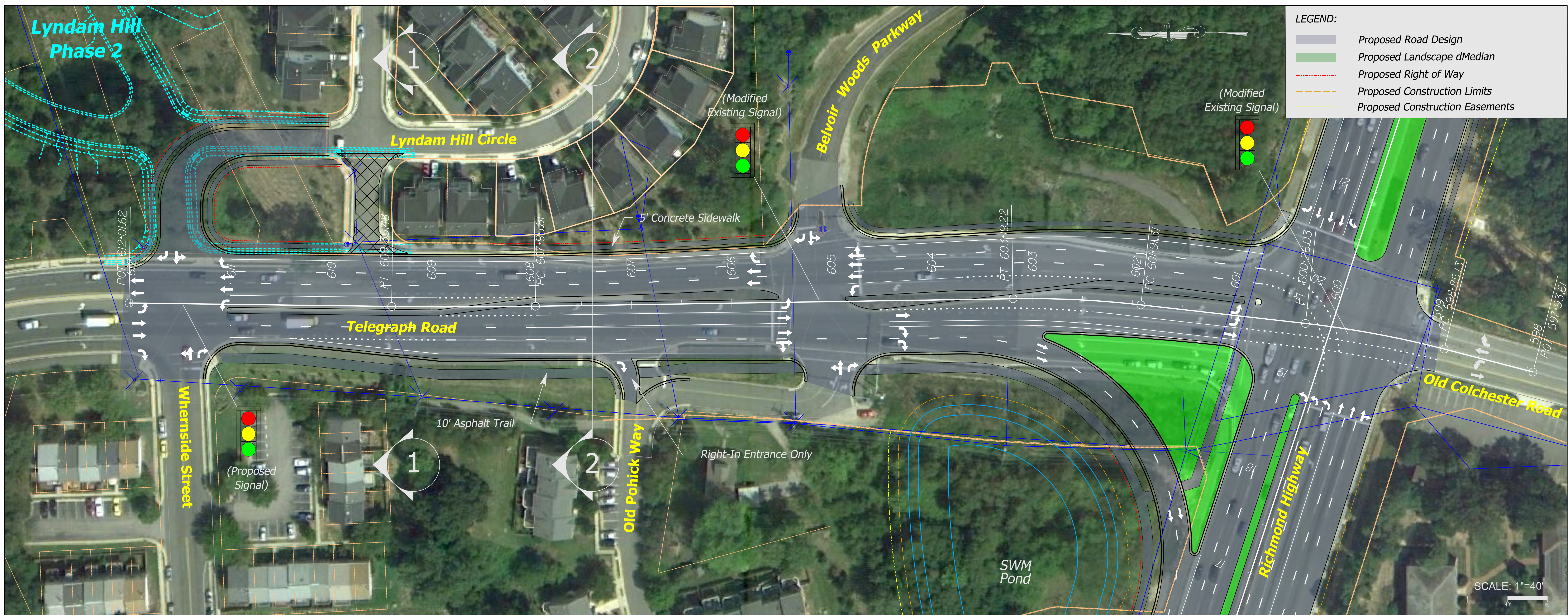


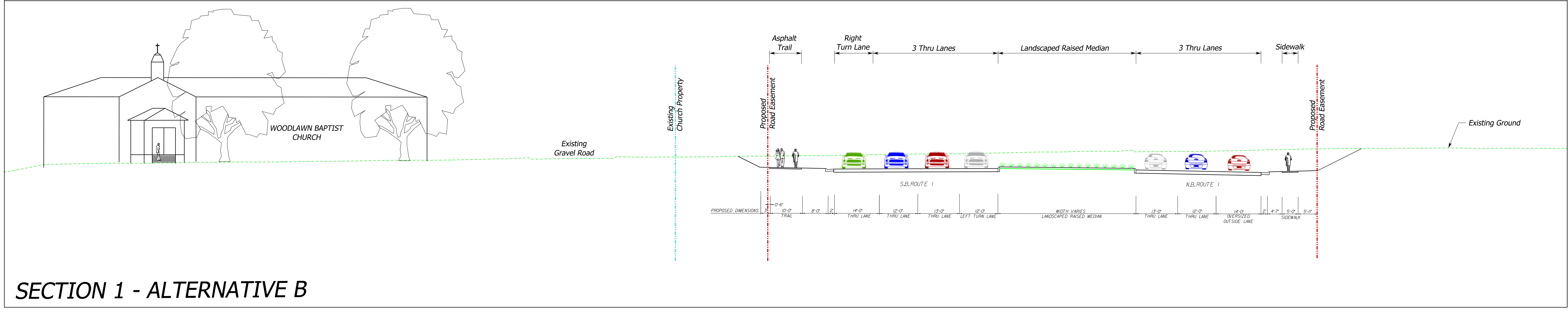
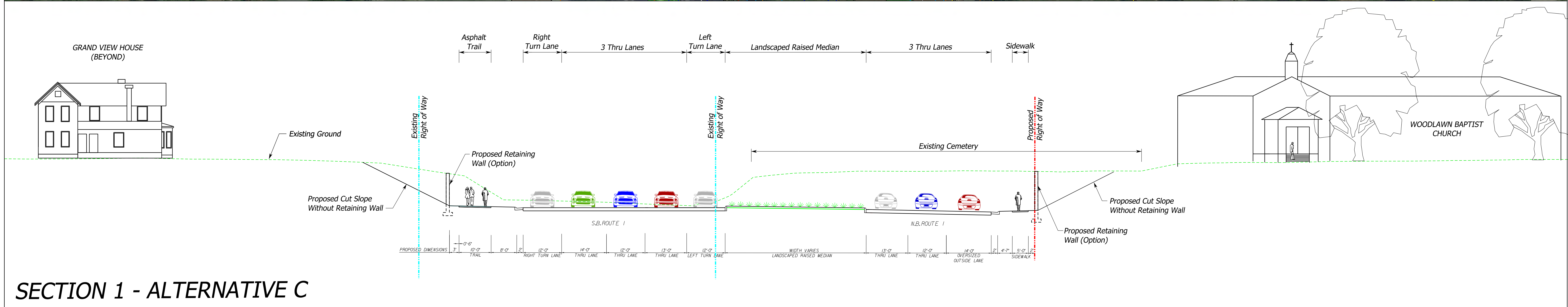
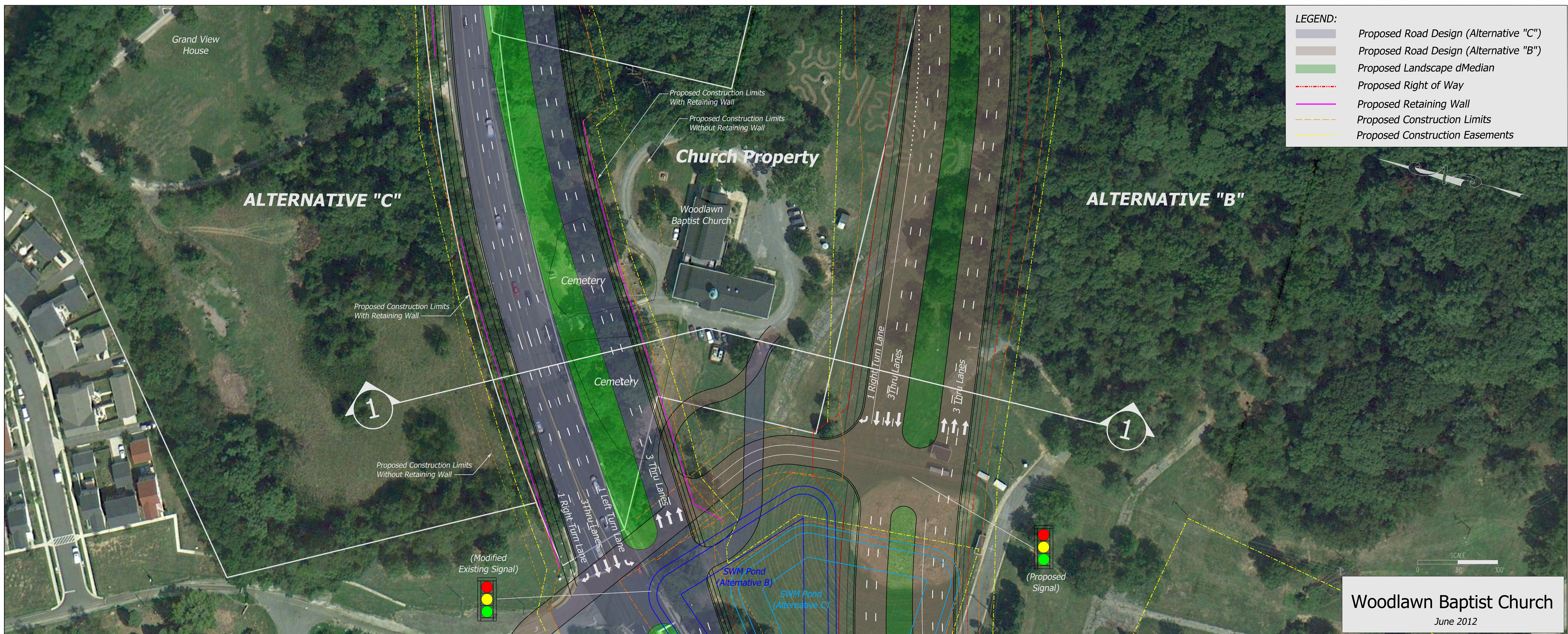
RICHMOND HIGHWAY (U.S. ROUTE 1)  
 TELEGRAPH ROAD TO MULLIGAN ROAD - PLAN AND PROFILE  
**ALTERNATIVE C - SHEET 5**





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







PLAN - SIGHTLINES

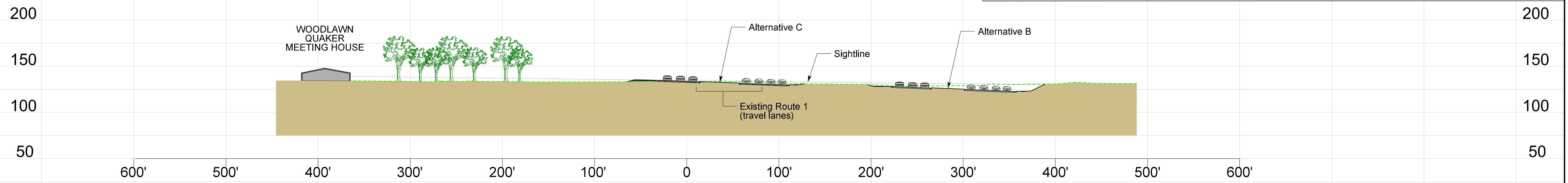
# RICHMOND HIGHWAY (U.S. ROUTE 1) TELEGRAPH ROAD TO MULLIGAN ROAD SIGHTLINE PROFILES

NOTE: Sightlines are drawn from the anticipated viewing location at each building to the closest visible point on each roadway based on existing and proposed grading.

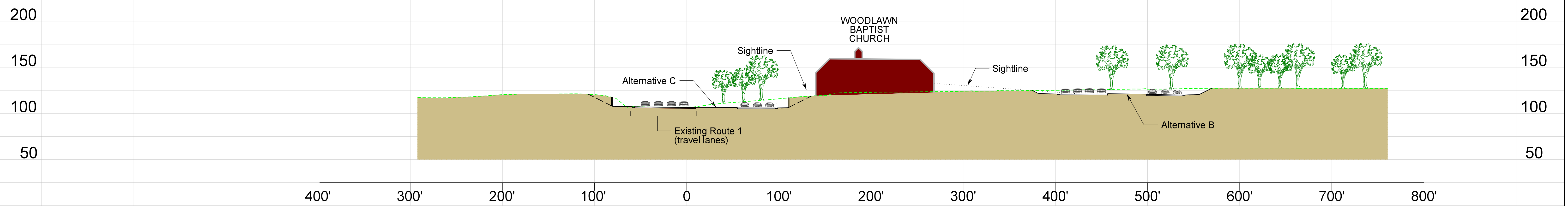
MAY 2012



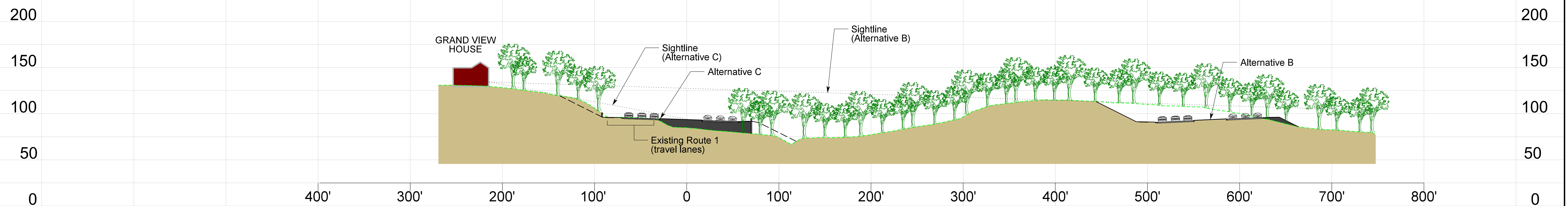
SCALE: 1"=50'



SECTION 1 (Looking East)



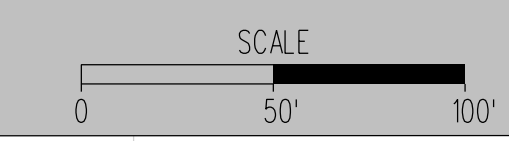
SECTION 2 (Looking East)



SECTION 3 (Looking East)

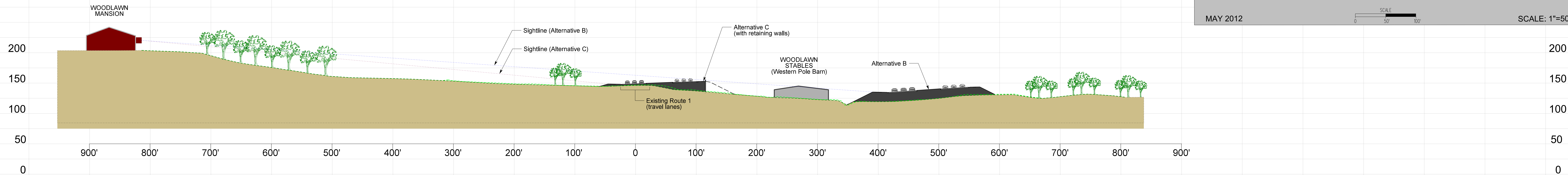
RICHMOND HIGHWAY (U.S. ROUTE 1)  
TELEGRAPH ROAD TO MULLIGAN ROAD  
**SIGHTLINE PROFILES**

MAY 2012

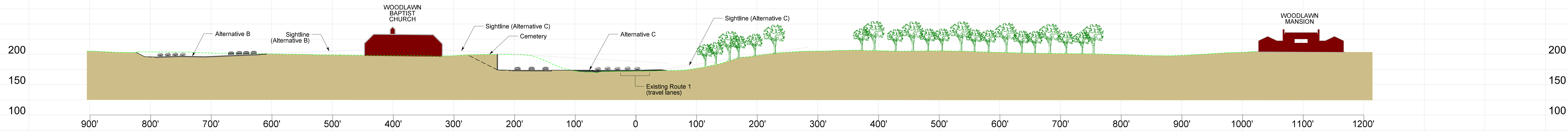


SCALE: 1"=50'

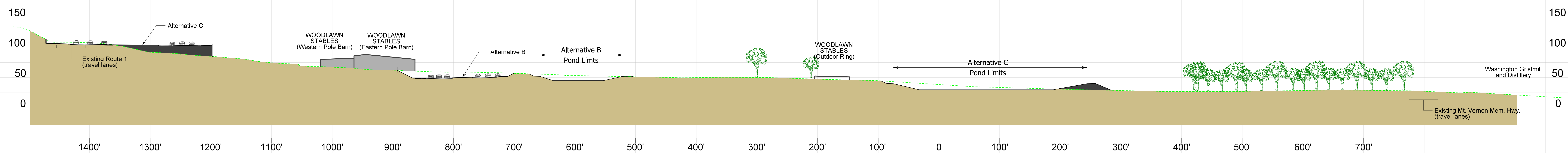
NOTE: Sightlines are drawn from the anticipated viewing location at each building to the closest visible point on each roadway based on existing and proposed grading.



SECTION 4 (Looking East)



SECTION 5 (Looking West)



SECTION 6 (Looking North)

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



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



Stormwater Management Basin along Meadow Creek Parkway in Charlottesville.





**Woodlawn Mansion**

National Historic Landmark

**Fort Belvoir**

Lambert Road

Woodlawn Road

Richmond Highway

Richmond Highway

Mount Vernon Memorial Highway

Woodlawn Quaker Meetinghouse

Grand View House

Woodlawn Baptist Church

Woodlawn Stables

Otis Tutton Mason House

Route 1 Improvements at Fort Belvoir

**Alternative A**

June 2, 2012

Google earth





**Woodlawn Mansion**

National Historic Landmark

**Cemetery**

**Paddocks**

**Sharpe Stable Complex**

**Run-In Sheds, Paddocks, Training Area**

**Open Pasture Land**

**Open Pasture Land**

**Fort Belvoir**

Route 1 Improvements at Fort Belvoir

**General Stable Use Area**

**Alternative A**

June 2, 2012

Area Tabulations	
Open Pasture Land	20±Ac.
Run-In Sheds, Paddocks, Training Area	7±Ac.

# Woodlawn Mansion

# National Historic Landmark

# Fort Belvoir

Route 1 Improvements at Fort Belvoir

# Alternative B

June 2, 2012



Lambert Road

Woodlawn Quaker Meetinghouse

Maintenance Building

Grand View House

Mulligan Road (Under Construction) (By Others)

Mulligan Road

IMP Building

Roy Rogers

Right Turn Lane Thru Lane Left Turn Lane

2 Thru Lanes

Woodlawn Baptist Church

Woodlawn Stables

Stores

Woodlawn Shell's Gas Station

Gas Station

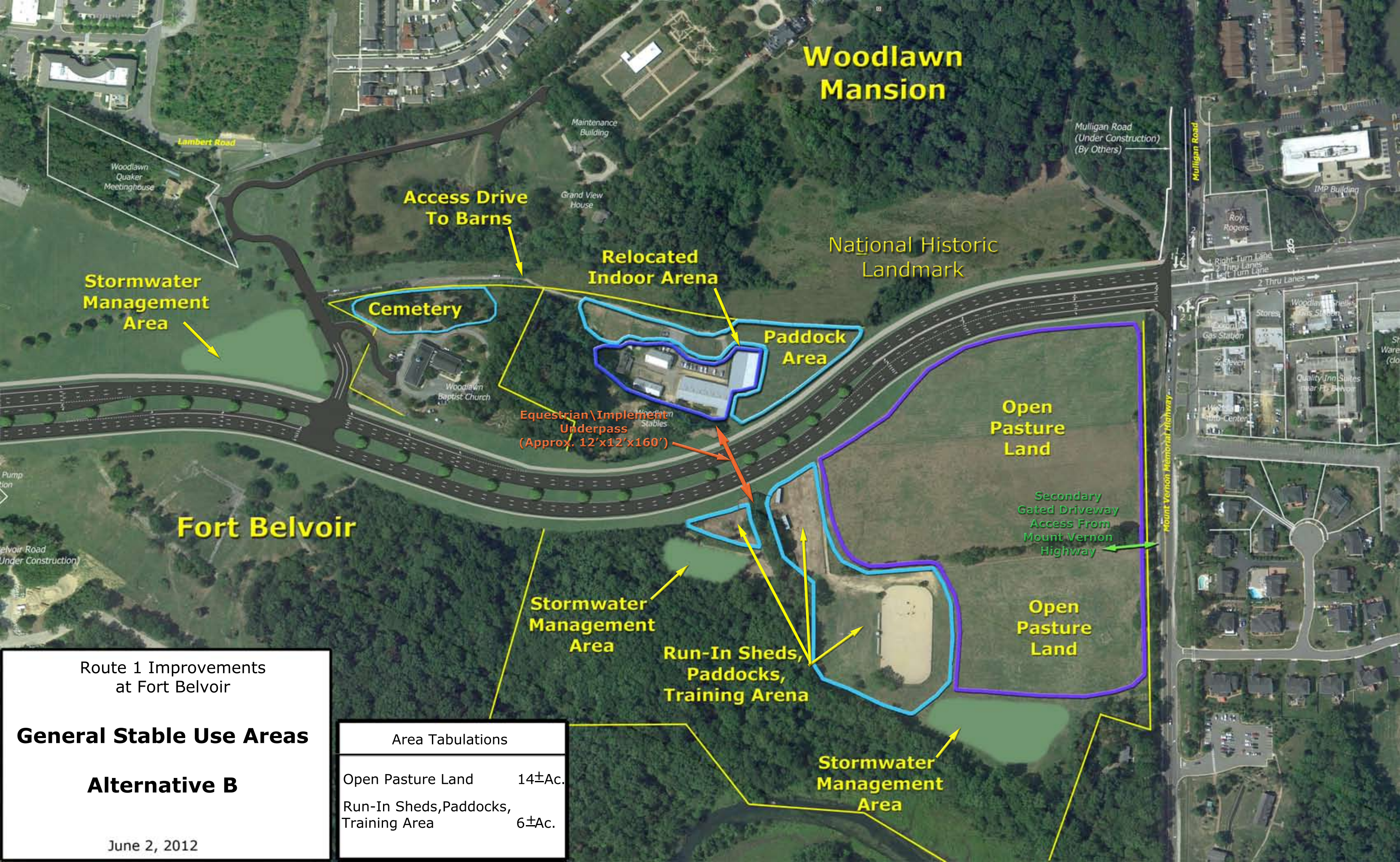
Quality Inn Suites near Ft. Belvoir

Westin Auto Center

Pump

Belvoir Road (Under Construction)

Mount Vernon Memorial Highway



**Woodlawn Mansion**

National Historic Landmark

Lambert Road

Mulligan Road (Under Construction) (By Others)

**Access Drive To Barns**

**Relocated Indoor Arena**

**Paddock Area**

**Stormwater Management Area**

**Cemetery**

Equestrian \ Implement Underpass (Approx. 12'x12'x160')

**Open Pasture Land**

**Fort Belvoir**

Secondary Gated Driveway Access From Mount Vernon Highway

**Stormwater Management Area**

**Run-In Sheds, Paddocks, Training Arena**

**Open Pasture Land**

**Stormwater Management Area**

Route 1 Improvements at Fort Belvoir

**General Stable Use Areas**

**Alternative B**

June 2, 2012

Area Tabulations	
Open Pasture Land	14±Ac.
Run-In Sheds, Paddocks, Training Area	6±Ac.



**Woodlawn Mansion**

**National Historic Landmark**

**Fort Belvoir**

Route 1 Improvements  
at Fort Belvoir

**Alternative C**

June 2, 2012

Lambert Road

Woodlawn Quaker Meetinghouse

Grand View House

Mulligan Rd

Roy Rogers

IMP Building

1 Right Turn Lane  
2 Thru Lanes  
1 Left Turn Lane

2 Thru Lanes

Woodlawn Baptist Church

Woodlawn Stables

Otis Tutton Mason House

Mount Vernon Memorial Highway  
(Under Construction, By Others)

Mount Vernon Memorial Highway

Exxon Gas Station

7-Eleven

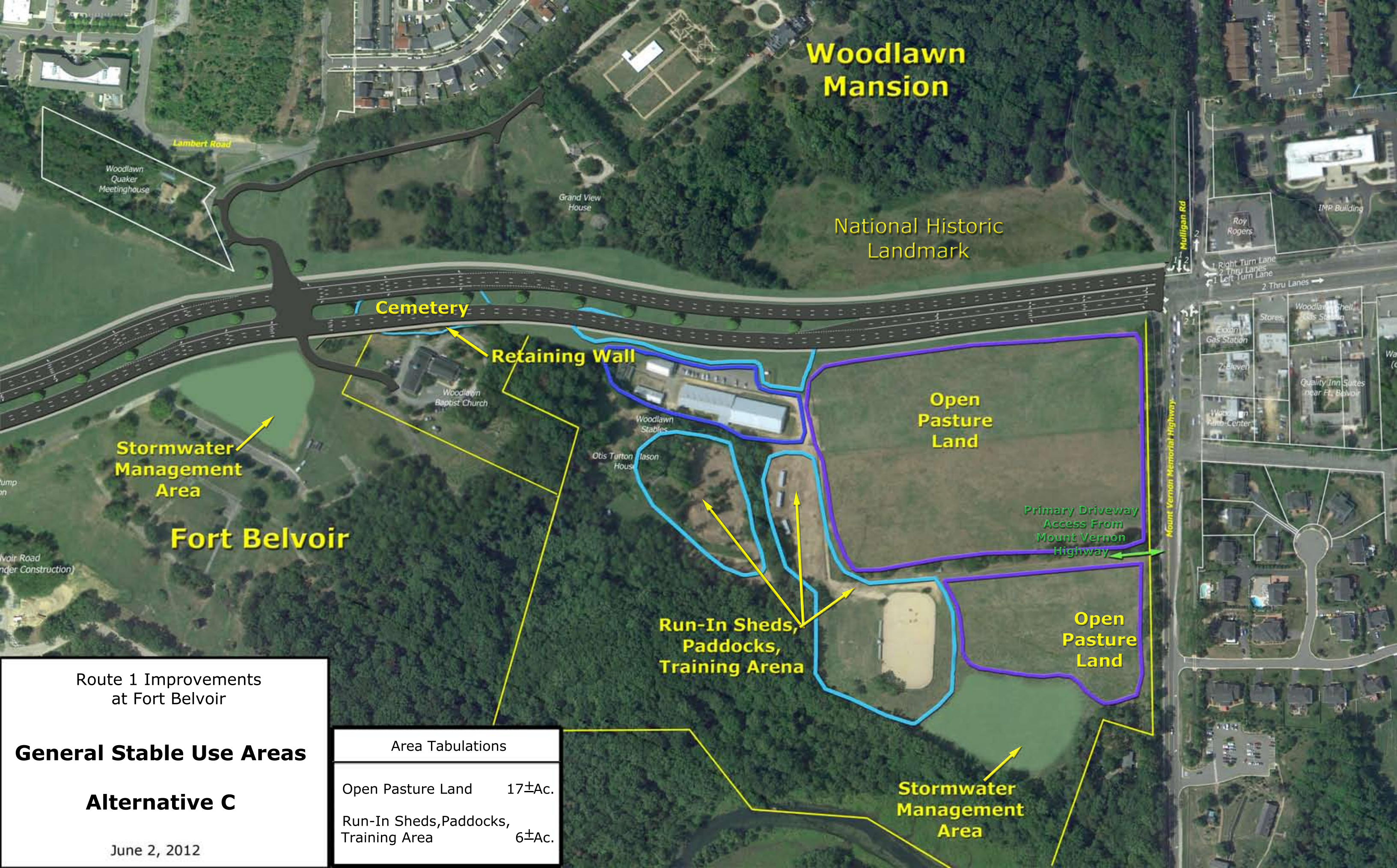
Woodlawn Amb. Center

Woodlawn Shell Gas Station

Quality Inn Suites near Ft. Belvoir

ump on

ivair Road  
(Under Construction)



**Woodlawn Mansion**

National Historic Landmark

**Cemetery**

**Retaining Wall**

**Stormwater Management Area**

**Open Pasture Land**

**Fort Belvoir**

**Run-In Sheds, Paddocks, Training Arena**

Primary Driveway Access From Mount Vernon Highway

**Open Pasture Land**

**Stormwater Management Area**

Route 1 Improvements at Fort Belvoir

**General Stable Use Areas**

**Alternative C**

June 2, 2012

Area Tabulations	
Open Pasture Land	17±Ac.
Run-In Sheds, Paddocks, Training Area	6±Ac.