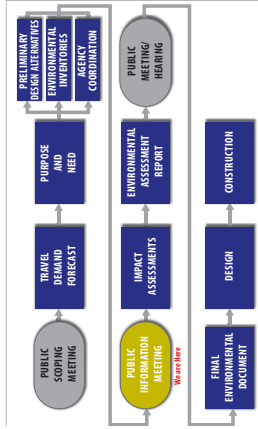


ENVIRONMENTAL REVIEWS

The National Environmental Policy Act (NEPA) requires consideration of potential environmental consequences of transportation improvements, documentation of the analyses, and making the information available to the public for comment before implementation.

Tonight's meeting is an opportunity to update the public on project activities to date and gather input on the alternatives that have been developed to meet the identified travel needs, recognizing the area's environmental context.

The results of environmental inventories and potential impacts associated with the proposed actions will be documented in an Environmental Assessment and presented at the final public meeting/hearing.



SCHEDULE AND NEXT STEPS

Schedule	Complete	Next Steps
Scoping	Complete	<ul style="list-style-type: none"> Study team review of public comments.
Data Collection	Complete	<ul style="list-style-type: none"> Evaluation of suggestions and concerns and refinement of alternatives.
Alternatives Development/ Public Information Meeting	We Are Here	<ul style="list-style-type: none"> Assessment of environmental impacts. Preparation of Draft Environmental Assessment (EA).
Draft Environmental Assessment/ Public Information Meeting/Hearing	Winter 2012	<ul style="list-style-type: none"> Revision of EA, as appropriate, to reflect changes or new information resulting from comments received on the EA.
Final Decision on the Environmental Assessment by FHWA	Spring 2012	<ul style="list-style-type: none"> Submission of Revised EA to FHWA, along with a copy of the public meeting transcript and a request that a final decision be made by FHWA.
		<ul style="list-style-type: none"> Receipt of decision document from FHWA.

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.

Written comments must be postmarked or sent electronically **no later than October 31, 2011** and may be submitted in three ways:

At this Meeting:

Put written comments in the designated box.

By E-mail:

Send e-mails to: Jack.VanDop@dot.gov

By Mail:

Submit written comments to:

Mr. Jack Van Dop
Environmental Specialist
Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgeway Circle
Sterling, VA 20166

ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

October 19, 2011

PUBLIC INFORMATION MEETING

W E L C O M E !

MEETING PURPOSE

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 conducting this environmental assessment for improvements to Route 1 in Fairfax County between Telegraph Road and Mount Vernon Memorial Highway. A Public Scoping Meeting for this project was held on December 2, 2010 to gather input to help define the scope of the study. This input was used to refine the project purpose and need and develop improvement alternatives. The purpose of tonight's meeting is:

- To receive citizen suggestions and comments on project purpose and need and conceptual alternatives.
 - To share information on the study process and its current status.
 - To answer your questions and listen to your concerns.
- 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.



WHAT YOU SAID AT THE DECEMBER 2ND PUBLIC SCOPING MEETING

Input was received by way of comment sheets, e-mails, and letters throughout the comment period for the Public Scoping Meeting, including correspondence 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



Top ten responses to the question: *What transportation problems on this section of Route 1 would you like to see addressed by this study?*

Transportation Problem or Deficiency
Congestion
Lack of pedestrian access and crosswalks at intersections
Lack of public transit (bus, rail, monorail, trolley)
Influx of traffic from BRAC
Lack of bike lanes
Speeding
Safety, including pedestrian (narrow lanes, curving road, overpass structures, lack of shoulders)
Lack of bus shelters
Route 1 between Fairfax County Parkway and Pohick Road (Tulley Gate)
Community/commercial/residential quality of life impacts

PURPOSE AND NEED

The following purpose and need has been established for the project based on the input gathered at the Public Scoping Meeting, in combination with the evaluation of current conditions and the existing and forecasted traffic data.

Purpose

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

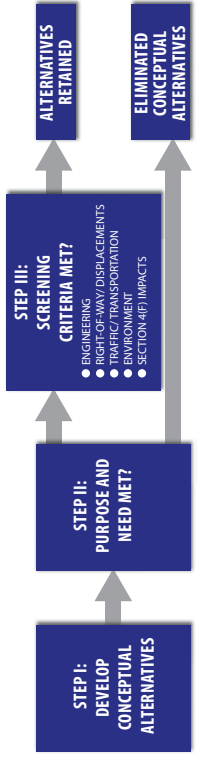
Need

The project will address:

- Inability of existing roadway to accommodate current and forecasted traffic demand and Pohick Road/Tulley Gate
- Conflicts between through and turning traffic (into property entrances, intersecting streets)
- Physical and geometric deficiencies of existing roadway
 - o Deficient geometry (e.g., narrow lanes, short turn lanes)
 - o Lack of pedestrian and bicycle facilities
 - o Safety concerns (e.g., pedestrian/bicyclist access, lack of shoulders)

ALTERNATIVES DEVELOPMENT

Alternatives development consists of a collaborative process to develop a range of alternatives to meet the project's needs. The flowchart below illustrates the steps in the process, which involves identifying a range of alternatives initially and then narrowing the options to the Preferred Alternative for detailed consideration. In addition to meeting purpose and need, other criteria that will be used in evaluating potential alternatives are the existing and programmed future road networks, the planned growth at Fort Belvoir and associated BRAC improvements, other ongoing development in the area, travel patterns, right-of-way considerations, and environmental constraints.



Preliminary alternatives and design considerations include the following:

- No-Build Alternative
- Six-lane road widening alternative
 - [The 2010 Metropolitan Washington Council of Governments Constrained Long-Range Plan includes widening this segment of Route 1 from 4 to 6 lanes by 2015; the proposed 2011 update delays the project to 2020.]
- Provisions for bicycle and pedestrian movements
- Interchange concepts and/or grade-separations/flyovers at the Route 1 intersections with Fairfax County Parkway and Telegraph Road
- Stormwater management
- Bus pull-outs
- Design features that minimize adverse effects on sensitive historic resources, such as Woodlawn Plantation and the Accotink Bay Wildlife Refuge
- Reserved median for public transit
 - [Route 1 has been the subject of numerous roadway and transit-related analysis and studies. In consideration of these efforts, preliminary alternatives include a reserved median for public transit (e.g., bus lanes, rail, monorail); however, implementation of transit within the roadway corridor would be examined by others as part of separate studies.]

Current Proposed 148-foot Typical Section

