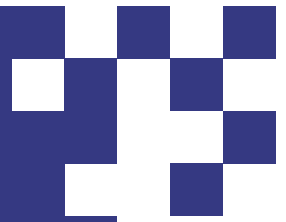


ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



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:

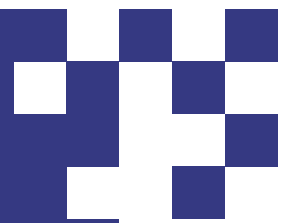
- To receive citizen suggestions and comments on project purpose and need and conceptual alternatives.
- To share information on the study process and its current status.
- To answer your questions and listen to your concerns.

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.

Comment sheets are available for written comments and may be submitted tonight or by postal or electronic mail after the meeting until October 31, 2011. 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:

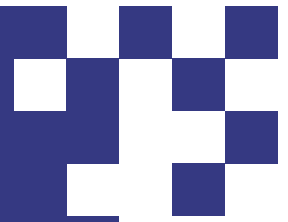
- The purpose of the project is to address traffic capacity deficiencies on Route 1 within the study limits.

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



WHAT YOU SAID AT THE DECEMBER 2ND PUBLIC SCOPING MEETING

A Public Scoping Meeting was held on December 2, 2010 to gather input to help define the scope of the study. Input was received by way of comment sheets, e-mails, and letters throughout the comment period, 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



Following are some key findings from the scoping meeting:

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 | |
|--|--|
| 1. Congestion | 6. Speeding |
| 2. Lack of pedestrian access and crosswalks at intersections | 7. Safety, including pedestrian (narrow lanes, curving road, overpass structures, lack of shoulders) |
| 3. Lack of public transit (bus, rail, monorail, trolley) | 8. Lack of bus shelters |
| 4. Influx of traffic from BRAC | 9. Route 1 between Fairfax County Parkway and Pohick Road (Tulley Gate) |
| 5. Lack of bike lanes | 10. Community/commercial/residential quality of life impacts |

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

Type	Resource	Type	Resource
Human	Noise pollution	Cultural	Woodlawn Plantation and Pope Leighey House
	Impacts to viewshed (especially at Woodlawn)		Woodlawn Quaker Meetinghouse
	Pedestrian safety		Woodlawn Baptist Church and Cemetery
Natural	Accotink Creek watershed (control erosion from construction)	Woodlawn Stables	
	Birds nesting in the natural wooded areas in the study area, including owls		
	Accotink Bay Wildlife Refuge		

Top ten responses to the question: *What Route 1 improvement options, if any, would you like to see considered in the study?*

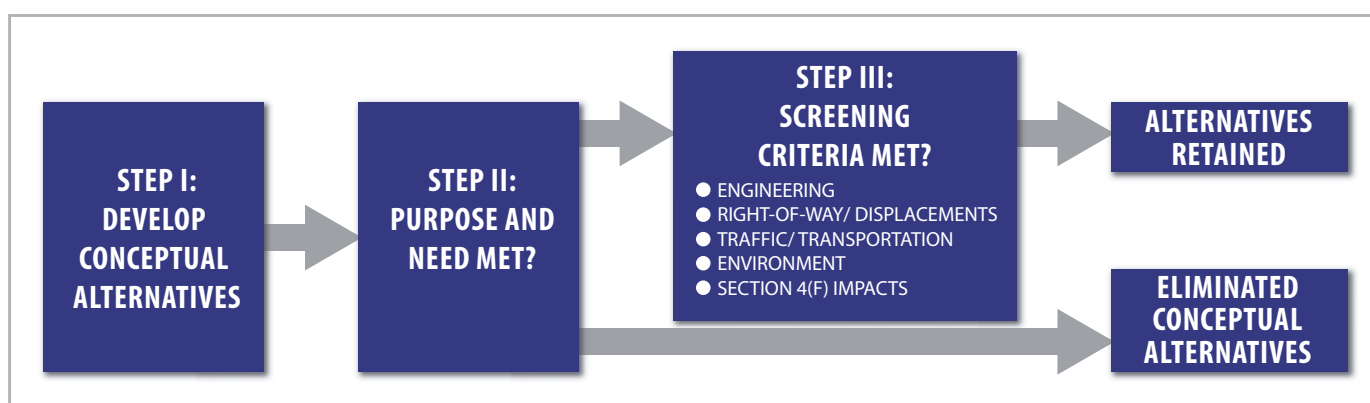
- | Improvement Option |
|--|
| 1. Consider public transit (bus, bus lanes, rail, monorail, etc.) and various routes (to/thru Fort Belvoir via Route 1 or via Springfield or other footprints) |
| 2. Expand study area (include the Route 1/Pohick Road intersection; extend to Pohick Church; to Cook Inlet; to Lorton Road; from I-495 to Woodbridge) |
| 3. Widen roadway (6 or more lanes; add center turn lane; service roads to separate local and commuter traffic; intersection improvements) |
| 4. Sidewalks and bicycle lanes |
| 5. Accommodate traffic while minimizing impacts to Woodlawn Plantation and cultural heritage (widen on the east side) |
| 6. Buffers, such as trees, to slow traffic, reduce noise, and improve the look of Route 1 |
| 7. Add flyover lanes between Tulley Gate and Fairfax County Parkway to move traffic in/out of Fort Belvoir without impacting Route 1 traffic |
| 8. One-way or reversible lanes |
| 9. More investor/developer incentives; transit-oriented development; revive Accotink Village |
| 10. Improve ingress/egress to/from Fort Belvoir |



ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

ALTERNATIVES DEVELOPMENT PROCESS

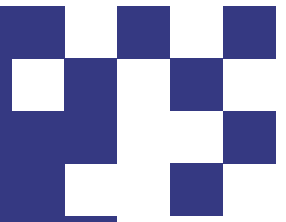
Alternatives development consists of a collaborative process to develop a range of alternatives to meet the project's needs. The flowchart below illustrates the steps in the process, which involves identifying a range of alternatives initially and then narrowing the options to the Preferred Alternative 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
- 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.]
- Bus pull-outs
- Stormwater management

ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

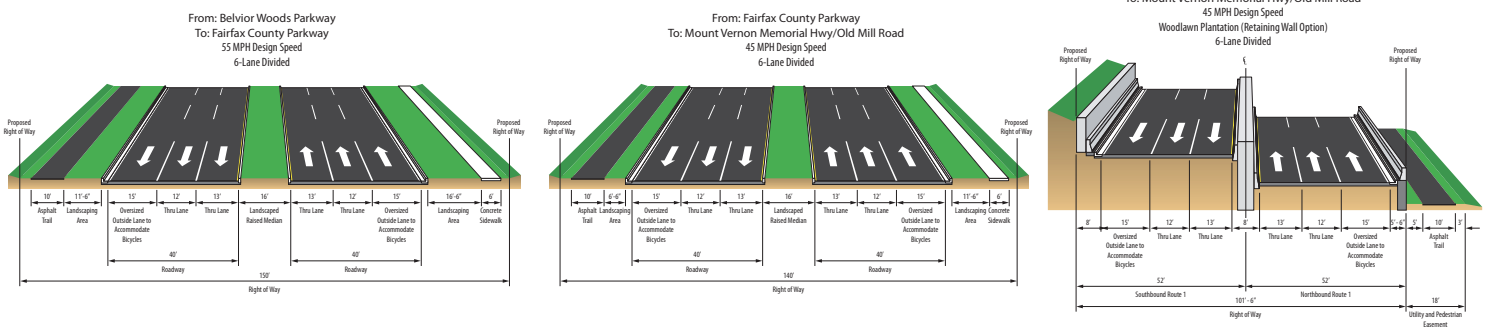


EVOLUTION OF TYPICAL SECTION

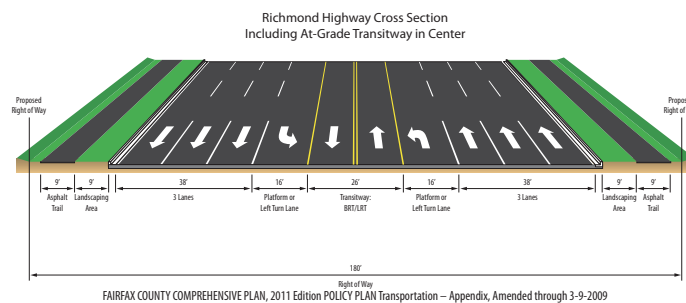
Existing Conditions

- 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.

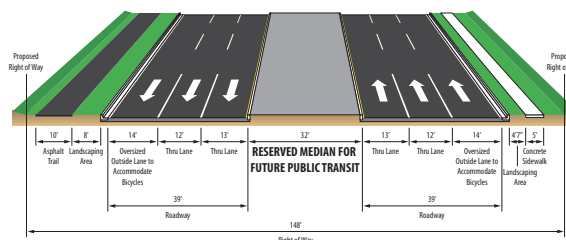
2003 VDOT Location Study Alternatives



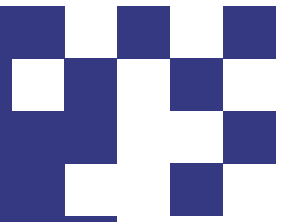
Fairfax County Comprehensive Plan Alternative



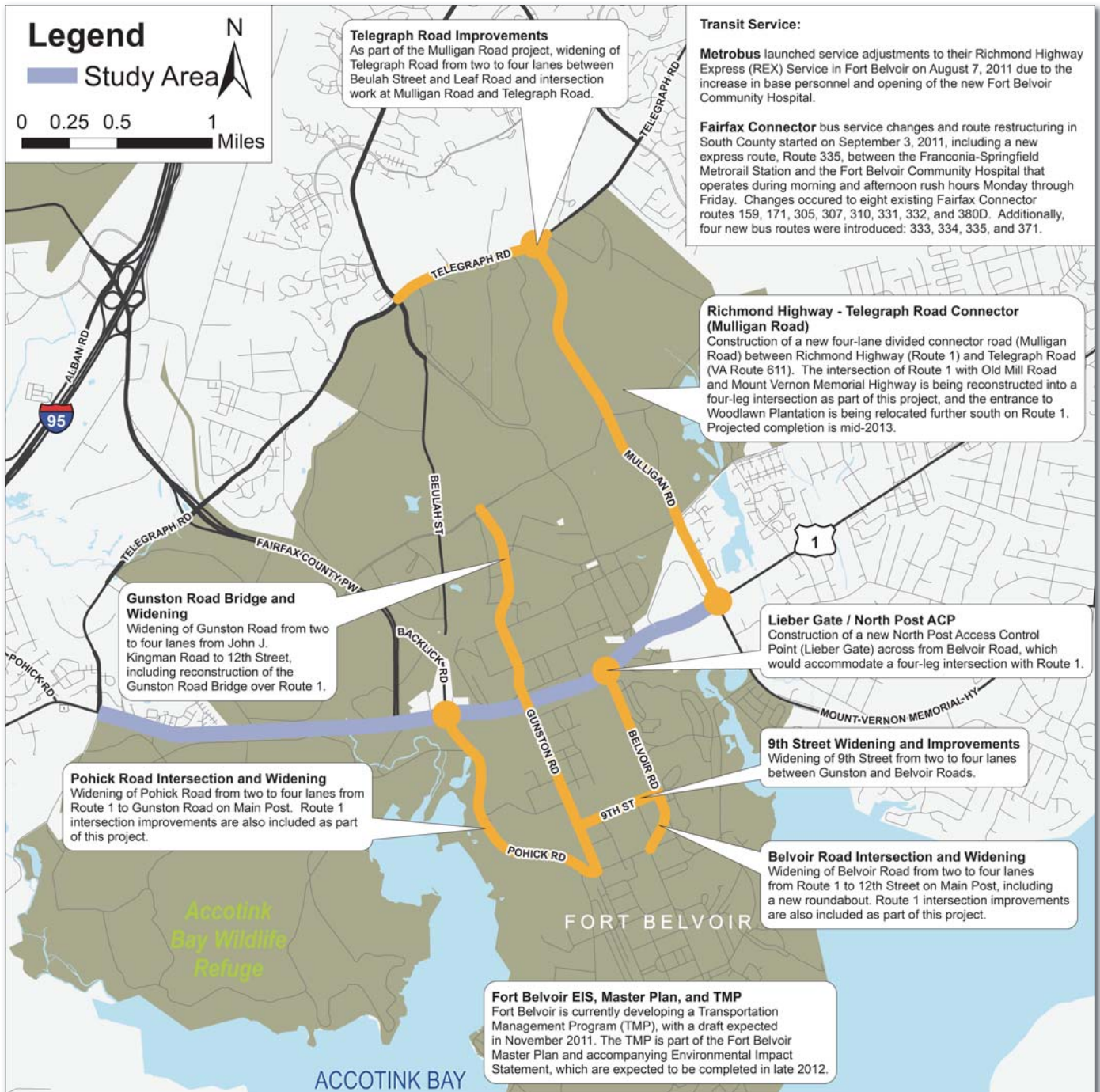
Current Proposed 148-foot Typical Section



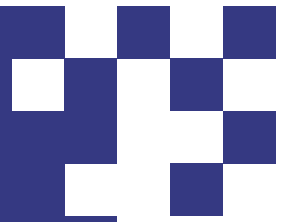
ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



ON-GOING TRANSPORTATION PROJECTS NEAR THE STUDY AREA



ROUTE 1 IMPROVEMENTS AT FORT BELVOIR

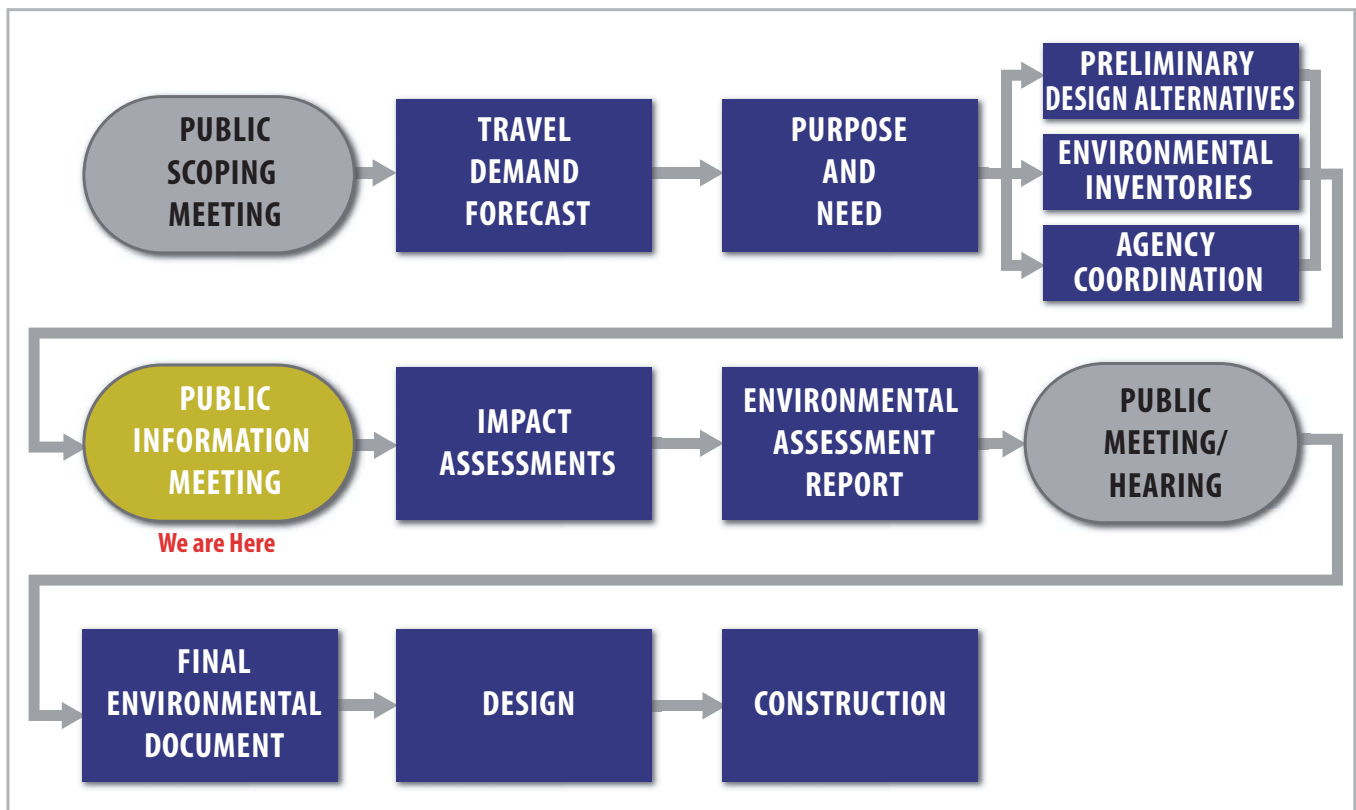


ENVIRONMENTAL REVIEWS

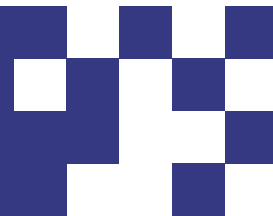
The National Environmental Policy Act (NEPA) requires consideration of potential environmental consequences of transportation improvements, documentation of the analyses, and making the information available to the public for comment before implementation.

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. In addition to proposed improvements to Route 1 within the study limits, FHWA will also consider the cumulative effects of other major projects in the area.

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.



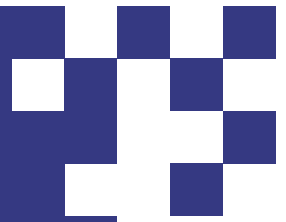
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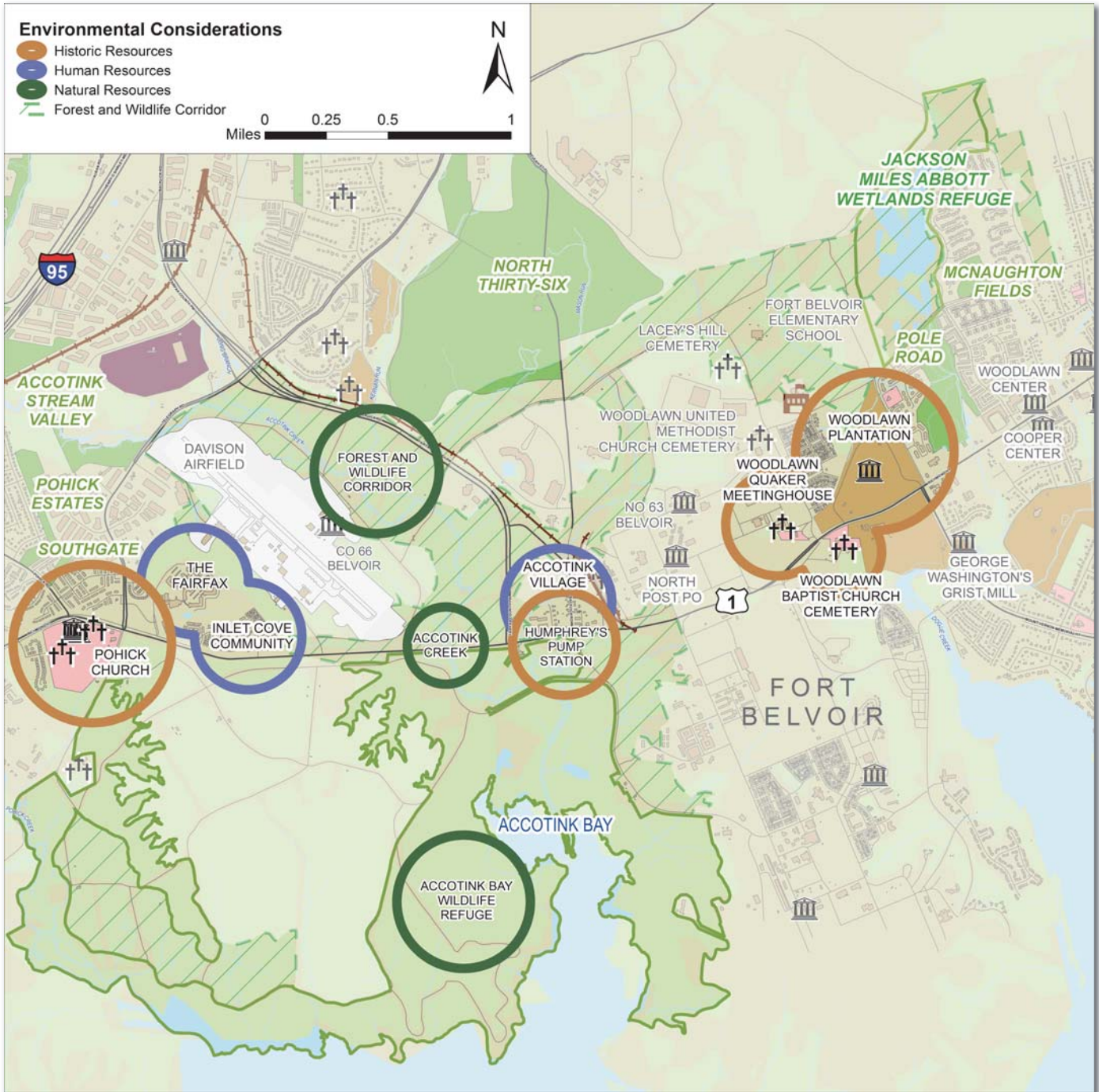
ENVIRONMENTAL CONSIDERATIONS

Environmental Resource	Discussion
Historic Properties	There are historic properties adjacent to the project corridor, including Pohick Church, Camp Humphreys Pump Station and Filter Building, and the Woodlawn Historic District. This project will be conducted in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to take into account the effects of their undertakings on historic properties. To successfully complete the Section 106 process, the potential effects on these properties will be identified and measures will be explored to avoid or minimize harm.
Land Use/Land Cover	With the exception of a short stretch of residential development in the northeast quadrant of the Route 1/Telegraph Road intersection, the 1.6 miles of land adjacent to the roadway between Telegraph Road and Fairfax County Parkway are undeveloped, with the Accotink Bay Wildlife Refuge located south of the roadway and Fort Belvoir's Davison Army Airfield located north of the roadway. The areas of land adjacent to the remaining 1.8 miles the study corridor (Fairfax County Parkway to Mount Vernon Memorial Highway) consist mainly of Fort Belvoir along with some residential/commercial and historic property. Local land use is not expected to change as a result of the proposed improvements.
Federal Lands	Important national defense and homeland security missions are carried out on Fort Belvoir lands. None of these occur on the property immediately adjacent to Route 1; however, security issues, the amount of land required for the improvements, and intersection treatments are among the important concerns of Fort Belvoir officials. Fort Belvoir is a cooperating agency in this project and will be consulted throughout the process.
Environmental Justice	Of the 56 2010 Census blocks for race along the alignment, only 20 contain residences. Of those 20, 16 blocks have a minority population greater than 10% above the county. Poverty level data was summarized using 2000 Census data (2010 results are not currently available for this data set); of the seven block groups that were designated along the alignment in that data set, one was recorded as having a poverty level greater than 10% above the county. No residential buildings are located immediately adjacent to the road, and residential properties would not fall within the limits of disturbance. Improvements will include addressing safer access to community services.
Community Facilities and Services	The following community facilities or services (churches, schools, civic organizations, law enforcement, or emergency services) are located in close proximity to Route 1: Pohick Episcopal Church and Cemetery, Accotink Methodist Church and Cemetery, Woodlawn Baptist Church and Cemetery, Woodlawn Quaker Meetinghouse, Inlet Cove Community Swimming Pool, Eleanor Kennedy Homeless Shelter, and Woodlawn Plantation. Improvements developed will take into consideration these facilities and will address safer access to community services.
Community Access	Route 1 is the principle north-south route for local traffic in eastern Fairfax County and serves as a major commuter route. Congestion is prevalent within this section of Route 1 during the weekday peak periods and oftentimes during other times of the day as well, primarily between the Fairfax County Parkway and Belvoir Road. As part of the project scoping process, input was gathered on transportation problems and deficiencies in the study area, and congestion ranked first, with construction and the influx of traffic from BRAC cited as one of the primary contributors. Other leading deficiencies included lack of pedestrian/bicycle access and crosswalks at intersections; lack of public transit; speeding; and safety. Improvements developed as part of this project are anticipated to address many of these concerns and provide safer access to community and emergency facilities.
Agriculture and Prime Farmland	The project corridor crosses soil types that are classified as Prime or Unique Farmland. The majority of this land is located on Fort Belvoir or on the historic Woodlawn Plantation, which utilizes some of their property as farmland.
Agricultural and Forestal Districts	There are no Agricultural and Forestal Districts in the vicinity of the project.
Mines, Minerals, and Geology	No resources are located within the study area according to the Department of Mines, Minerals, and Energy on-line mapping system.
Soils	Much of the soil along the alignment is limiting to road construction due to low strength, frost action, shrink-swell, and depth to saturation. These characteristics will be considered in the design of the infrastructure to compensate for these limitations.
Parks and Recreational Resources	There are no publicly owned parks or recreation areas within the project limits. The project crosses two trails: the Mason Neck Loop Virginia Department of Game and Inland Fisheries Birding and Wildlife Trail and the U.S. Bicycle Route 1. Pedestrian and bicycle access to these areas are being considered in the alternatives, including but not limited to trail facilities. No Virginia Outdoors Foundation easements are located in the project vicinity.
Hazardous Materials Sites	Several facilities along the corridor may contain hazardous materials. If the project is located in the vicinity of these sites or possible contaminated soil, coordination with appropriate authorities will be initiated and a Hazardous Materials Plan will be developed to address concerns that may arise during construction. All solid waste material resulting from clearing and grubbing, demolition, or other construction operations will be removed from the project area and disposed of according to regulations.
Waters of the U.S., Including Wetlands	This project crosses several wetlands and four streams, including Mason Run, Accotink Creek, and two unnamed tributaries to Accotink Creek. The Army Corps of Engineers Norfolk District will participate as a cooperating agency and consulted throughout the project. Regulations require consideration of a full range of public interest factors and an alternatives analysis to identify the least environmentally damaging practicable alternative (LEDPA), which is the only alternative that can be authorized.
Chesapeake Bay Protection Areas	The project corridor crosses Resource Protection Areas for Accotink Creek, its tributaries, and Dogue Creek. Best management practices and strict adherence to state and local regulations will be followed to protect these areas and mitigation/compensation options considered where impacts are unavoidable.
Environmental Quality Corridor	Environmental Quality Corridor boundaries will be determined, best management practices will be followed to protect these areas, and mitigation/compensation options considered where impacts are unavoidable.
Floodplains	The project area crosses one Federal Emergency Management Agency-mapped 100-year floodplain for Accotink Creek. A larger bridge span is being considered for the crossing of Accotink Creek, which would better accommodate flood stage waters.
Wild and Scenic Rivers	No Federal or State Wild or Scenic Rivers, nor Nationwide Rivers Inventory segments, are located in the project vicinity.
Marine and Estuarine Resources	No marine or estuarine resources are located in the corridor. Best management practices and strict adherence to state and local regulations will be followed to protect downstream resources.
Water Quality	Existing water quality is altered by stormwater runoff from developed and disturbed areas surrounding the project. Accotink Creek does not support the following three of five water quality categories: recreation, aquatic life, and fish consumption. Best management practices and strict adherence to state and local regulations will be followed to protect the water quality, including the possibility of providing stormwater facilities to treat runoff.
Public Water Supplies	No surface or groundwater public water supplies are located in the corridor. According to the Virginia Department of Health, "There are no apparent impacts to public drinking water sources from this project."
Terrestrial and Aquatic Habitat and Wildlife	Portions of the project area are bordered by forested habitat and wetlands along both sides of the corridor and cross a wildlife corridor connecting Huntley Meadows Park and Mason Neck National Wildlife Refuge, which is located on Fort Belvoir land. Improvements will be designed, to the extent practicable, to minimize clearing of native vegetation, account for migration routes, and facilitate the passage of wildlife. Best management practices and strict adherence to state and local regulations will be followed to protect environmental resources.
Wildlife and Waterfowl Refuges	Accotink Bay Wildlife Refuge lies along the south side of Route 1 on Fort Belvoir land. Improvements will avoid effects to the refuge to the extent practicable. Best management practices and strict adherence to state and local regulations will be followed to protect environmental resources.
Threatened and Endangered Species	Previous surveys were conducted in suitable habitat for small whorled pogonia, a federally listed threatened species, and the wood turtle, a state-listed threatened species, as suggested by U.S. Fish and Wildlife Service and the Virginia Division of Natural Heritage. No occurrences of the species were found. According to the Department of Conservation and Recreation, the project will not affect any documented-state listed plants or insects. Coordination with these organizations will continue to ensure compliance with protected species legislation.
Anadromous Fish, Trout Waters, and Shellfish	No anadromous fish, trout waters, or shellfish exist in the project corridor. Best management practices and strict adherence to state and local regulations will be followed to protect downstream resources.
Invasive Species	In accordance with Executive Order 13112, Invasive Species, the potential for the establishment of invasive terrestrial or aquatic animal or plant species during construction of the project would be minimized by following provisions in VDOT's Road and Bridge Specifications. These provisions require prompt seeding of disturbed areas with mixes that are tested in accordance with the Virginia Seed Law and VDOT's standards and specifications to ensure that seed mixes are free of noxious species. While the project corridor is previously disturbed and likely to contain invasive species, best management practices and implementation of the stated provisions would reduce the potential for the establishment and proliferation of invasive species.
Forest	No commercial forest resources exist in the project corridor.
Air Quality	The project consists of high traffic volumes and a congested area with points of human exposures (residential yards and other outdoor activity areas). The Washington, D.C. region is in nonattainment for ozone and PM ₁₀ . Assessment of potential impacts with respect to carbon monoxide (CO), small particulate matter (PM _{2.5}), and mobile source air toxics (MSAT) will be conducted consistent with VDOT's protocols and other applicable guidance and findings will be presented in an Air Quality Analysis Technical Report. Potential air quality impacts from construction activities also will be discussed in the report. Measures will be taken to reduce emissions of volatile organic compounds, oxides of nitrogen, and fine particulate matter generated from construction activities as recommended by the Department of Environmental Quality.
Noise	A noise analysis will be conducted in accordance with requirements of 23 CFR 772 and consistent with VDOT protocols. The findings will be presented in a Noise Analysis Technical Report.

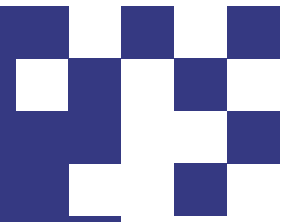
ROUTE 1 IMPROVEMENTS AT FORT BELVOIR



ENVIRONMENTAL CONSIDERATIONS



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

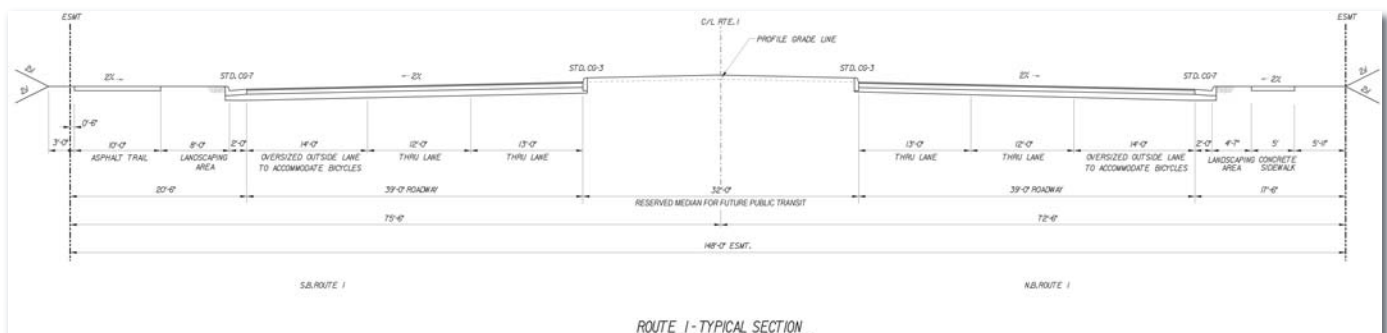
- Near-term Recommendations - Improve conditions for transit operations and riders:
 - Conduct necessary study and analysis to implement enhanced public transit.
 - Conduct pedestrian facility and shelter assessment and develop a funding strategy to improve the existing conditions.
 - Focus redevelopment 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

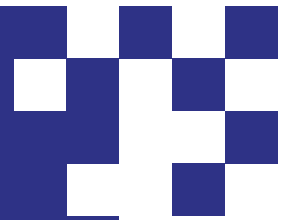
- The existing 80-foot easement may be expanded to a maximum base easement of 148 feet between the Fairfax County Parkway and Telegraph Road.
- The easement for improvements may not be granted to VDOT until environmental studies, NEPA analysis, and National Historic Preservation Act (NHPA) analyses are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



SCHEDULE AND NEXT STEPS

Schedule

Scoping	Complete
Data Collection	Complete
Alternatives Development / Public Information Meeting	We Are Here
Draft Environmental Assessment / Public Information Meeting/ Hearing	Winter 2011
Final Decision on the Environmental Assessment by FHWA	Spring 2012

Next Steps

- Study team review of public comments.
- Evaluation of suggestions and concerns and refinement of alternatives.
- Assessment of environmental impacts.
- Preparation of Draft Environmental Assessment (EA).
- Revision of EA, as appropriate, to reflect changes or new information resulting from comments received on the EA.
- 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.
- 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 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

