

FINDING OF NO SIGNIFICANT IMPACT **for** **ROUTE 1 IMPROVEMENTS AT FORT BELVOIR**

Introduction

The Federal Highway Administration (FHWA), in cooperation with Fairfax County, U.S. Army Garrison Fort Belvoir, and the Virginia Department of Transportation (VDOT), proposes to improve deficiencies in the 3.4-mile-long section of U.S. Route 1 (Route 1) between Telegraph Road (Route 611) and Mount Vernon Memorial Highway (Route 235) in Fairfax County, Virginia. Telegraph Road and Mount Vernon Memorial Highway are major decision points for turning traffic, and this section serves U.S. Army Garrison Fort Belvoir via Pohick Road (Tulley Gate) and Belvoir Road (Pence Gate), with a third gate to access North Post currently undergoing design. Funding for this project has been approved by the Office of Economic Adjustment (OEA) within the Department of Defense to improve patient access to the new Fort Belvoir Community Hospital.

The project is needed because increases in population and employment in the region and within the Route 1 corridor, in particular at Fort Belvoir within the study area, have fueled an increase in transportation demand. In addition, the existing four-lane roadway lacks amenities to serve pedestrians and bicyclists, has an outdated and insufficient stormwater management system, and would not accommodate the 2040 forecasted increase in traffic in the corridor due to regional growth and the 2005 Base Realignment and Closure (BRAC) relocations to Fort Belvoir Main Post. The purpose of the project is to expand roadway capacity to accommodate travel demand, facilitate access to medical and other facilities on Fort Belvoir, implement facilities for pedestrian and bicycle travel, and provide space for future transit services pursuant to Fairfax County's Comprehensive Plan.

Alternatives Considered

The Environmental Assessment (EA) considered Alternative A (the No-Build Alternative), Alternative B, and Alternative C. Alternative B was identified in the EA as the Preferred Alternative.

No-Build Alternative

Under Alternative A, the No-Build Alternative, Route 1 would remain in its existing configuration (i.e., four lanes undivided). Regular maintenance would be performed to preserve the structural integrity of the pavement and the existing bridges. It is assumed that only other transportation projects currently listed in the Constrained Long Range Plan for construction would be in place by the design year.

Alternative B – Preferred Alternative

Alternative B would entail reconstructing Route 1 to provide six through travel lanes, a 10-foot multi-purpose trail on the north side of the roadway, and a 5-foot sidewalk on the south side of

the roadway between Telegraph Road and Mount Vernon Memorial Highway.¹ All intersections with other streets would remain at-grade and appropriate turn lanes would be provided. A section of the alignment at the east end of the project would be shifted southward to new location in the vicinity of the Woodlawn Historic District (herein “Southern Bypass Alignment”).

Attachment 1 shows preliminary design plans for this alternative. In the northbound direction, from south to north, the conceptual design plans call for:

- Modifying the northbound approach to Telegraph Road to include a third left-turn lane. The roadway would be widened to the north, and the existing Route 1 curb-line that abuts the historic Pohick Church property would remain unchanged.
- Constructing improvements to Telegraph Road to accommodate the turning movements.
- Constructing three lanes from Telegraph Road to Cook Inlet Drive, with a left-turn lane at that intersection. Note that northbound access to Belvoir Woods Parkway and Inlet Cove Drive would be prohibited, as it is today.
- Constructing three lanes from Cook Inlet Drive to Fairfax County Parkway, with two left-turn lanes at Fairfax County Parkway.
- Constructing three lanes from Fairfax County Parkway to Pohick/Backlick Roads, with a left-turn lane and two right-turn lanes at the Pohick/Backlick intersection (full length auxiliary lanes from Fairfax County Parkway to Pohick Road).
- Constructing three lanes from Pohick Road to Belvoir Road, with two left-turn lanes (to the new Lieber Gate Access Control Point) and one right-turn lane at the Belvoir Road intersection.
- Constructing three lanes from Belvoir Road to Woodlawn Road along the Southern Bypass Alignment, with a left-turn lane at the Woodlawn Road intersection (existing Woodlawn Road would be extended to connect with the realigned Route 1 roadway, just to the west of Woodlawn Baptist Church).
- Constructing three lanes from Woodlawn Road to Mount Vernon Memorial Highway/Mulligan Road with two left-turn lanes and the rightmost of the three through lanes a “Right Lane Must Turn Right” lane, with only two lanes continuing through the intersection.

In the southbound direction, from north to south, the conceptual design plans for Route 1 call for:

- Constructing three lanes from Mount Vernon Memorial Highway/Mulligan Road to Woodlawn Road along the Southern Bypass Alignment, with a right-turn lane at Woodlawn Road.
- Constructing three lanes from Woodlawn Road to Belvoir Road, with two left-turn lanes and a right-turn lane.
- Constructing three lanes from Belvoir Road to Pohick/Backlick Roads, with a left-turn lane and a right-turn lane at Pohick/Backlick Roads.
- Constructing three lanes from Pohick/Backlick Roads to Fairfax County Parkway with two right-turn lanes, one of which is a full-length auxiliary lane and the other a turn bay, and a left-turn bay to allow U-turns to northbound Route 1.

¹ The project would allow for the designation of the project’s proposed multi-use trail as a segment of the Potomac Heritage National Scenic Trail and Washington-Rochambeau Revolutionary Route National Historic Trail (PHNST/WARO NHT), no portions of which are currently located within the project area. NPS would be the lead federal agency for any required NEPA/NHPA compliance if the National Trail designation within the footprint of the undertaking is finalized by NPS in the future.

- Constructing three lanes from Fairfax County Parkway to Cook Inlet Drive, with a right-turn lane.
- Constructing three lanes from Cook Inlet Drive to Inlet Cove Drive, with a right-turn lane.
- Constructing three lanes from Inlet Cove Drive to Telegraph Road, with one left-turn lane and one right-turn lane at Telegraph Road. A right-turn bay is also provided to Belvoir Woods Parkway, as it is today.

Alternative C

This alternative would be similar to Alternative B, except for at the following three locations:

- At the Telegraph Road intersection where Alternative B proposes triple left-turn lanes to accommodate the northbound Route 1 to northbound Telegraph Road traffic, this alternative proposes a grade-separated flyover to accommodate this movement.
- At the Fairfax County Parkway intersection where Alternative B proposes triple left-turn lanes to accommodate the southbound Fairfax County Parkway to northbound Route 1 traffic, this alternative proposes a grade-separated flyover to accommodate this movement.
- North of Belvoir Road, where Alternative B diverts from Route 1 along the Southern Bypass Alignment, this alternative would instead continue along the current Route 1 alignment.

Public Involvement and Comments

A Public Information Meeting was held on Tuesday, June 5, 2012 from 6:00 p.m. to 8:00 p.m. in the Hayfield Secondary School cafeteria located at 7630 Telegraph Road in Fairfax County. The purpose of the meeting was to provide citizens an opportunity to review and discuss the EA and the conceptual design of proposed alternatives. Representatives of FHWA, VDOT, Fairfax County, and U.S. Army Fort Belvoir were available to discuss the project and answer questions.

Display boards, maps, conceptual design drawings, the EA, and other technical reports and data pertaining to the project were available for review at the meeting. In compliance with Section 106 of the National Historic Preservation Act and 36 CFR Part 800, information concerning the potential effects on properties listed in or eligible for listing in the National Register of Historic Places was also available at the meeting.

Attendees received informational brochures describing the project, its purpose and need, and findings from the EA. An informational presentation was given by FHWA at approximately 7:00 p.m., followed by an informal citizen question-and-answer session.

Citizens were invited to provide their comments for inclusion in the meeting record through July 6, 2012 by way of:

- Preprinted comment sheets, which were designed to elicit input on the process, the alternatives, and any issues or concerns regarding the EA. These comment sheets could be filled out and either deposited in a box at the hearing or mailed to the address indicated on the sheet.
- Verbal comment at two recording stations.
- Narrative letters or emails to FHWA.

Additionally, all public hearing materials (including comment sheets) were available on FHWA's website after the meeting.

The meeting sign-in sheets indicated that at least 462 citizens were in attendance (some attendees chose not to sign the attendance sheets).

Summary of Citizen Comments

Three preprinted questions on the comment sheet were used to solicit input on the EA:

- What is your opinion of the alternatives that have been developed to address the project purpose and need?
- What information would you offer to help decision-makers select the best alternative?
- Are there other issues or concerns that you have regarding the Environmental Assessment?

A total of 180 comment sheets were submitted at the Public Information Meeting (99 sheets) and via mail or email (81 sheets). Additionally, nine oral comments were recorded at the meeting and 95 narrative comments (letters and emails) were submitted during the comment period.

The following is a brief tabular summary of the input received from citizens. Note that the totals do not exactly match the total number of responses as multiple issues were often addressed within the comment and some citizens submitted multiple comments, i.e., a comment sheet as well as narrative comments.

| <i>Alternative Preference</i> | <i>Number of Comments</i> |
|--|---------------------------|
| Alternative A (No-Build) | 27 |
| Alternative B (Southern Bypass) | 16 |
| Alternative C (Widen in Place) | 105 |
| Alternative C (Widen in Place) <i>Using Land on Woodlawn Plantation Side</i> | 35 |
| Other Suggestions | 39 |
| Not Enough Alternatives Considered | 17 |

| <i>Other Frequently Mentioned Comments</i> | <i>Number of Comments</i> |
|--|---------------------------|
| Process Flawed / Not Transparent / Not Compliant | 40 |
| Do Not Impact National Historic Landmark Woodlawn Plantation or Woodlawn Historic District | 14 |
| Do Not Impact Woodlawn Baptist Church or Displace Cemetery | 36 |
| Do Not Impact Woodlawn Stables | 127 |
| Provide Bike / Pedestrian Accommodations | 16 |
| Need Transit / Preserve Right-of-Way for Transit | 14 |

Summary of Public Official Letters

The following public officials wrote letters in support of Alternative C (Widen in Place) as the least damaging choice that will preserve the historic character of Woodlawn Plantation and protect the community asset of Woodlawn Stables:

- Representative James P. Moran

- Senators Linda Puller and Adam Ebbin; Delegates Dave Albo, Mark Sickles, and Scott Surovell
- Mount Vernon District Supervisor Gerry Hyland

Additionally, Mount Vernon District Planning Commissioner Earl Flanagan did not support any of the alternatives, but recommended that the Woodlawn Historic District be detached from the current Route 1 project and instead be attached to a future project that will widen Route 1 north of Woodlawn, after the on-going transit study is final.

Summary of Agency and Organization Comments

Detailed comments on the technical content of the EA were received from the following three federal agencies / organizations, as well as one local religious group (Alexandria Monthly Meeting of Religious Society of Friends) and one local public interest group (Save Woodlawn Stables):

- U.S. Army Fort Belvoir: No alternative preference specified.
- National Trust for Historic Preservation: Alternative B, the Southern Bypass, would be the less harmful Build Alternative to historic resources.
- Virginia Department of Historic Preservation: Not prepared to concur with alternatives/findings.

Additionally, general comments were received from the following local groups:

- Clifton Horse Society
- Fairfax4Horses
- Fairfax County Cemetery Preservation Association
- Grist Mill Woods Community Homeowners Association
- Lyndham Hill Homeowners Association
- Mount Vernon-Lee Chamber of Commerce
- Mount Vernon Civic Association
- Northern Virginia Coalition of Equestrian Organizations
- Spring Garden Apartments, LLLP

In response to comments and ongoing coordination with project stakeholders, Alternative B was refined following the completion of the June 1, 2012 Environmental Assessment (EA). The refinements are described below, from south to north:

1. *Added SWM-1B in the northwest quadrant of the Telegraph Road intersection (see Attachment 1, Sheet 1 of 6).* Stormwater management pond SWM-1B replaces SWM-2A (see #2 below). The area within which SWM-1B is located was already included in the limits of disturbance for which impacts were reported for both build alternatives in the EA; therefore, no additional impacts are expected as a result of this new stormwater management pond.
2. *Eliminated SWM-2A just east of Inlet Cove.* This pond, originally shown in Alternative B conceptual plans in the EA, on Sheet 2 of 6, was eliminated in response to comments from the Inlet Cove community.
3. *Shifted Southern Bypass Alignment closer to existing Route 1 (i.e., tightened curve) after bypassing Woodlawn Baptist Church.* This modification, shown in Attachment 1, on Sheets

5 and 6 of 6, was integrated to minimize impacts on the pastureland portion of the current Woodlawn Stables site. The modifications also include improved access to the pastureland south of Route 1 from Mount Vernon Memorial Highway.

4. *Eliminated SWM-6A in southwest quadrant of Mulligan Road/Mount Vernon Memorial Highway intersection and replaced it with SWM-6A and SWM-6B.* This modification, shown in Attachment 1, on Sheet 6 of 6, was made also to minimize impacts on the Woodlawn Plantation parcel south of Route 1.

The change in environmental impacts resulting from the revised limits of disturbance due to the modifications described in items #2-4 above is shown in **Table 1**.

Table 1. Summary of Impacts*

| Category | Alternative A 6/1/12 EA | Alternative B 6/1/12 EA | Alternative B Modified | Alternative C 6/1/12 EA |
|---|----------------------------|----------------------------|---------------------------|----------------------------|
| Total Length of Construction Limits (miles) | 0 | 3.65 | 3.66 | 3.62 |
| Total Area within Limits of Disturbance (LOD) (acres) | 0 | 109 | 109 | 111 |
| Total New Disturbed Area (excluding existing asphalt) (acres) | 0 | 75 | 73 | 75 |
| Prime and Unique Farmland (acres) | 0 | 37.7 | 36.5 | 35.4 |
| Forest (acres) | 0 | 7.9 | 9.1 | 5.4 |
| Section 4(f) Property Use (resources / acres) | 0 | 4 / 33.3 | 4/32.3 | 4 / 36.8 |
| Estimated Length of Streams Impacted (linear feet)** | 0 | 1,526 | 2,469 | 1,451 |
| Estimated Wetlands Displaced (acres) ** | 0 | 2.6 | 1.3 | 2.5 |
| Floodplains Crossed (acres) | 0 | 4.9 | 5.1 | 4.5 |
| Resource Protection Areas (acres) | 0 | 13 | 12 | 13 |

*The values for Alternatives A, B, and C were originally presented in Table 4 of the June 1, 2012 EA. Only those categories for which impacts have changed as a result of design modifications to Alternative B are repeated herein. Revised values are highlighted in the shaded cells.

**Estimated Length of Streams Impacted and Estimated Wetlands Displaced for Alternative B Modified computed using Wetlands Studies and Solutions, Inc. (WSSI) GIS files from the Wetland Delineation Survey completed in October 2012. The impacts reported for Alternatives B and C in the June 1, 2012 EA were calculated using Fort Belvoir's GIS databases.

As described in modification #3 above, the Southern Bypass Alignment has been shifted to minimize impacts to the property on which Woodlawn Stables currently operates. In addition, since the completion of the June 1, 2012 EA, conceptual designs for the possible reconfiguration of the property in order to continue equestrian operations, including new access to the site from Mount Vernon Memorial Highway, have been developed by an equestrian consultant in cooperation with the National Trust for Historic Preservation (NTHP), the owners of the

property, and Save Woodlawn Stables, an interested party. Any decisions on the ultimate configuration of the property and any use or redevelopment on the property outside roadway right-of-way would be made further along in the design process.

As shown in Attachment 1, Sheet 6 of 6, the realigned portion of Route 1 would go through the two non-historic structures utilized by the Woodlawn Stables commercial equestrian facility (the four historic structure to the west of the realigned roadway would not be physically impacted).

Selected Alternative

The Selected Alternative is a revised version of Alternative B, identified as the Preferred Alternative in the EA. Based on public comments and coordination with project stakeholders during and following the public information meeting, Alternative B was refined to include the following modifications:

- Stormwater management pond SWM-2A was replaced with stormwater management pond SWM-1B in the northwest quadrant of the Telegraph Road intersection.
- The Southern Bypass Alignment was shifted closer to existing Route 1 after bypassing Woodlawn Baptist Church.
- Stormwater management pond SWM-6A located in the southwest quadrant of Mulligan Road/Mount Vernon Memorial Highway intersection was replaced with SWM-6A and SWM-6B.

The Selected Alternative, Alternative B Modified, satisfies the purpose and need of the project.

Mitigating Measures Associated with the Selected Alternative

The following are mitigation measures related to construction activities to be implemented under the Selected Alternative.

Natural Resources

- The existing bridge at Accotink Creek will increase in length from approximately 60 feet to approximately 500 feet. A minimum of eight feet of vertical clearance will be provided at the Creek to improve hydrologic function and provide connectivity between wildlife habitats. The project will provide compensatory wetland and stream mitigation, most likely through the purchase of credits from a mitigation bank or other acceptable mitigation. The project will comply with the current Fort Belvoir tree replacement policy. Construction staging in wetlands, floodplains, or Resource Protection Areas (RPAs) will not be permitted.
- Stormwater from the existing roadway surface in the project area is currently not treated. Stormwater treatment will be constructed in association with the proposed roadway improvements and will treat the stormwater from the new impervious area as well as from the existing impervious area.
- A preconstruction survey for the state-listed threatened wood turtle (*Glyptemis insculpta*) will be completed. Any wood turtles found in the project area will be relocated in cooperation with the Virginia Department of Conservation's Natural Heritage Division.
- No noise attenuation currently exists in the project area. Noise impacts resulting from the proposed project have been analyzed. Potential attenuation will be proposed, most likely in

the form of noise barriers, for additional capacity resulting from the project as well as the existing traffic on Route 1.

- Revegetation of certain disturbed areas will be accomplished with native shrubs and trees in conformance with Fort Belvoir requirements thereby limiting introduction of invasive species.

Cultural Resources

Woodlawn National Register-Eligible Historic District VDHR # 029-5181, Woodlawn Plantation VDHR # 029-0056, Pope-Leighey House VDHR # 029-0058, Grand View VDHR # 029-0062, George Washington's Distillery and Grist Mill VDHR # 029-0330, Sharpe Stable Complex Bank Barn VDHR # 029-5181-0005, Sharpe Stable Complex Dairy, Corncrib and Stable VDHR # 029-5181-0005, Woodlawn Quaker Meetinghouse VDHR # 029-0172

- FHWA would facilitate design workshops among VDOT, Fairfax County, the Army, the SHPO, the Trust, Woodlawn Baptist Church, and Friends to evaluate alternative designs for proposed reduction of adverse effects to specific contributing properties and to the District as a whole. Features to be discussed would include, but are not be limited to:
 - A shared-use driveway, a portion of which will be controlled and maintained by VDOT, providing access to the Trust, Woodlawn Baptist Church, and Woodlawn Quaker Meetinghouse.
 - Construction of a signalized intersection at Woodlawn Road to provide safe access to the Trust, Woodlawn Baptist Church, and Woodlawn Quaker Meetinghouse properties within Woodlawn Historic District.
 - Landscaping needed to rehabilitate the setting, screen and reduce the visibility of the highway, and maintain viewsheds, to the greatest extent possible, for all Woodlawn Historic District properties, including plantings within and outside VDOT right-of-way.
 - Circulation patterns within the District, including vehicular, pedestrian, and equestrian access, including portions of the Potomac Heritage National Scenic Trail and the Washington-Rochambeau Revolutionary Route National Historic Trail, and the abandoned section of Route 1.
 - Fabrication and installation of interpretive signage related to the District and its contributing properties.
 - Reducing the width of the roadway section, reducing the impacts of the new road construction, and determining future usage of the section of the existing Route 1 corridor that may be abandoned.
 - Re-establishment of appropriately designed fencing on Trust property.
 - Location and design of stormwater management ponds or drainage areas that minimize the total disturbance of natural vegetation and soil within the boundaries and viewshed of the Woodlawn Historic District so as to minimize adverse effects.
 - Design of "gateway" features and elements, at the boundaries of and within the Woodlawn Historic District, to create a context-sensitive setting that is distinctive from other non-historic portions of Route 1 and Mount Vernon Memorial Highway. Gateway features shall include, but not be limited to, landscaping, lighting, the size and location of sidewalks, trails, fences, and signs.
 - Proposals for the relocation of the Otis Mason House and possible relocation of the non-historic Woodlawn Stables commercial equestrian facility. If equestrian-related

structures are not relocated on Trust property, proposals for an appropriate driveway entrance from Mount Vernon Memorial Highway to the NTHP property south of Route 1 will be discussed.

- The appropriateness and feasibility of sound abatement measures, if such measures are requested by qualifying landowners.
- In an effort to minimize the adverse effects of the Undertaking on the Woodlawn Historic District, consistent with Section 4(f) of the Department of Transportation Act, NEPA, and NHPA, to enhance the experience of visiting and traveling through the Woodlawn Historic District, and to provide a safer environment for motorists, pedestrians, and cyclists, FHWA, VDOT, and the County shall work together, in consultation with the SHPO, the Trust, and other parties to the Programmatic Agreement, to reduce the width of the right-of-way and roadway section to the maximum extent possible through the Woodlawn Historic District.
- FHWA would prepare a draft NRHP nomination for the Woodlawn Historic District.
- FHWA would complete draft SHPO Intensive Level Survey for the following properties contributing to the District: 1. Sharpe Stables Complex (Dairy, Corncrib, Stable, and Bank Barn); 2. Grand View.
- FHWA would complete measured drawings of the following individually listed or eligible properties within the District: 1. Woodlawn Quaker Meetinghouse; 2. Pope-Leighey House; 3. George Washington's Grist Mill.
- FHWA would provide and oversee the distribution of project funding to mitigate for impacts to Woodlawn NHL. These mitigation measures are directly relevant to the adverse effects of the project on the Trust's ability to manage and maintain this historic property, and to the adverse effects of the project on the experience of visitors to the site. These mitigations are provided to benefit any structure or landscape within the NHL boundaries including the Woodlawn Plantation, Grand View, and Pope-Leighey House. The following is a list of mitigation measures that will be provided within the boundaries of Woodlawn NHL:
 - Water and sewer service to serve the property for regular operations and safety.
 - Installation of natural gas service.
 - Installation of a sanitary sewer service line sufficient to serve the Woodlawn property.
- FHWA would install an underpass beneath Route 1 adjacent to the Sharpe Stable Complex in order to restore access to the pastureland associated the Sharpe Stable Complex buildings that would otherwise be diminished due to the Undertaking. The underpass would be built to allow limited farm equipment and vehicular access between the NHL and remainder of the Woodlawn property that is listed on the National Register of Historic Places. FHWA would also provide an appropriate driveway entrance from Mount Vernon Memorial to the Trust pastureland.

Woodlawn Baptist Church VDHR # 0029-0070

- FHWA would facilitate discussions for the granting of an easement from the Army to the Church allowing limited usage of the land on Fort Belvoir located adjacent to the church and bounded by the realigned Route 1 and new access road.
- Removal of pavement from the church's existing driveway to restore historic character.
- Landscaping.
- Documentation of the cemetery and a grave location survey (Grave Marker Assessment and
- Ground Penetrating Radar Survey of the Woodlawn Baptist Church Cemetery, May 2012).

- Additional activities impacting the Woodlawn Baptist Church, including the relocation of church signs and relocation/replacement of utilities. Noise abatement and other details will be determined separately from this Agreement by FHWA, the Woodlawn Baptist Church, and other parties, as appropriate to the specific activity.

Fort Belvoir Facility No. 1433 Railroad Bridge VDHR # 029-5425

- Historic American Engineering Record (HAER) Level I documentation of the bridge.
- FHWA would develop a marketing plan to determine if there is a capable party willing to relocate and assume ownership of the bridge. FHWA would offer a one-time monetary incentive to ownership. If the bridge is relocated, FHWA would submit to the Army and the SHPO photographs of the bridge at its new location following its relocation and installation.
- If a capable and willing party cannot be identified, FHWA would demolish the bridge, and in addition to the HAER Level I documentation described above, FHWA would update VDHR's Data Sharing System (DSS) file on the rail bridge to indicate that the bridge has been demolished and to reference the HAER Level I documentation.

Fort Belvoir Military Railroad Bed (FBMRR) VDHR # 029-5648

- Historic American Engineering Record (HAER) Level I documentation of the railroad bed within the APE.
- Design and installation of interpretive historic markers.
- Repairs to damaged sections of FBMRR track bed north of Telegraph Road.

Otis Tufton Mason House VDHR # 029-5181-0006

- Relocation of the house according to Virginia Department of Historic Resources guidelines for moving historic buildings.
- FHWA would ensure that Consulting Parties have the opportunity to provide input regarding the proposed relocation site, including site improvements such as access and parking area, during the design workshops described in the mitigation for adverse impacts to Woodlawn Historic District.

Pohick Episcopal Church VDHR # 029-0046

- FHWA would conduct a Pre-Construction Survey of Pohick Episcopal Church and begin vibration monitoring at the church prior to construction, establish existing conditions and develop a vibration monitoring plan. The monitoring shall continue until construction is complete. If significant increases in vibration resulting from activities related to the project are detected, the work causing that vibration will cease and corrective action shall be taken to return the vibration level to acceptable thresholds. FHWA shall be responsible for any repairs to damage to the church resulting from construction activities within the vibration monitoring area.
- Design workshops to evaluate alternative designs for proposed mitigation of adverse effects to the properties at the intersection of Telegraph Road and Route 1, such as earth berms, to reduce noise impacts and vegetation to reduce visual impacts.

Woodlawn Plantation Archaeological Deposits VDHR # 44FX1146

Update and complete an archaeological survey of the entire National Trust for Historic Preservation Property (conducted by the Chicora Foundation, Inc. in 1999). This information

will be used to guide the design of mitigation measures so that impacts to any significant deposits can be avoided or minimized.

VDHR # 44FX1810 and VDHR # 44FX1936

The site will be evaluated for NRHP eligibility. FHWA will consult with the signatories and consulting parties of the PA regarding the eligibility of the site and seek concurrence and development of avoidance, minimization, or mitigation measures.

Recreational Resources

- The proposed project will allow for the designation of the project's proposed multi-use trail as a segment of the Washington-Rochambeau Revolutionary Route National Historic Trail and the Potomac Heritage National Scenic Trail.
- An existing baseball field will be relocated further from Route 1 and a new soccer field will be constructed on a previously disturbed and now abandoned housing area within Fort Belvoir adjacent to the project.

Safety

- Some roadway intersections will be reconfigured and some driveway entrances on Route 1 will be closed or relocated to enhance safety and traffic operations for Route 1.
- Woodlawn Baptist Church will be provided with traffic signal access to Route 1 via Woodlawn Road, thereby enhancing safety and accessibility for the church.
- Pedestrian access to, along, and across Route 1 will be facilitated through the improvement of cross walks.

WHY THE SELECTED ALTERNATIVE WILL NOT HAVE A SIGNIFICANT EFFECT ON THE HUMAN ENVIRONMENT

As defined in 40 CFR § 1508.27, significance is determined by examining the following 10 criteria. A discussion on why the Selected Alternative (Alternative B Modified) will not have a significant effect on the human environment follows each criterion.

1. Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.

The Selected Alternative will have a beneficial impact to stormwater because there is currently no stormwater treatment along existing Route 1 in the project area. The Selected Alternative will have adverse impacts to terrestrial and aquatic habitat and wildlife, prime and unique farmlands, historic properties, wetlands and streams (and their associated Resource Protection Areas), and floodplains. The adverse effects to historic structures will be mitigated as specified in the Section 106 Programmatic Agreement. Adverse impacts to wetlands and streams (waters of the U.S.) will be compensated by the purchase of wetland and stream mitigation bank credits or other acceptable mitigation, in coordination with the U.S. Army Corps of Engineers. Water quality will have localized adverse impacts as a result of ground disturbing activities associated with construction; however, best management practices will be implemented to minimize erosion

from disturbed soil. The impacts to threatened and endangered species, noise, and air quality are anticipated to be negligible.

2. The degree to which the action affects public health or safety.

It is anticipated that the Selected Alternative will have a beneficial impact on public safety. Specifically, by expanding capacity along Route 1 near Fort Belvoir, it will generally enhance intersection function and overall traffic flow. In addition, the Selected Alternative is anticipated to address congestion and lack of pedestrian/bicycle access and crosswalks at intersections, and provide safer access to community and emergency facilities. Moreover, while the Selected Alternative will result in some localized increases in the concentrations for directly-emitted criteria pollutants such as CO and some localized decreases in such concentrations, it will comply with project-level air quality conformity requirements.

3. Unique characteristics of the geographic area such as proximity to historic or cultural resources, parklands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

Historic or Cultural Resources: The following historic properties are located within the area of potential effect: Pohick Church, Fort Belvoir Military Railroad, Camp Humphreys Pump Station and Filter Building, and Woodlawn Historic District (which encompasses several individually eligible and a number of contributing resources).

Parklands: There are no publicly owned parks or recreation areas within the project limits.

Prime Farmlands: Approximately 36.5 acres of soils present in the proposed area of disturbance for the Selected Alternative are listed as either Prime Farmland or Farmland of Statewide Importance. The only land being farmed within the project area is Arcadia Farm, located on the north side of Route 1 on Woodlawn Plantation property. Arcadia Farm will not be impacted by the Selected Alternative.

Wetlands: A Waters of the U.S. (Including Wetlands) Delineation Survey was completed in October 2012. Jurisdictional wetlands and other waters of the U.S. within the study area include palustrine forested (PFO) wetlands, palustrine scrub/shrub (PSS) wetlands, palustrine emergent (PEM) wetlands, palustrine open water (POW), Accotink Creek, Mason Run, unnamed tributaries to Accotink Creek, and unnamed tributaries to Dogue Creek. The Selected Alternative will impact approximately 1.3 acres of wetlands and 2,469 linear feet of streams.

Wild and Scenic Rivers: There are no wild and scenic rivers within the project limits.

Ecologically Critical Areas: Per the Chesapeake Bay Preservation Act, Fairfax County is located within Virginia's coastal zone. The 100-foot vegetated buffer area located along both sides of any water body within the project limits is designated as a Resource Protection Area. The Selected Alternative will impact approximately 12 acres of the Resource Protection Areas.

4. The degree to which the effects on the quality of the human environment are likely to be highly controversial.

The Selected Alternative will displace multiple businesses and housing units, and disrupt operations at Woodlawn Stables. A Public Information Meeting held on June 5, 2012 was attended by at least 462 citizens (some attendees chose not to sign the attendance sheets). A total of 180 comment sheets were submitted during the public comment period. Additionally, nine oral comments were recorded at the meeting and 95 narrative comments were submitted during the comment period. The most frequently mentioned comment was a preference to avoid impacts to Woodlawn Stables. Numerous comments also expressed a preference to not impact the Woodlawn Baptist Church or displace the cemetery. The controversy related to the balance of impacts to the cultural resources and human environment was resolved through extensive coordination with elected officials, agency representatives, and the consulting parties to the Section 106 Programmatic Agreement. Coordination with the project stakeholders will continue throughout the project development process.

5. Degree to which the possible effects on the quality of the human environment are highly uncertain or involve unique or unknown risks.

Potential impacts from implementation of the Selected Alternative are not highly uncertain and do not involve unique or unknown risks.

6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

The Selected Alternative will not establish a precedent for future actions. The 2011 Metropolitan Washington Council of Government's Constrained Long Range Plan includes widening the four-lane section of Route 1 between Telegraph Road and Mount Vernon Memorial Highway to six lanes by 2020. The section just to the north of the study area, between Mount Vernon Memorial Highway (Route 235 south) and Mount Vernon Highway (Route 235 north) is included in the plan as a separate project to be widened to six lanes by 2025.

7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.

The study area is located in a corridor that is heavily developed. Ongoing and potential future projects in the areas surrounding the project could affect the same resources that will be affected by this project. Present and reasonably foreseeable future actions include: the BRAC Action at Fort Belvoir; Fort Belvoir on-post improvements; opening of Mulligan Road with associated improvements at Route 1 and Telegraph Road; Fairfax County Annual Plan Review Amendment APR 09-IV-12LP; and the Richmond Highway Public Transportation Initiative.

8. The degree to which the action may adversely affect items listed or eligible for listing in the National Register of Historic Places, or other significant scientific, cultural or historic resources.

The Selected Alternative will have adverse effects on the following resources listed or eligible for listing on the National Register of Historic Places: Woodlawn Historic District, Woodlawn Plantation, Woodlawn Baptist Church, Fort Belvoir Facility No. 1433 Railroad Bridge, Fort Belvoir Military Railroad Bed, Sharpe Stable Complex Bank Barn, and Pohick Episcopal Church. A Programmatic Agreement (PA) for the Route 1 Improvements Project was developed and is included as **Attachment 3**. Mitigation measures were developed and agreed upon by the consulting parties that will adequately compensate for the adverse effects to those resources.

9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.

The only Federally-listed species listed for Fairfax County is the small whorled pogonia (*Isotria medeoloides*). The small whorled pogonia habitat evaluation and search was completed in October 2012. No small whorled pogonias were found during this survey of the study area; therefore, the Selected Alternative will have no effect to any Federally-listed species.

10. Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.

Applicable Federal, State, and local laws and requirements were considered in the development of the improvements to Route 1. The Selected Alternative does not violate any Federal, State, or local environmental protection laws.

Section 4(f)

Section 4(f) resources were identified along the Route 1 corridor within the project area and include two wildlife refuge or refuge-like properties that will be impacted by the project:

- Accotink Bay Wildlife Refuge
- Fort Belvoir Forest and Wildlife Corridor

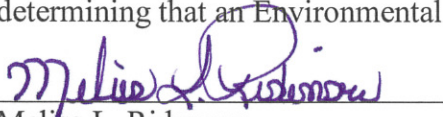
Additionally, two historic sites will be impacted by the project:

- Fort Belvoir Military Railroad (including the Fort Belvoir Facility No. 1433 Railroad Bridge)
- Woodlawn Historic District (including the Woodlawn National Historic Landmark and Sharpe Stable Complex)

In accordance with 23 CFR 774.3, FHWA has determined that based upon the documented Section 4(f) evaluation, there is no feasible and prudent alternative to the use of land from the identified Section 4(f) properties and the proposed action, Alternative B Modified, includes all possible planning to minimize harm and causes the least overall harm to the Section 4(f) properties.

CONCLUSION

The FHWA has determined that although the Selected Alternative will have significant adverse impacts to cultural resources, those impacts have been mitigated below the level of significance. The Selected Alternative will have no significant impact on the natural environment. This Finding of No Significant Impact (FONSI) is based on the EA approved by FHWA on June 1, 2012, along with subsequent comments and responses on the EA and supporting technical studies. This documentation has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental effects, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

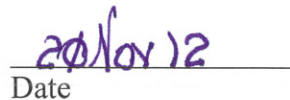


Melisa L. Ridenour

Division Engineer

Federal Highway Administration

Eastern Federal Lands Highway Division



Date

Attachment 1 – Alternative B Modified Alignment

Attachment 2 – SHPO Concurrence Letters

Attachment 3 – Section 106 Programmatic Agreement