

***Richmond Highway - Telegraph Road Connector  
(Old Mill Road Extension), Fairfax County***

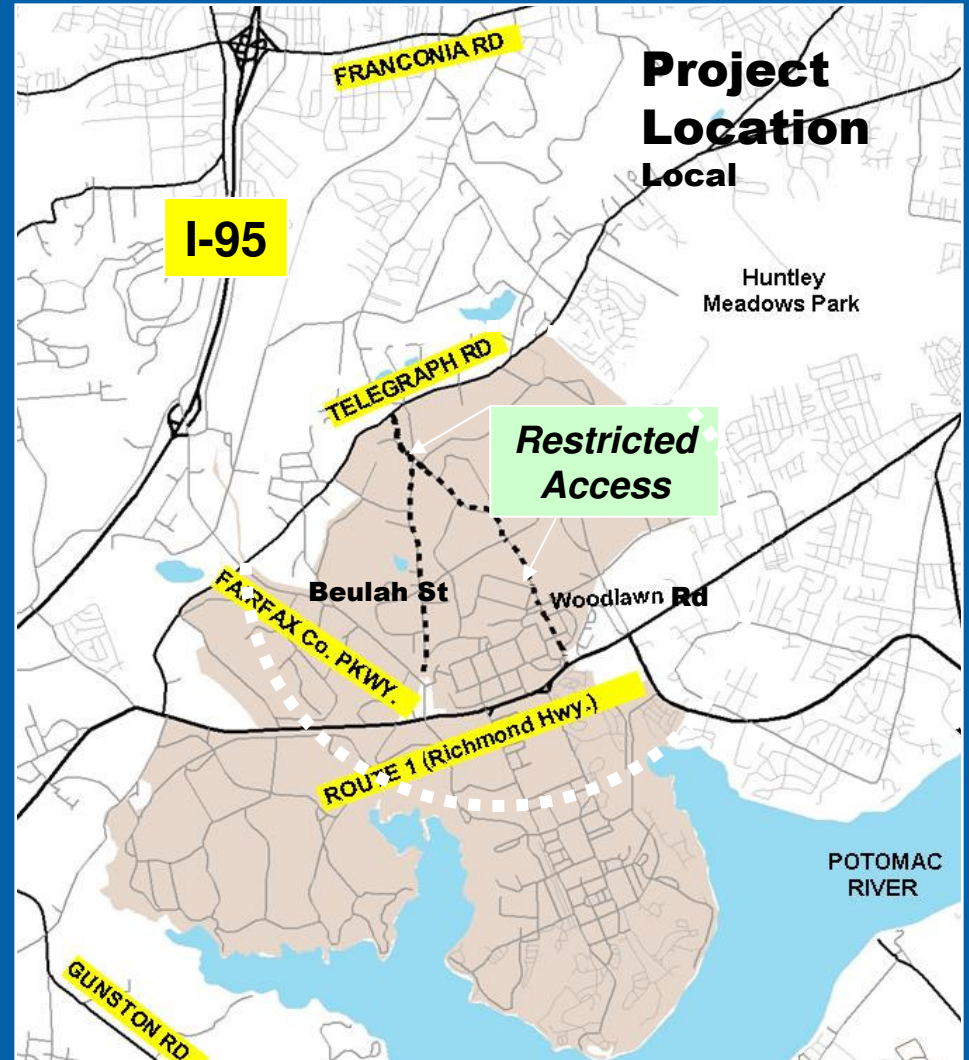
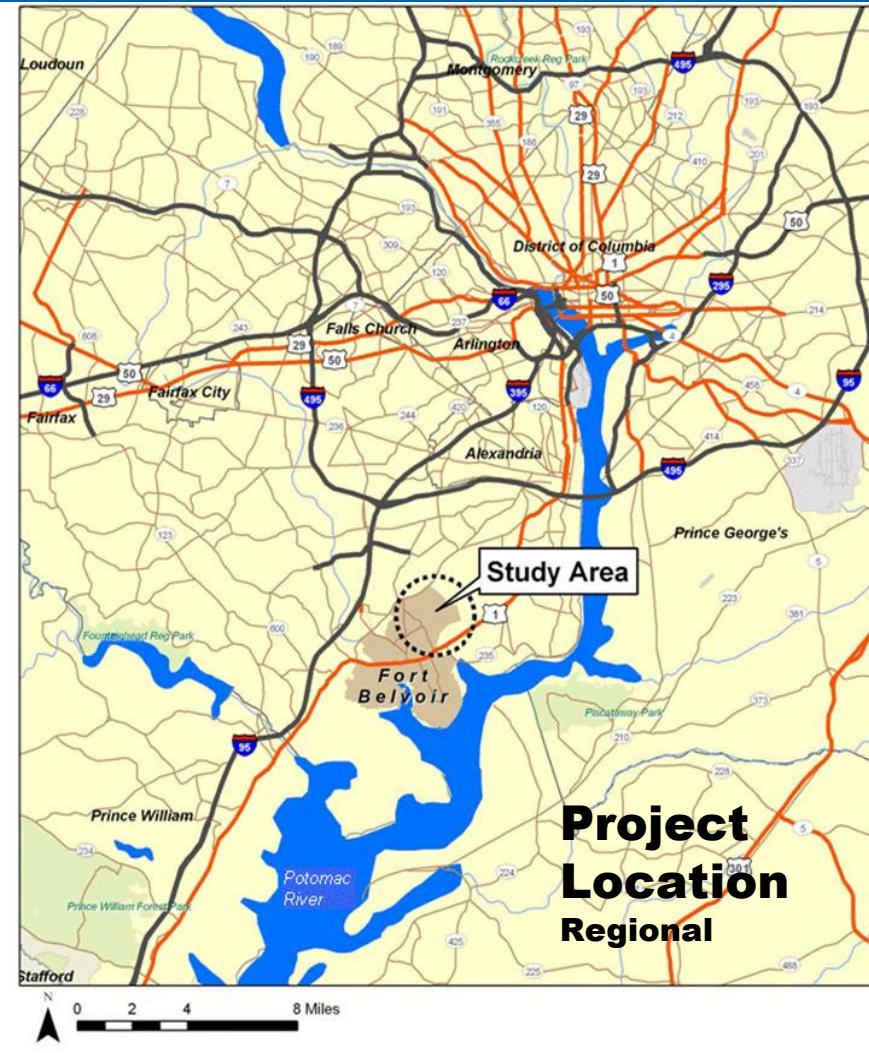
***From: U.S. Route 1***

***To: Route 611***

**Presentation to the  
Commonwealth Transportation Board  
to Obtain Approval on:**

- 1) Project Location; and**
- 2) Project Memorandum of Agreement (MOA)**

**Wednesday, March 14, 2007**



## ***PROJECT HISTORY***

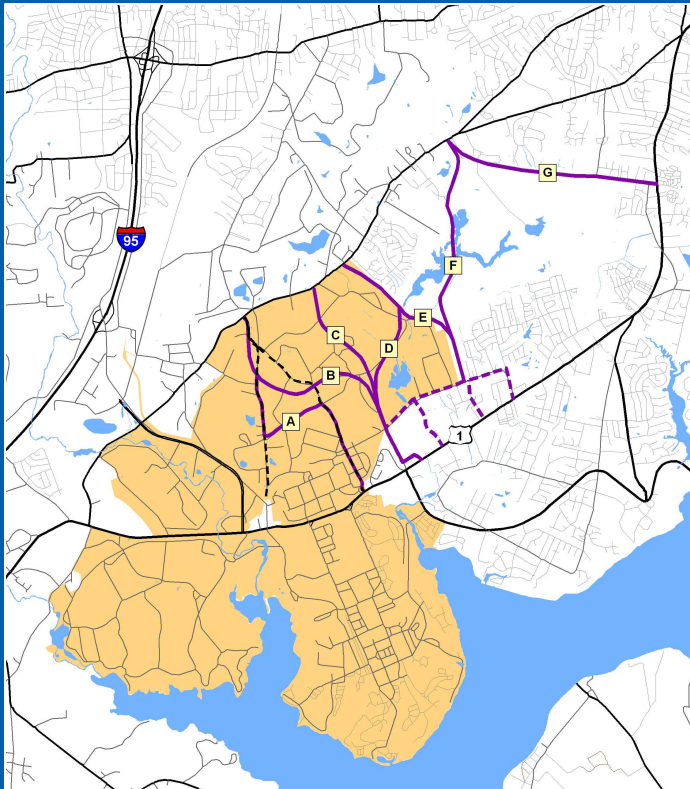
- **Access thru Fort Belvoir restricted after 9/11/01:**  
*Closure of Woodlawn Road (Route 613) and Beulah Street (Route 618) and to general public*
- **Traffic congestion and delay as traffic shifted to alternative routes**
- **Requirement for security through Fort**
- **Alternative replacement routes evaluated by U. S. Army Corps of Engineers (USACE) in 2003 *Preliminary Feasibility Study***
- ***FHWA Eastern Federal Lands Highway Division (EFLHD) is lead agency for this project, is preparing an Environmental Assessment (EA) for replacement road, and has recommended a Preferred Alternative***

## ***PROJECT PURPOSE AND NEED***

- **Restore the Richmond Highway (U. S. Route 1) – Telegraph Road (Route 611) public access link with a roadway on an alignment that does not threaten the security of Fort Belvoir**
- **Reduce traffic congestion and delay**



# ALTERNATIVES



- *2003 USACE Feasibility Study* developed numerous alternatives which were narrowed to the 7 illustrated
- The Army identified Alternative C (Old Mill Road extension) as its preferred alternative
- Fairfax County endorsed Alternatives A, B or C, or a combination thereof
- Alternatives re-examined during NEPA scoping and in Environmental Assessment

## ALTERNATIVES SCREENING

- **No Build Alternative and others (transit, TSM, TDM)** - do not meet project purpose and need.
- **Alternatives A and B, and combinations** - use existing Beulah Street and terminate at Telegraph Road, but eliminated by the Army for national security concerns.
- **Alternative D** - generally co-located with a major transmission line corridor, was eliminated because of need for residential properties, significant impacts to wetlands and Humphreys Engineer Center (HEC), and proximity to wildlife habitat.
- **Alternatives E, F and G** - eliminated primarily because they traversed portions of Huntley Meadows Park, a 1,425-acre natural resource area in the County.
- **Alternative C (renamed Alternative 4CR in the EA)** - the Preferred Alternative, generally follows along ridgelines within undeveloped areas, with reduced impacts to clearing, drainage and wildlife. Adverse impacts to Woodlawn Plantation to be mitigated.

# ***ENVIRONMENTAL ASSESSMENT FINDINGS***

- **Recommends Alternative 4CR (Old Mill Road extension) as Preferred Alternative**
- **Finding of No Significant Impact (FONSI) is likely**
  - **No residences taken**
  - **No direct wetland impacts (all spanned)**
  - **No impacts to community services and facilities**
  - **No impacts to threatened and endangered species**
  - **Non-significant impacts to the Fort Belvoir's Forest and Wildlife Corridors**
  - **Mitigation for adverse affects to Cultural Resources (Woodlawn Plantation)**

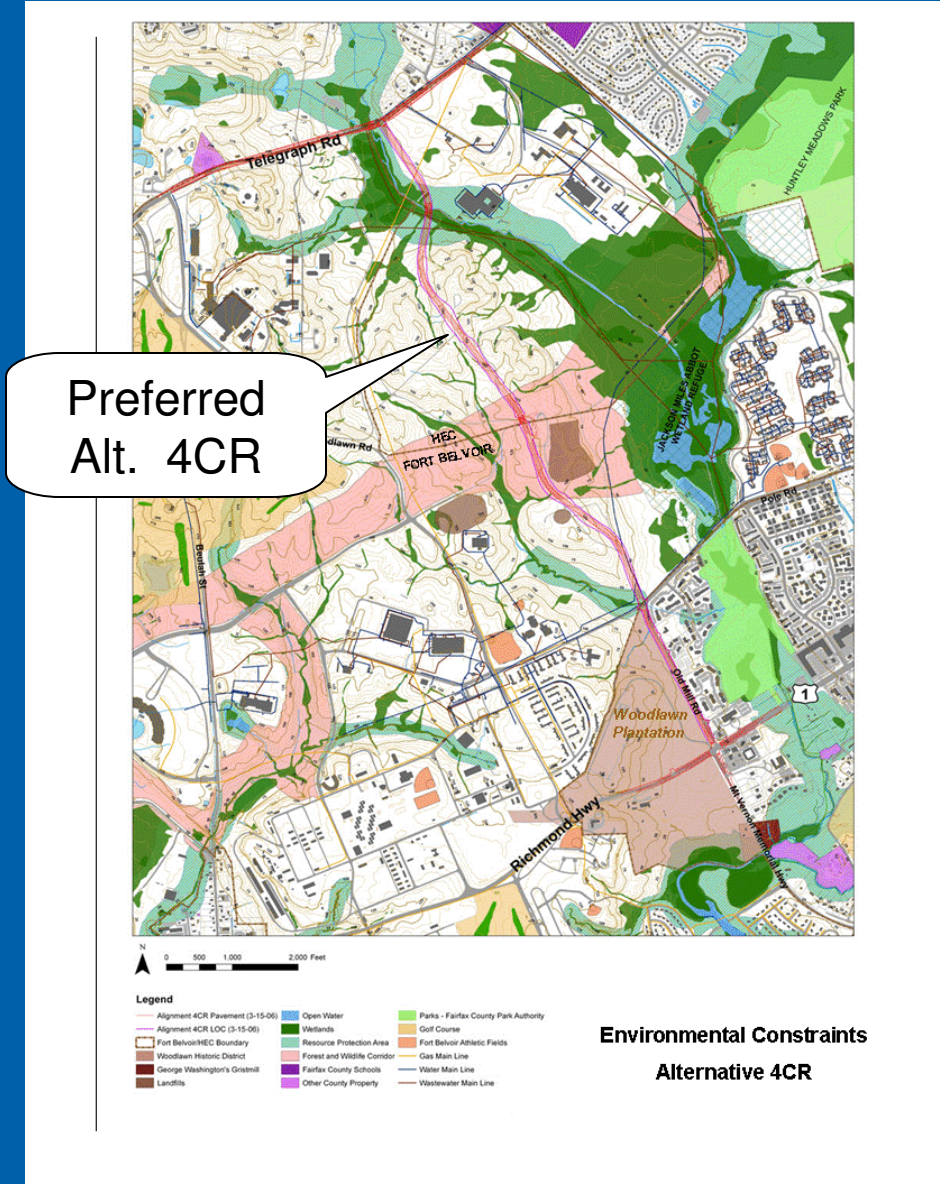
## ***COMMENTS FROM PUBLIC HEARING AND ON THE EA***

- *Public (including Citizen Task Force) and County strongly support the project*
- *Project cannot wait for BRAC decisions*
- *Include on-road bike lanes in the typical section of the road*
- *Concerns about specific access for adjacent businesses and residences at the northern and southern termini*
- *Clarifications for mitigation measures proposed in the Section 106 Memorandum of Agreement*
- *Concerns about drainage, i.e. stormwater runoff*
- *Ensure protection of wetlands and wildlife*



## ***PROJECT DESCRIPTION (PREFERRED ALTERNATIVE)***

- Proposed project/alignment primarily involves:
  - Widening existing Old Mill Road from Richmond Highway to Pole Road (Route 622) (~0.3 mile); and
  - Extending Old Mill Road on new location through Fort Belvoir from Pole Road to Telegraph Road (~1.7 mile)
- Will restore public link between Richmond Highway and Telegraph Road with a roadway on an alignment that does not threaten the security of Fort Belvoir
- Facility will provide 4 travel lanes, raised median, curb and gutter, and 10-foot shared use path



## PREFERRED ALTERNATIVE

*We request CTB approval of the location of the preferred alternative.*

# PROJECT MEMORANDUM OF AGREEMENT (MOA)

- PURPOSE: To establish and agree upon the roles, responsibilities, funding and procedures by which the various project stakeholders will jointly participate in the environmental planning, design and construction of an alternative corridor to replace the closed Woodlawn Road and Beulah Street
- FHWA-Eastern Federal Lands Highway Division is the lead agency for and is providing overall coordination and management of the project
- VDOT is acting as a cooperating agency and would be responsible for guiding the decisions associated with improvements to VDOT-owned or maintained roadways or where VDOT interests are involved

# PROJECT MOA STAKEHOLDERS

- FHWA-Eastern Federal Lands Highway Division (Lead Agency)
- U.S. Army
  - Fort Belvoir Garrison
  - Humphreys Engineer Center (HEC)
- VDOT
- Fairfax County
- FHWA-VA Division

## PROJECT MOA: ADDITIONAL ISSUES FOR VDOT

- The CTB is authorized to enter into this Agreement pursuant to the authority contained in §33.1-12 of the Code of Virginia 1950, as amended, and is the State agency with administrative oversight, maintenance, and jurisdictional authority for Richmond Highway, Telegraph Road, Woodlawn Road and Beulah Street; and will be for the replacement road connecting Richmond Highway and Telegraph Road once the roadway is accepted by and transferred to the Commonwealth.
- Because EFLHD does not have the authority to acquire right-of-way, VDOT will acquire right-of way as necessary for the project.
- All costs for the design of, right-of-way acquisition for and construction of 4 lanes will be provided from the Defense Access Road (DAR) Program or other Federal sources (i.e., no State funds would be used).
- We request that the CTB authorize the VDOT Commissioner to sign the Project MOA.