

GERALD E. CONNOLLY

11TH DISTRICT, VIRGINIA  
424 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-1492

FAIRFAX OFFICE:

4115 ANNANDALE ROAD  
SUITE 103  
ANNANDALE, VA 22003  
(703) 256-3071

PRINCE WILLIAM OFFICE:

4308 RIDGEWOOD CENTER DRIVE  
WOODBIDGE, VA 22192  
(703) 670-4989

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-4611**

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MIDDLE EAST AND SOUTH ASIA

June 1st, 2012

Jack VanDop  
Eastern Lands Highways Division  
Federal Highway Administration  
7450 Boston Blvd  
Springfield, VA 22153

Dear Mr. VanDop,

Thank you for your work on transportation infrastructure projects in the Route 1 corridor. I appreciate your responsiveness to corridor residents and elected officials, your commitment to multimodal infrastructure, and your appreciation for historic resources. I am writing with respect to the design and alignment of Route 1 in the vicinity of Woodlawn plantation and stables.

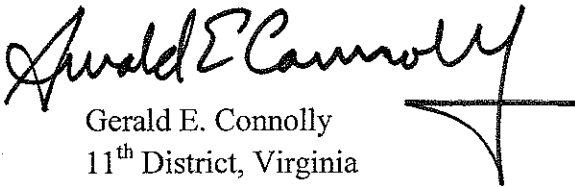
The Federal Highway Administration (FHWA) has considered widening Route 1 in place and constructing a "southern bypass" between Fort Belvoir and Mulligan Road. As you know, this road passes through a historic district and a historic landmark. While we must ensure that road improvements protect these resources, we cannot compromise the right-of-way's accommodation of new sidewalk and mixed-use trail options and the possibility of a future transit line in the median. As you seek to minimize impacts on historic resources while providing a multimodal corridor, I would appreciate your consideration of preserving the use of Woodlawn stables. As you know, these stables represent one of only two public stables in the area, the other being BLM's Meadowood facility. Improvements to Route 1 should accommodate continued use of the stables, regardless of whether Route 1 is widened in place or realigned to the Southern bypass. In either case, infrastructure such as an underpass should be incorporated into the road design to permit pedestrian, equestrian, and wildlife passage between the portions of Woodlawn plantation that are bisected by Route 1. Any reconstruction or relocation of stable facilities should maintain current capacity of the stables for nearby residents, and maintain safe access to those facilities.

Widening of Route 1 and Mulligan Road also should minimize visual and auditory impacts to historic buildings including the Pope-Leighey House, Woodlawn plantation, and other historic structures. Visitors' appreciation of these sites depends upon the buildings' context, so I support efforts to ensure

that noise pollution does not become any worse than it already is. In addition, this project presents an opportunity to relocate or shield incompatible structures in the viewshed of these historic sites, such as new homes across the street from Woodlawn plantation.

Improvements to transportation infrastructure need not compromise our region's access to publicly-accessible open space and equestrian facilities. I appreciate your commitment to protecting our heritage and our constituents' recreational opportunities as you complete improvements in this corridor. Thank you for your consideration and your outstanding work at FHWA.

Sincerely,

  
Gerald E. Connolly  
11<sup>th</sup> District, Virginia