



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: Section 4(f) summary memo
VA ST FB KNGMNWLKR GT

Date: 11/19/2020

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FHWA Eastern Federal Lands

To: File

The subject project will improve vehicular access to Kingman and Walker Gates at Fort Belvoir. This memo summarizes 4(f) resources within the project area and uses of 4(f) resources.

There are no 4(f) resources that will be used by the Walker Gate entrance improvement. There is one 4(f) resource impacted by Kingman Gate entrance improvement; FHWA expects the use is *de minimis*, but this is contingent up on agreement by Fort Belvoir.

Resource impacted and used:

The **Fort Belvoir Forest and Wildlife Corridor (FWC)** surrounds part of the intersection (see attached map taken from the 2018 Fort Belvoir Natural Resources Management Plan). According to the 2018 Fort Belvoir Natural Resources Management Plan, the FWC is a designated Special Natural Area for conservation. The FWC was established in 1993 as the result of several NEPA mitigation commitments to offset the ecological impacts of habitat fragmentation caused by major construction on the post. FWC was established to protect significant wildlife habitat, and to maintain a continuous area of natural forest habitat connecting larger natural areas to the north and south of Fort Belvoir, facilitating wildlife movement through the installation. The FWC serves to connect the Jackson Miles Abbott Wetland Refuge (JMAWR) and the Accotink Bay Wildlife Refuge (ABWR). Although the FWC is not officially designated a wildlife refuge, FHWA has determined its primary function as a wildlife corridor affords it protection under Section 4(f) as a refuge-like property.

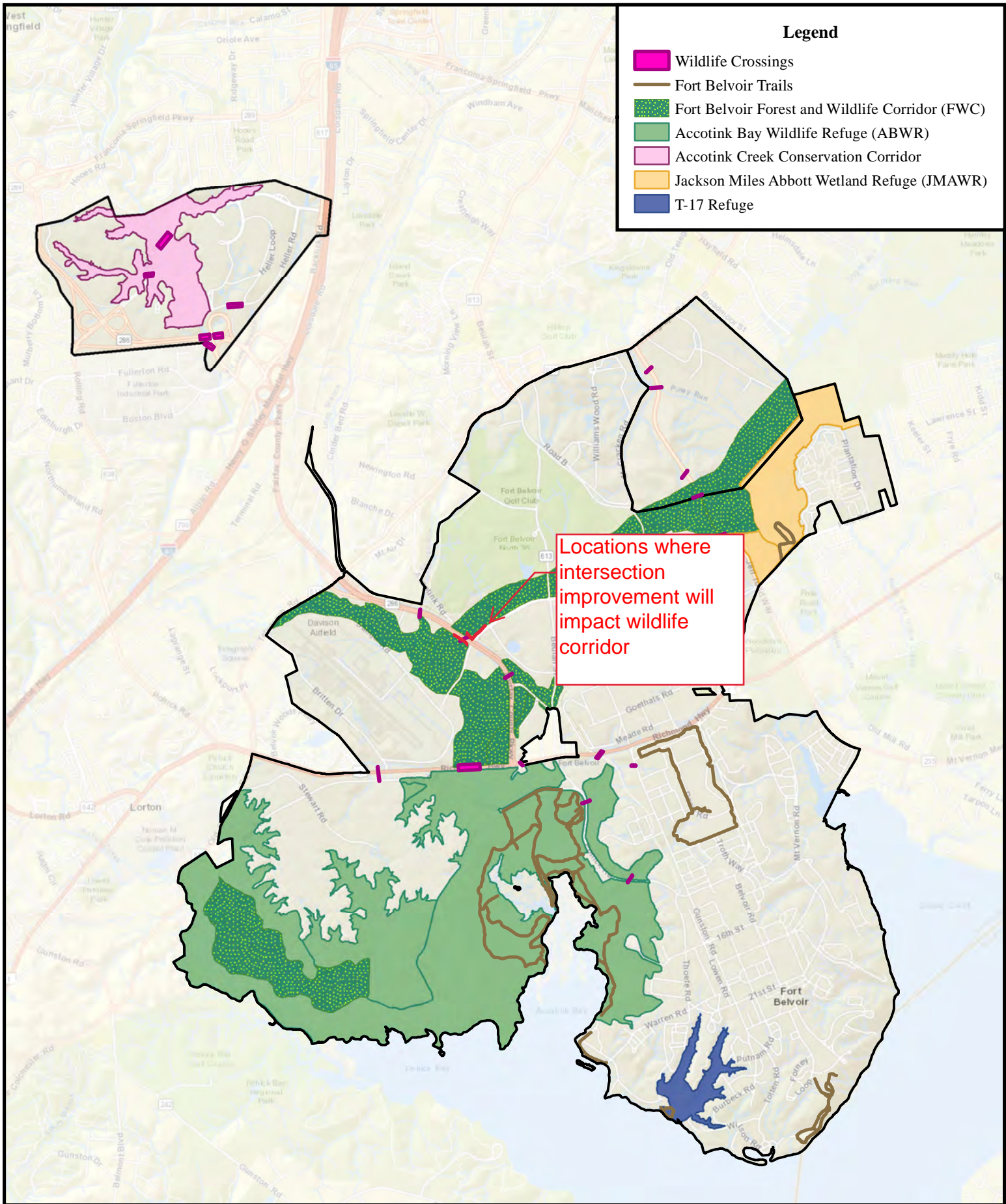
The Official with Jurisdiction (OWJ) for this resource is Fort Belvoir. The *de minimis* finding is contingent on the OWJ's concurrence that the Kingman Gate entrance improvements will not adversely affect the activities, features, and attributes that qualify the Fort Belvoir Forest and Wildlife Corridor for protection under Section 4(f). This memo will be updated after OWJ coordination is complete.

Resources not adversely impacted or used:

There will be no impacts to the **East Coast Greenway Trail** as part of this project. FHWA previously thought the trail could be impacted because online mapping from the Virginia Department of Conservation and Recreation shows the trail going through the project area on Fairfax County Parkway. However, the East Coast Greenway Website shows the trail not going through the Fairfax County Parkway but rather going through Route 1. On 10/23/2020, I emailed Ms. Sarah Stanford with the East Coast Greenway. On 10/23/2020, she confirmed that our project location will not impact the Greenway, which indeed goes through Route 1 and not the Fairfax County Parkway.

The **Fort Belvoir Military Railroad Historic District** is in proximity to the Kingman Gate improvement at Kingman Road. The Railroad was constructed in 1918 to bring supplies and troops to Camp A. A. Humphreys as the United States entered World War I. The railroad corridor was previously evaluated in 2016 (as VDHR no. 029-5724) and determined potentially eligible for the National Register under Criterion A. This undertaking, however, will not affect contributing resources to the Historic District. There is no 4(f) use.

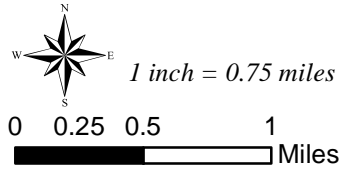
(End)



Legend

- Wildlife Crossings
- Fort Belvoir Trails
- Fort Belvoir Forest and Wildlife Corridor (FWC)
- Accotink Bay Wildlife Refuge (ABWR)
- Accotink Creek Conservation Corridor
- Jackson Miles Abbott Wetland Refuge (JMAWR)
- T-17 Refuge

Locations where intersection improvement will impact wildlife corridor



**DESIGNATED SPECIAL NATURAL
AREAS ON FORT BELVOIR**

Figure 9.1

Source: Fort Belvoir GIS, Google road maps,

Unclassified // FOUO