H. Agency Correspondence

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U.S. Department of Homeland Security
601 S. 12th Street
Arlington, VA 22202-4220

Transportation
Security
Administration

Mr. John A. Gerner
Program Manager for Transportation Security
Federal Highway Administration
U.S. Department of Transportation
400 Seventh St. SW
Washington, DC 20590

Dear Mr. Gerner,

This correspondence is in further response to your letter of August 28, 2003, seeking the assistance of the Transportation Security Administration (TSA) in the assessment of potential terrorist vulnerabilities related to proposed vehicular access or parking facilities beneath the new Woodrow Wilson Bridge, now under construction in Alexandria, VA. It is TSA's finding that the concerns you expressed about the security risks that could be posed by parking beneath the new bridge structure are well founded.

As you are aware, based on your August letter, the TSA Office of Threat Assessment and Risk Management (OTARM) and the Office of Maritime and Land Security reviewed the previous vulnerability assessment and countermeasure recommendations prepared for FHWA by consultants and the Army Corps of Engineers. In addition, TSA's risk and infrastructure security representatives toured the construction site and participated in a threat scenario review session sponsored by FHWA on November 5, 2003. Using information presented in these and other Woodrow Wilson Bridge discussions since August, TSA conducted a comprehensive vulnerability assessment of the new bridge structure. [A full copy of that report will be made available to you as Security Sensitive Information (SSI).] It is TSA's hope that the report will assist FHWA and its partners in the project to address Woodrow Wilson Bridge vulnerabilities more economically and effectively during this construction phase.

During the assessment, TSA personnel analyzed the most likely threat scenarios to the bridge. Of these, a small number was judged to present the greatest risk to the security of the bridge; a complete summary of those scenarios can be found in the full report. It is important to note that half of the greatest risk scenarios involve motor vehicle parking or access.

Your letter of August 28 indicated that the states and FHWA firmly believe that it is in the public interest to restrict vehicular access beneath the Woodrow Wilson Bridge when construction is completed. The results from our study confirm your concerns. Our findings also support vulnerability recommendations offered to FHWA and state engineers by its previously contracted consultants and the Army Corps of Engineers. Parking beneath the bridge could present ample opportunity for terrorists to conduct a disabling attack on the new bridge using a

minimum of resources. TSA recommends parking be prohibited unless some or all of the mitigating measures noted below are instituted:

- Creation of a well-defined and segregated "stand-off" area (at least 80-feet) from any abutment piers, supports or the bridge deck, preventing vehicular parking or access;

- Construction of a gated entry and vehicle access channel (using Jersey barriers or elements of similar size) capable of preventing unauthorized access by motor vehicles. Such gates and barriers must be capable of preventing access by all vehicles in times when screening personnel are not available;

- A full-time entry screening and vehicular inspection regimen conducted by trained and qualified security personnel who will conduct inspections of all vehicles entering the under-bridge area. No vehicles should be permitted access unless they have been fully inspected.

TSA appreciates the opportunity to offer its expertise in this important matter. We look forward to future collaborations with FHWA on bridge security. If you need further information or assistance, please call Steve Sprague, Branch Chief, Highway, Infrastructure Security, at (571) 227-1468.

Yours truly,

Chet Lunner
Assistant Administrator
Maritime and Land Security

Woodrow
Wilson
Bridge
Project

Woodrow Wilson Bridge Center
2901 Eisenhower Avenue
Alexandria, VA 22314
Phone: 703-329-0300
Fax 703-329-3741
www.wilsonbridge.com

August 13, 2003

Mr. Ivan Marrero
Federal Highway Administration
711 West 40th Street, Suite 220 - The Rotunda
Baltimore, MD 21211

Dear Mr. Marrero:

As we have discussed, the long-term security of the new Woodrow Wilson Bridge is of fundamental concern to the Virginia Department of Transportation and the Maryland State Highway Administration. Shortly after the unfortunate events of 9/11, we collectively moved forward to quickly further secure the existing bridge. Our actions included, closing Royal Street under the west end of the bridge, relocating public parking in Jones Point Park from under the bridge, completing a comprehensive vulnerability study, incorporating further security measures in the design of the structure itself and halting the final design of Jones Point Park improvements. All of these security measures were instituted without undue implications on the adjacent community or park users.

As Virginia and Maryland assume full responsibility for the new Woodrow Wilson Bridge, it is essential to minimize our risks associated with explosive vehicular vulnerabilities under the structure. Even more critical than the possible significant financial implications of an attack upon our states, the impacts on the regional and interstate economies to the motoring public would be overwhelming. We request your immediate formal endorsement in prohibiting public parking under the new Woodrow Wilson Bridge in Jones Point Park. This action appears to be entirely consistent with other overall federal security measures already instituted or being planned in the D.C. area.

With this decision in place, the sponsoring agencies can then effectively restart the final design plans for the Jones Point Park improvements. We remain confident that an appropriate balance of security and recreational needs will be achieved. We look forward to the FHWA endorsement of this action.

Sincerely,

Ronaldo T. Nicholson, P.E.
VDOT Project Manager

Robert D. Douglass, P.E.
MSHA Project Director

cc: John Gerner
Bob Healy
Gene McCormick, Tom Mohler, Tom Heil, Document Control

U.S. Department of Transportation
Federal Highway Administration

Maryland Division
City Crescent Building
10 S. Howard Street
Suite 2450
Baltimore, Maryland 21201

March 3, 2004

Woodrow Wilson Bridge
Vulnerability Assessment
(WWB-723)

Mr. Ronaldo T. Nicholson
Project Manager
Woodrow Wilson Bridge Project
Virginia Department of Transportation
2901 Eisenhower Avenue
Alexandria, VA 22314

Mr. Robert D. Douglass
Project Director
Woodrow Wilson Bridge Project
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Md. 21202

Dear Mr. Nicholson and Mr. Douglass:

Your letter of August 13, 2003, asked that the Federal Highway Administration (FHWA) endorse your determination to prohibit public parking under the new Woodrow Wilson Bridge (WWB) in Jones Point Park (JPP). Your determination was based on your consultant's comprehensive Vulnerability Assessment and recommended countermeasures, and subsequent opinions received from Army Corps of Engineers (ACOE).

Through our headquarters offices, we asked the Transportation Security Administration (TSA) to evaluate the WWB vulnerability assessment and its recommended countermeasures. The TSA Office of Threat Assessment and Risk Management (OTARM) and the Office of Maritime and Land Security reviewed the previous Vulnerability Assessment and countermeasure recommendations report and the structural opinions received from the ACOE. In addition, TSA's Risk and Infrastructure Security representatives toured the construction site and performed their own comprehensive assessment. A copy of TSA's response and a copy of the letter from our headquarters offices are attached for your information and use.

The TSA's study supports the vulnerability reduction strategies contained in your consultant's study. Based on our review of TSA's recommendations and your own studies, we have concluded that most reasonable and prudent course of action is to prohibit public parking under the new WWB in JPP. In addition, all parking and access options must assure

a well-defined and segregated "stand-off" area of at least 80 feet adjacent to any abutment, pier support, or the bridge superstructure. Our decision is based, in large part, on our discussions with you regarding a realistic implementation of TSA's suggested mitigation measures for the allowance of parking under the new bridge. It is our opinion that the implementation of these mitigation measures is not viable or practical.

We acknowledge that as co-owners of the new WWB, the states have the responsibility and the right to implement more stringent mitigation measures than those recommended by the TSA and FHWA to further minimize the risks associated with this important structure. It is possible that implementation of these recommendations or other more stringent measures identified by states could result in a change to the previously developed Jones Point Park mitigation plan. We recommend the Maryland State Highway Administration and the Virginia Department of Transportation work with the National Park Service and the City of Alexandria to consider the options for reducing Woodrow Wilson Bridge vulnerabilities as set forth in the TSA letter or as determined by the states within the context of the overall JPP mitigation plan. You should include in your consideration of options the practicality and effectiveness of the TSA mitigation measures. Also, the impact of those options on Jones Point Park must be assessed through the appropriate environmental evaluation process. We stand ready to assist you in this process.

If you have any questions or wish to discuss the issues addressed in this letter, please feel free to contact me at your earliest convenience.

Sincerely yours,

Jitesh Parikh
Project Manager

Enclosure

Robert Fonseca-Martinez, HDA-VA
John Gerner, HQ

Woodrow Wilson Bridge Project

2901 Eisenhower Avenue
Alexandria, VA 22314
703-329-0300
Fax: 703-329-3741

6009 Oxon Hill Road, Suite 410
Oxon Hill, MD 20745
301-686-0000
Fax: 301-686-0001

March 9, 2004

PCC-GEN-1237
File 302.5

City of Alexandria
Attn: Mr. Philip G. Sunderland
City Manager
301 King Street
Alexandria, VA 22314

National Park Service
Attn: Ms. Audrey Calhoun
Superintendent
George Washington Memorial Parkway
Turkey Run Headquarters
McLean, VA 22101

Subject: Woodrow Wilson Bridge Project
Vehicular Access and Parking in Jones Point Park

Dear Mr. Sunderland and Ms. Calhoun:

We commissioned an assessment of potential terrorist vulnerabilities related to proposed vehicular access or parking facilities beneath the new Woodrow Wilson Bridge. We forwarded our consultant's comprehensive vulnerability assessment to the Transportation Security Administration (TSA) through the Federal Highway Administration (FHWA), along with a complementary assessment made by the Army Corps of Engineers.

The TSA analysis recognized the risk posed by parking under the bridge and established certain criteria that may be considered for secured parking. These conditions include vehicle channel access capable of preventing unauthorized vehicle entry and a full inspection and screening of all vehicles by trained and qualified security personnel. We feel that meeting these conditions is beyond our capacity. However, if either the City or NPS wishes to pursue a secured parking, we would review your proposal to accomplish this. Any proposal should identify the qualifications and training for security personnel, process for screening and inspecting cars, process for precluding trucks and how the program will be funded and managed in perpetuity. A secured parking proposal would also be submitted to TSA and FHWA for review.

Based on a review of the risk posed by public parking and the TSA criteria for secured parking (Attachment 1), the Virginia Department of Transportation and Maryland State Highway Administration, as joint owners of the new Woodrow Wilson Bridge, have reached the conclusion that without a commitment from either the City or NPS to provide the type of security outlined in the TSA analysis in perpetuity, parking underneath the new Woodrow Wilson Bridge in Jones Point Park would have to be prohibited. In addition, all public vehicle parking and access plans for Jones Point Park must assure a well-defined and segregated "stand-off" distance of at least 80 feet adjacent to any abutment, pier support, or superstructure of the new bridge where vehicular access is prevented. These conclusions are consistent with the TSA analysis and are supported by FHWA (Attachment 2).

We solicit your understanding and support of this determination. We will work diligently with you to adapt this constraint to the evolving Jones Point Park design in a way that is sensitive to community and Park

Service needs and concerns. We have asked the GEC to coordinate a meeting to begin discussion and review of alternatives that incorporate this necessary design parameter.

Sincerely,

VIRGINIA DEPARTMENT OF TRANSPORTATION

Ronaldo T. Nicholson, P.E.
Project Manager
Woodrow Wilson Bridge Project

MARYLAND STATE HIGHWAY ADMINISTRATION

Robert D. Douglass
Director
Woodrow Wilson Bridge Project

Attachment 1 – TSA Letter to John Gerner, FHWA
Attachment 2 – 3Mar04 FHWA Letter to Ronaldo Nicholson, VDOT and Robert Douglass. MSHA

cc: Jitesh Parikh, FHWA
John Gerner, FHWA

RECEIVED
NOV 2 2004

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
WOODROW WILSON BRIDGE PROJECT
2901 EISENHOWER AVENUE
ALEXANDRIA, VA 22314
Phone (703) 329-0300
Fax (703) 329-3741

PHILIP A. SHUCET
COMMISSIONER

DENNIS C. MORRISON
DISTRICT ADMINISTRATOR

November 1, 2004

[redacted]

Ms. Audrey F. Calhoun, Superintendent
George Washington Memorial Parkway
National Park Service
c/o Turkey Run Park
McLean, Virginia 22101

Re: Jones Point Park Supplemental Environmental Assessment

Dear Ms. Calhoun:

The Environmental Assessment for the Jones Point Park design was completed for the National Park Service (NPS) by the Federal Highway Administration (FHWA) in September 2001. Subsequent to this, based on the vulnerability assessment of the new Woodrow Wilson Bridge, the Transportation Security Administration (TSA) has recommended that parking not be allowed under the new Bridge, unless there is a security system in place as described by the TSA. Maryland State Highway Administration (MSHA), Virginia Department of Transportation (VDOT) and FHWA have concurred with these recommendations.

Since March 2004, all parties have been considering alternatives to parking under the bridge. A redesign of the parking and access into Jones Point Park is required. VDOT has developed a series of six (6) access concepts, each containing 110 parking spaces.

These concepts were developed with input from the NPS and the City of Alexandria. The concepts were presented to the Neighborhood Task Force, the Jones Point Park Stakeholder Participation Panel and the Yates Garden Civic Association including other public interest groups and individuals for input to guide further refinement. Considerations have been given to the planned park resources since parking may take the place of areas in the park that were not previously identified in the concept planning or the Environmental Assessment. In addition, woodland, wetland, significant trees, view sheds and archeological features have been considered. Since the park is owned by NPS, yet maintained by the City of Alexandria the capital cost and resulting maintenance of the parking facilities have also been considered.

As a result of input received from the meetings with the community groups and the City, consideration of Access Options 1 through 3 have been discontinued. VDOT suggests that National Park Service pursue the remaining three (3) Access Options for inclusion in the Supplemental EA:

Access Option 4 features access from a cul-de-sac located within Royal Street opposite the St. Mary's Hall. The access road would begin south of the Royal Green Community Gardens traversing to the southeast near Yates Gardens with connections to a 30-space parking lot prior to Lee Street. The access road would end in an 80-space parking lot located between the Lee Street Community Gardens and the multi-use fields.

Access Option 5 has an identical access point at Royal Street as Option 4, although without the 30-space parking lot adjacent to Yates Gardens. The access roadway extends southeast to point paralleling the 80-foot standoff line. Parking lots are provided on both the west and east ends of the Multi-Use Fields. At the west end of the fields, a 38-space parking lot would be built. At the east end of the fields, a 72-space parking lot would be built. The tot lot would be relocated under the new bridge.

Access Option 6 features access from a cul-de-sac within Royal Street at the southernmost limits of the 80-foot standoff line. A 42–space parking lot would be provided just within Jones Point Park adjacent to Royal Street. Additional head-in parking would be provided along Royal Street to the north and along the southern limits of South Fairfax Street. Accessible parking spaces would be provided at the end of Lee Street. The basis of this option was presented at the Jones Point Park Stakeholders Meeting on September 28, 2004 by the City Park and Recreation Department. The Yates Gardens Civic Association endorsed a minor modification of this option on October 17, 2004.

Each of these access options has it's own merit. Each are worthy of being further developed so that better comparisons of impacts may be made and decisions reached on the preferred alternative.

We look forward to receiving your concurrence and are ready to support your recommendations and efforts necessary to carry these three (3) access options forward through the Supplemental EA process.

As you are aware, it is essential that the Supplemental EA process begin without delay. Based on the current Woodrow Wilson Bridge Project Schedule, it will be necessary to close Jones Point Park Drive to public vehicular access on or about May 16, 2006. It is urgent that the NPS complete the environmental process to allow the Project to advance design and construction of a selected access option so that disruption of vehicular access to Jones Point Park is minimized.

Sincerely,

Ronaldo T. Nicholson, P. E.
Project Manager

Attachments: (3)

cc: Roberto Fonseca-Martinez, FHWA
Ed Sundra, FHWA
Jitesh Parikh, FHWA
Mary Huie, FHWA
Robert Douglass, MSHA
Phillip Sunderland, City of Alexandria
Richard Baier, City of Alexandria
Kirk Kincannon, City of Alexandria

bcc: Malcolm T. Kerley
Dennis Morrison
Gene Hull
John Muse
Russ Fuhrman
William Barkley
Norine Walker
Document Control (Marvin Harris)

United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:

FEB - 4 2005

H30 (NCR-LRP)

Mr. Edward M. Morin
URS Corporation
561 Cedar Lane
Florence, New Jersey 08518

Dear Mr. Morin:

Enclosed is an Archeological Resources Protection Act (ARPA) permit to perform geoarcheological investigations within Jones Point Park, Virginia, a unit of the George Washington Memorial Parkway (GWMP). Your permit number is 05-GWMP-003, effective February 4 through July 29, 2005.

The person in direct charge of the field work should have a copy of the permit with them at all times and should be prepared to produce the permit if requested by NPS personnel or the U.S. Park Police. Please note and comply with all stipulations attached to the permit. Failure to comply with any of the stipulations will result in the revocation of your permit.

In her review of your ARPA permit application, the Superintendent of GWMP wanted to know if all construction activities will be confined to the maximum depth of archeological testing? If not, then she suggests that archeological testing should extend to the maximum depth of construction disturbances, unless sterile subsoil is detected at a higher elevation. Upon review and approval of the final report documenting the archeological investigations, please complete the two report documentation forms (enclosed) and transmit them with 12 copies of the final report to Dr. Stephen Potter, Regional Archeologist, National Capital Region, National Park Service, 1100 Ohio Drive, S.W., Washington, D.C. 20242.

You may contact Dr. Potter at the above address or by telephone at (202) 619-7280, if you have any questions concerning your permit.

Sincerely,

Lisa Mendelson-Idman

ACTING Regional Director, National Capital Region

Enclosures (3)

Please use this number
when referring to this permit
No.: 05-GWMP-003

DI Form 1991 (Sept. 1992)
OMB No. 1024-0037
Approved through 11/30/2004

UNITED STATES DEPARTMENT OF THE INTERIOR

FEDERAL ARCHEOLOGICAL PERMIT

To conduct work upon public and Indian lands owned, controlled or held in trust by the Department of the Interior under:
X The Archaeological Resources Protection Act of 1979 (P.L. 96-95; 93 Stat. 721, 16 U.S.C. 470aa-mm) and its regulations (43 CFR 7).
☐ The Antiquities Act of 1906 (P.L. 59-209; 34 Stat. 225, 16 U.S.C. 431-433) and its regulations (43 CFR 3).

1. Permit issued to: URS Corporation
2. Under application dated: Dec. 17, 2004

3. Name, address and official status of person:

a. In general charge:
Edward Morin
URS Corporation
561 Cedar Lane
Florence, NJ 08518

b. In direct charge
Same as in item 3a.

4. Activity authorized: geoarcheological testing

5. On lands described as follows: Jones Point Park, Alexandria, VA.

Control No. 004/VA/05

6. For period February 4 to July 29, 2005.

7. University, museum or other scientific or educational institution in which the materials collected under this permit will be deposited for permanent preservation: (A copy of a current, valid curation agreement must be kept on file with the land managing agency (ies)).
The collection resulting from this investigation is the property of the NPS, to be curated by the NPS at the Museum Resources Center in Landover, MD.

8. Special conditions: This permit, as checked above, is subject to the provisions of the Archaeological Resources Protection Act of 1979, and its regulations (43 CFR 7), or the Antiquities Act of 1906, its regulations (43 CFR 3), and interdepartmental regulations (25 CFR 261) as to Indian lands. All permits are subject to the provisions of the Native American Graves Protection and Repatriation Act of 1990, the regulations for the curation of Federally-owned and administered archeological collections (36 CFR 79), and the special conditions as listed on the reverse side. See attached Special Stipulations.

9. Preliminary report: Within approximately 6 weeks of the conclusion of field work, a preliminary report of work performed under this permit, illustrated with representative photographs and listing new and significant collected materials, should be furnished to:
Dr. Stephen R. Potter, Regional Archeologist, National Capital Region, NPS, 1100 Ohio Dr., S.W., Washington, D.C. 20242

10. Signature and title of approving official:
11. Date

Lisa Mendelson-Telmini 2/3/05

ACTING
Regional Director, National Capital Region

Paperwork Reduction Act and Estimated Burden Statement: This information is being collected, pursuant to 16 U.S.C. 470mm, to provide the necessary information needed to complete the Secretary's Report to Congress on Federal Archeology Programs, and will be used to allow the National Park Service to evaluate Federal archeological protection programs and assess compliance with the Archaeological Resources Protection Act of 1979 (16 U.S.C. 470).A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. Public reporting for this collection of information is estimated to average one hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the date needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Departmental Consulting Archeologist; Archeology and Ethnography Program, NC210; National Park Service; 1849 C Street, NW; Washington, DC 20240.

8. (CONTINUED) Special conditions are checked (X) as appropriate to this permit:

a. X This permit shall not be exclusive in character, and there is hereby reserved unto the landowners the right to use, lease or permit the use of said land or any part thereof for any purpose.

b. X Other institutions may be engaged in archeological research in the general area covered by this permit. In case there should be conflict with respect to a site not specifically designated in a permit, the parties concerned shall reach agreement between themselves as to which shall work the site.

c. X The Department of the Interior, including its bureaus and employees and the landowners and their grantees, shall be held blameless for any and all events, deeds or mishaps, regardless of whether or not they arise from operations under this permit.

d. X Such guidance and protection as is consistent with duties of the Department of the Interior official in charge of the area will be afforded the permit holder and his party.

e. X Transportation in Department of the Interior vehicles cannot be furnished, except in cases where no extra expense to the Department is involved.

f. X All costs shall be borne by the permittee.

g. X Excavation or removal of any Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony must be preceded by consultation with or, in the case of tribal lands, consent of the appropriate Indian tribe or Native Hawaiian organization. Consultation should be conducted with the lineal descendants, tribal land owners, Native American representatives, and traditional religious leaders of all Indian tribes and Native Hawaiian organizations that can reasonably be assumed to be culturally associated with the cultural items or, if the cultural affiliation of the objects cannot be reasonably ascertained, from whose judicially established aboriginal lands the cultural items originated.

h. X All excavated areas shall be restored by filling in the excavations and otherwise leaving the area in as near to original condition as is practicable.

i. X The permittee shall conduct all operations in such a manner as to prevent the erosion of the land, pollution of the water resources, and damage to the watershed, and to do all things necessary to prevent or reduce to the fullest extent the scarring of the lands.

j. X Any findings of mined or processed metals or other treasure or treasure trove in the area covered by this permit are the exclusive property of the landowners, and shall not be disturbed or removed from the site without specific written permission from the Department of the Interior.

k. X Twelve copies of the final report, a completed NTIS report documentation form (optional form 272), and required information for listing in the National Archeological Database (NADB-Reports) administered by the National Park Service will be submitted to the office issuing the permit: Refer to item 9.
Procedures for submitting the required information for NADB listing are available from the issuing office.

l. _ Before undertaking any work on lands administered by the Bureau of Reclamation, clearance should be obtained from the official in charge of the area.

m. _ Before undertaking any work on lands administered by the National Park Service, clearance should be obtained from the superintendent in charge of the area.

n. _ Before undertaking any work on lands administered by the Bureau of Land Management, clearance should be obtained from the Office of the State Director and from the BLM District Officer in direct charge of the area concerned.

o. _ Before undertaking any work on lands administered by the Fish and Wildlife Service, clearance should be obtained from the Office of the Regional Director and from the Refuge Manager in charge at the appropriate Fish and Wildlife Refuge. Possession or use of firearms in such areas is prohibited.

p. _ Before undertaking any work on Indian tribal lands or on individually owned trust or restricted Indian lands, clearance should be obtained from the Bureau of Indian Affairs official having immediate jurisdiction over the property.

q. X Other special conditions continued on attached sheet(s).

ARPA Permit - Special Stipulations (cont.)
National Park Service, National Capital Region

1. All archeological remains recovered during the course of the archeological investigations done under the terms of this permit shall be processed and cataloged in accordance with the revised National Park Service (NPS) Museum Handbook on Accessioning and Cataloging Museum Objects. All artifacts will be cataloged using the NPS Automated National Catalog System Plus (ANCS+). Copies of the NPS ANCS+ worksheets and appropriate software will be provided by Ms. Marian Creveling, the Archeological Laboratory Director of the Regional Archeology Program (RAP) or her designee [(301) 341-0709]. Furthermore, diagnostic archeological remains will be properly conserved and all artifacts placed in archivally stable containers (interlocking seal-and-closure polyethylene bags, and acid-free boxes).

2. All artifacts and original **copies** of field notes, data recording forms, maps, drawings, photographs, slides, and any other form of documentation resulting from the archeological investigations done under the terms of this permit are the property of the NPS, National Capital Region (NCR).

3. All archeological work will be coordinated through Mr. Matthew Virta, Cultural Resources Manager of the George Washington Memorial Parkway at (703) 289-2535.

4. The areas of archeological monitoring and/or units selected for archeological survey/excavation (transects, squares, etc.) will be mapped and redefinable in nature so that subsequent workers can accurately determine the areas that were monitored, surveyed, and/or excavated.

5. At least 3 days prior to beginning the fieldwork and three days prior to ending it, please notify Mr. Virta, at (703) 289-2535 or his assistant, Mr. Brandon Bies, at (703) 289-2534.

6. Should any human remains be encountered, excavations will stop and both the Park Superintendent and the Regional Archeologist will be notified immediately. The Park Superintendent, in consultation with the Regional Archeologist, NCR, shall determine the appropriate course of action, following the Department of the Interior's guidelines on human remains.

7. Permittee must include two completed copies of the NTIS form (copies enclosed) with the final report.

8. One set of completed Archeological Sites Management Information System (ASMIS) forms and two sets of completed Virginia state archeological site survey forms for all sites located on NPS lands shall be sent to the Regional Archeologist, NCR, with the transmittal of the approved, final report. Coordinate the reporting of archeological sites with Senior Staff Archeologist Robert Sonderman at (301) 341-0707.

9. All work and excavations will be limited to the areas specified in the ARPA permit application.

10. All excavations will be open for only the minimum required time. Thereafter, as soon as possible they will be backfilled, compacted, and stabilized to prevent erosion.

11. Collecting or removal of all other resources including vegetation, wildlife, and water is not authorized. Soil samples can be collected from excavation profiles if they are needed for analysis.

12. All wastes, litter, and debris will be removed from the worksite daily so that the park and work area are maintained in a clean and presentable condition at all times.

13. All work will be performed in a safe and responsible manner to avoid hazards, accidents, and deaths to workers, government employees, and park visitors. Reasonable safety measures will be taken where risks or potential hazards are evident.

14. The permittee will be responsible for locating all utility lines in advance of work and to insure that no damage occurs to them.

15. If unsafe conditions or unexpected damages to park resources are evident, the NPS reserves the right to halt all project work until appropriate corrective measures can be taken.

16. The NPS is neither responsible nor liable for the security to equipment owned and operated by URS Corporation (URS). Any incident involving theft or damage to property owned and/or operated by URS should be reported immediately to the United States Park Police Communications/Dispatch at (202) 619-7300.

17. A copy of this permit will be available on-site when the work is being performed. The work leader will carry a copy of the permit and personal identification at all times during the field activities. These items will be shown to U.S. Park Police and other NPS officials upon request. All instructions of the U.S. Park Police and other NPS officials representing the Park Superintendent will be obeyed.

W. Tayloe Murphy, Jr.
Secretary of Natural
Resources

Joseph H. Maroon
Director

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

217 Governor Street
Richmond, Virginia 23219-2010
Telephone (804) 786-7951 FAX (804) 371-2674 TDD (804) 786-2121

February 15, 2005

David Smith
Coastal Resources
2988 Solomans Road
Edgewater, MD 21037

Re: WWB, Jones Point Park

Dear Mr. Smith:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

Biotics documents the presence of natural heritage resources in the project area. However, due to the scope of the activity and the distance to the resources, we do not anticipate that this project will adversely impact these natural heritage resources.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

In addition, our files do not indicate the presence of any State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks additional natural heritage resources. New and updated information is continually added to Biotics. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

Due to an increasing number of requests and limiting staffing resources, effective July 1, 2003 DCR-DNH will require 30 days to comment on projects submitted for our review.

A fee of $60.00 has been assessed for the service of providing this information. Please find enclosed an invoice for that amount. Please return one copy of the invoice along with your remittance made payable

to the Treasurer of Virginia, Department of Conservation and Recreation, 203 Governor Street, Suite 414, Richmond, VA 23219, ATTN: Cashier. Payment is due within thirty days of the invoice date.

The Virginia Department of Game and Inland Fisheries maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters, that may contain information not documented in this letter. Their database may be accessed from http://www.dgif.virginia.gov/wildlife/info_map/index.html , or contact Shirl Dressler at (804) 367-6913.

Should you have any questions or concerns, feel free to contact S. René Hypes at 804-371-2708. Thank you for the opportunity to comment on this project.

Sincerely,

for S. René Hypes
Project Review Coordinator

United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

RECEIVED
FEB 28 2005
PB-BALTIMORE

IN REPLY REFER TO:

February 25, 2005

Allyson Reynolds
Parsons Brinckerhoff Quade & Douglas, Inc.
100 S Charles St
Tower 1, 10th Floor
Baltimore, MD 21201-2727

Dear Ms. Reynolds,

This is to confirm that the Jones Point Park Environmental Assessment (EA) and a Finding of No Significant Impact (FONSI) are required to complete the NEPA process. Although an EA was released for public comment in 2001, no FONSI was completed. Therefore all changes to parking and access, legally required due to new safety requirements after September 11, 2001, need to be addressed in the revised EA. Impact assessments need to address any changes made to the parking and access to Jones Point Park. If there are no other changes to the alternatives put forward in the original EA, the other issues covered under the 2001 EA can stand as is. However, the entire EA must be released to the public for comment. The public will be able to comment on the revised information as well as the existing information in the 2001 EA.

After comments have been collected and addressed, a FONSI must be written and recommended by the Superintendent of the George Washington Memorial Parkway and approved by the National Capital Regional Director.

If you have any questions or concerns, please contact me at 202-619-7277.

Sincerely,

Patrick R. Gregerson
Chief of Planning and GIS

TAKE PRIDE® IN AMERICA

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

June 8, 2005

Mr. David Smith
Coastal Resources Inc.
2988 Solomons Island Road
Edgewater, Maryland 21037

RE: Jones Point Park, Parking Lot Construction, Alexandria City, VA

Dear Mr. Smith:

This responds to your letter, received April 6, 2005, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above reference project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, the federally threatened bald eagle *(Haliaeetus leucocephalus)* is not known to occur within the project impact area. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service Chesapeake Bay Field Office regarding this species is required. Should project plans change, or if additional information on the distribution of this species becomes available, this determination may be reconsidered.

This response relates only to the federally threatened bald eagle. For information on the presence of other federally protected threatened or endangered species, you should contact Eric Davis of the U.S. Fish and Wildlife Service Virginia Field Office at (804) 693-6694 ext. 104 or refer to the guidance posted at http://virginiafieldoffice.fws.gov/Endangered%20Species.htm.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Norfolk District, should be contacted for permit requirements. They can be reached at (757) 201-7652.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Maricela Constantino at (410) 573-4542.

Sincerely,

G. A. Moore

for Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species

City of Alexandria, Virginia
301 King Street, Suite 2300
Alexandria, Virginia 22314

William D. Euille
Mayor

City Hall (703) 838-4500
Home (703) 836-2680
Fax (703) 838-6433
alexvamayor@aol.com

Audrey Calhoun, Superintendent
George Washington Memorial Parkway
National Park Service
c/o Turkey Run Park
McLean, Virginia 22101

June 29, 2005

Dear Ms. Calhoun:

Please be advised that the Alexandria City Council, in their Legislative Meeting on June 27, 2005, voted to select Plan "A" (see attached) as the City's recommended preferred alternative plan for development and enhancement of Jones Point Park. This concept features two 110 x 60 yard multi-use athletic fields north of the Woodrow Wilson Bridge, one oriented east and west and the other oriented north and south, and provision of 110 parking spaces. The Council also specified that appropriate tree buffers should be provided to mitigate the impact on adjoining neighborhoods. Discussions will be initiated with VDOT and FHWA regarding remediation of woodland vegetation, reduced parking capacity and the loss of access for boaters and fishermen.

My personal thanks to you for your forbearance and cooperation during the lengthy process that was necessary to reach this decision.

Sincerely,

William D. Euille
Mayor

Attachments: Scheme 'A'
Parking Concept

cc: Members of City Council
James Hartmann, City Manager
Michele Evans, Assistant City Manager
Richard J. Baier, P.E., Director, Transportation & Environmental Services
Kirk Kincannon, Director, Recreation, Parks & Cultural Activities

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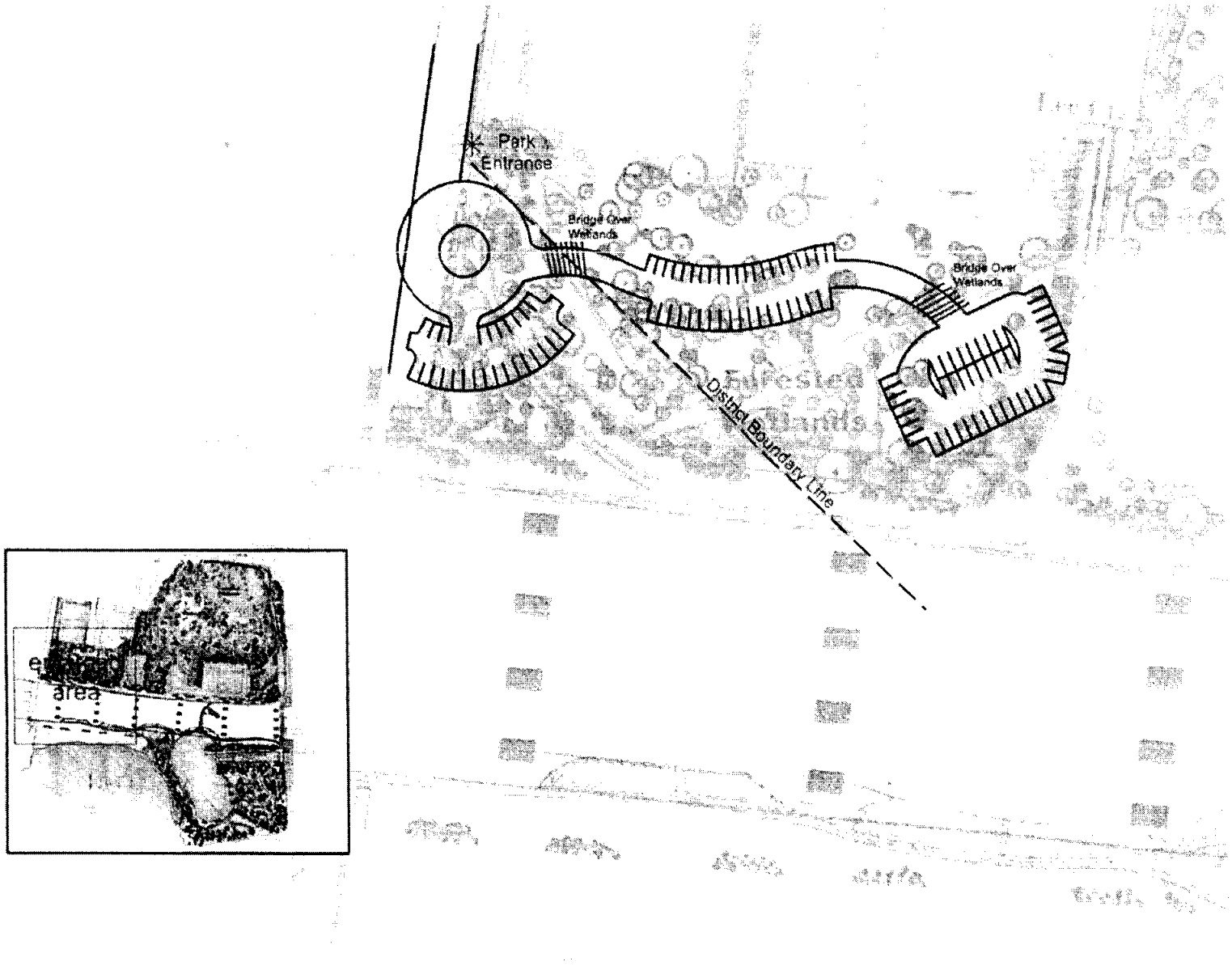
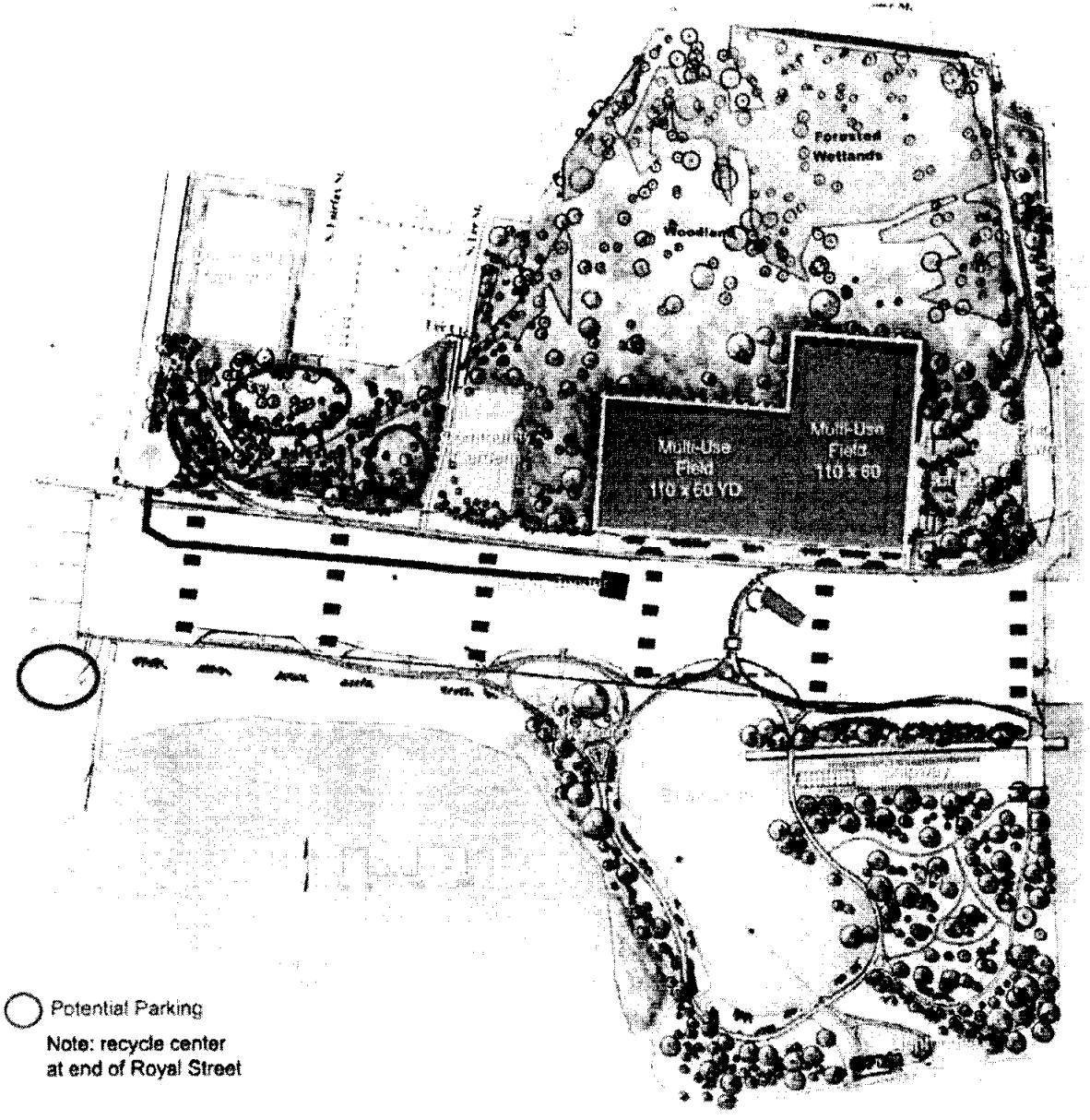


Woodrow Wilson Bridge Project

Parking
Concept
110 spaces



Potential Parking

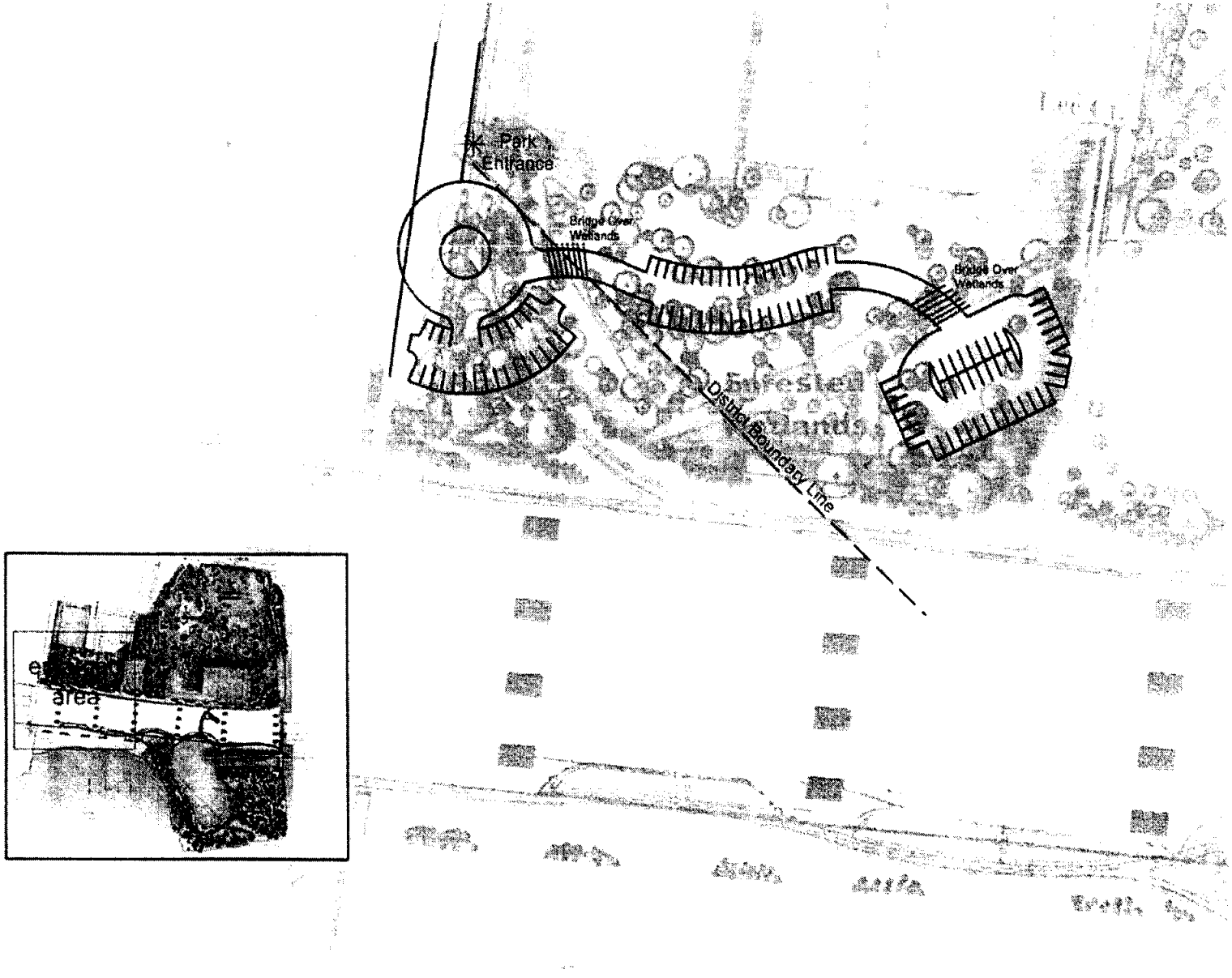
Note: recycle center at end of Royal Street

Hoodrow Hilton Bridge Project

JONES POINT PARK

SITE PLAN

Scheme 'A'



Woodrow Wilson Bridge Project

Parking Concept
110 spaces