

have a public park and recreational purpose, and DOI indicates that the Welcome Center is an approved element of the original Barnesfield Park property.

4. Captain John Smith Chesapeake National Historic Trail

The Captain John Smith Chesapeake National Historic Trail (Captain John Smith Trail) is America’s first national historic water trail. Designated under the National Trails System Act (16 USC 1241-1251), the trail follows the route of Captain John Smith as he explored the Chesapeake Bay between 1607 and 1609.

Pursuant to 23 CFR 774.13(f), certain trails, paths, and bikeways, including National Historic Trails established under the National Trails System Act, are excepted from Section 4(f) requirements unless the affected trail section(s) are defined as historic sites. Since the trail segments near the Nice Bridge project are not considered historic sites, potential impacts to the Captain John Smith Trail do not require Section 4(f) approval. Therefore, the Captain John Smith Trail is not discussed further in this evaluation. Regardless of this exception, the project would bridge over the Captain John Smith Trail and therefore would not impact its continuity.

V. USE OF SECTION 4(f) PROPERTIES

Modified Alternate 7 would require the use of four Section 4(f) properties, as summarized in *Table 7*.

Table 7: Use of Section 4(f) Property

Property	Description of Use
Governor Harry W. Nice Memorial Bridge Historic Site	Removal of historic bridge and contributing Administration Building
Barnesfield Park	2.2 acres wooded buffer from 146.5-acre park (<i>de minimis impact finding</i>)
Dahlgren Wayside Park	2.2 acres of 14.7-acre park, affecting park entrance road, parking area, picnic area, and beach
Potomac Gateway Welcome Center	Entire 2.1-acre parcel, removal of building




Modified Alternate 7 would result in removal of the historic Nice Bridge and contributing Administration Building (*Figure 5*).

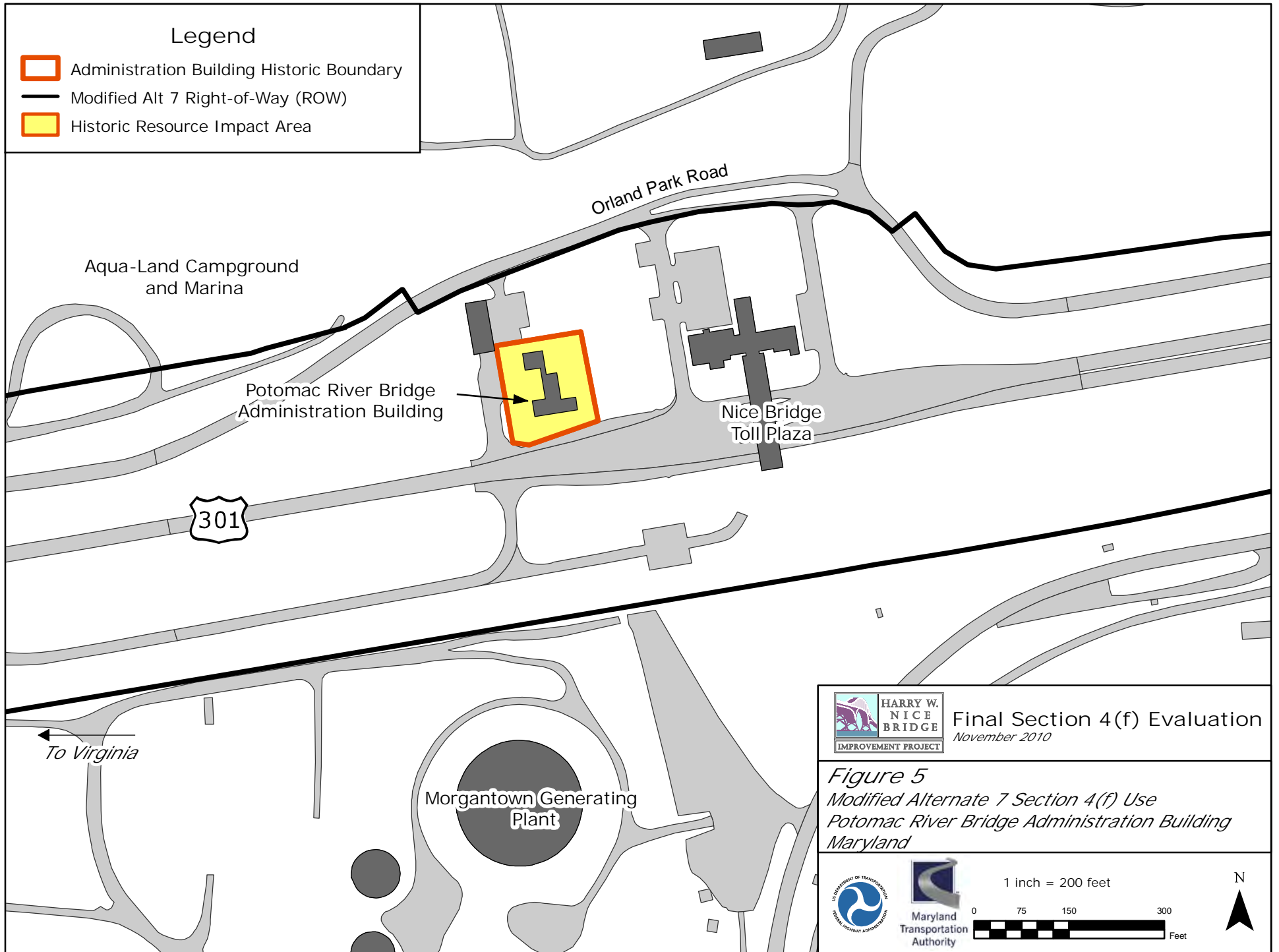
Modified Alternate 7 would require approximately 2.2 acres of land from the 146.5-acre Barnesfield Park, affecting a wooded area that buffers the park facilities from US 301, but would not impact any recreational facilities, including the ball fields, concession areas, or parking lot (*Figure 6*). King George County was notified via the Draft Section 4(f) Evaluation of FHWA’s intent to issue a Section 4(f) finding of *de minimis* impact for Barnesfield Park, and has concurred that Modified Alternate 7 would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection (see concurrence dated July 20, 2011 in *Appendix B*). Therefore, FHWA is issuing a finding of *de minimis* impact for Barnesfield Park pursuant to 23 CFR 774.3(b). The *de minimis* finding does not affect MDTA’s and FHWA’s obligation to address requirements of the Federal Lands to Parks Program or Section 6(f) of the LWCF Act for impacts to Barnesfield Park.

Modified Alternate 7 would require approximately 2.2 acres of land from the 14.7-acre Dahlgren Wayside Park (15 percent of the total acreage of the park), including a portion of the park entrance road, a parking area, a portion of the picnic area, and a portion of the beach area (*Figure 6*).

Modified Alternate 7 would require acquisition of the entire 2.1-acre Potomac Gateway Welcome Center parcel (*Figure 6*). The Welcome Center building would be removed.

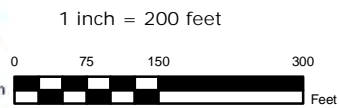
Legend

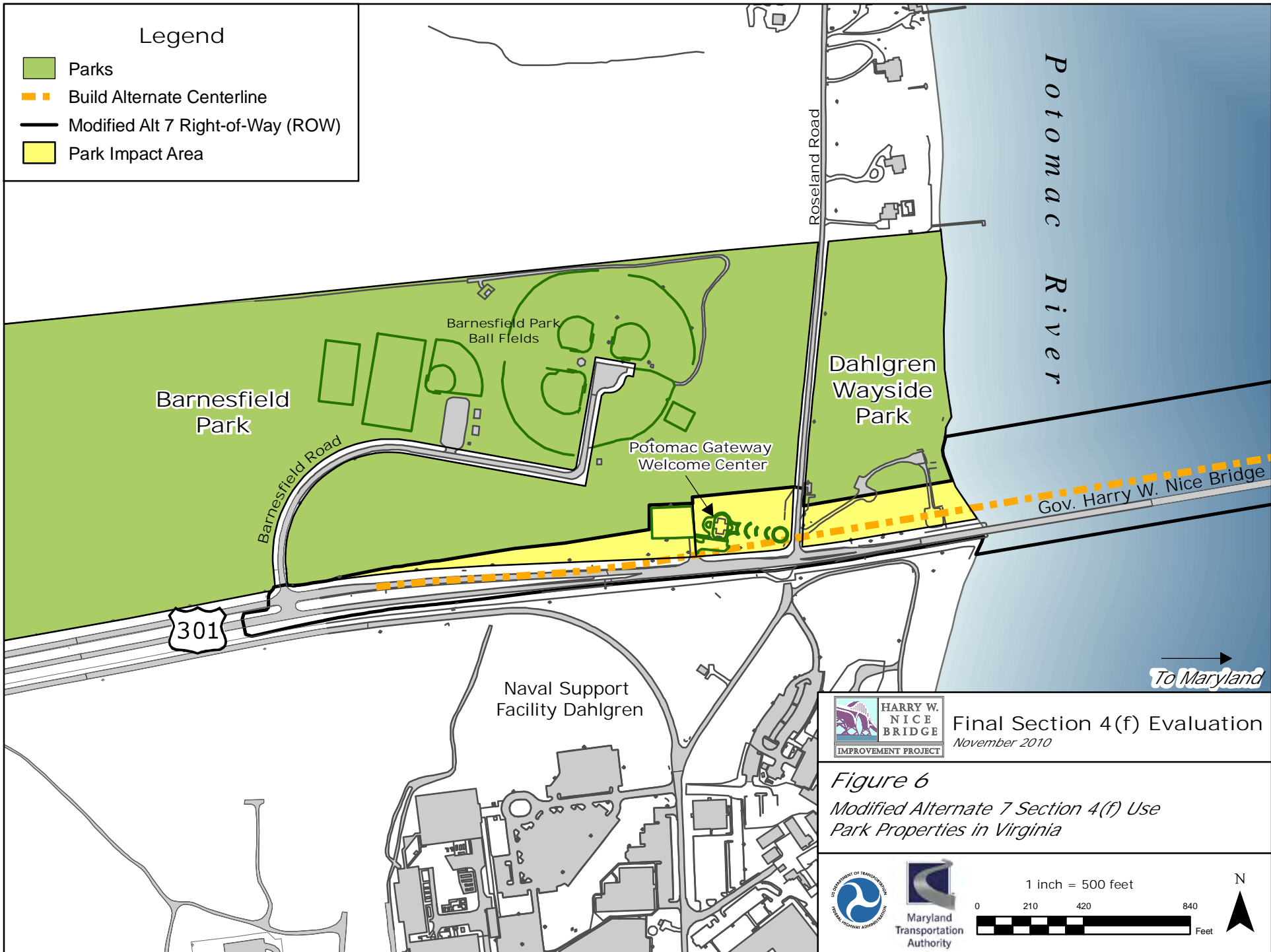
-  Administration Building Historic Boundary
-  Modified Alt 7 Right-of-Way (ROW)
-  Historic Resource Impact Area



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Figure 5
Modified Alternate 7 Section 4(f) Use
Potomac River Bridge Administration Building
Maryland





Legend

- Parks
- Build Alternate Centerline
- Modified Alt 7 Right-of-Way (ROW)
- Park Impact Area



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Figure 6
Modified Alternate 7 Section 4(f) Use
Park Properties in Virginia

