MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL TRANSIT ADMINISTRATION, THE FEDERAL AVIATION
ADMINISTRATION, THE VIRGINIA STATE HISTORIC PRESERVATION OFFICE,
AND THE METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
CONCERNING THE EFFECTS OF
THE DULLES CORRIDOR METRORAIL PROJECT ON
HISTORIC AND ARCHAEOLOGICAL RESOURCES

WHEREAS, an original Memorandum of Agreement (MOA) for the Dulles Corridor Metrorail Project between the Federal Transit Administration (FTA), Virginia State Historic Preservation Office (SHPO), and the Virginia Department of Rail and Public Transportation (DRPT) was executed in October 2004; and

WHEREAS, the Metropolitan Washington Airports Authority (Airports Authority), through the Assignment and Assumption Agreement dated June 2007 with the DRPT, has assumed the role of Project Sponsor from DRPT and assumed all previous obligations, requirements and mitigation commitments for the Dulles Corridor Metrorail Project (Project), including the commitments assigned to the DRPT outlined in the Agreement; and

WHEREAS, because of the changes in Project Sponsor, the time lapse since the original agreement was executed, refinements to the Project design and a request from SHPO that updated recitals and stipulations be incorporated, this updated MOA was developed to supersede the original MOA dated October 2004; and

WHEREAS, the Airports Authority proposes to construct, in two phases, the Project in Fairfax and Loudoun Counties, Virginia, a 23.1 mile extension of the existing regional Metrorail system as shown for the original Locally Preferred Alternative (LPA) in Exhibit A. The Extension to Wiehle Avenue (Phase 1) of the Project is under construction and is anticipated to commence revenue operations by 2014. Preliminary Engineering (PE) for the Extension to Dulles Airport/Route 772 (Phase 2) of the Project was completed in February 2012. Project elements will include an electrically-powered rapid rail transit line operating in an exclusive right-of-way with at-grade, aerial, and subway sections, stations and parking facilities, new and improved yard and shop facilities, and ancillary facilities for the distribution of electrical power and stormwater management; and

WHEREAS, the Airports Authority has advanced the design for the Extension to Dulles Airport/Route 772 (Phase 2) of the Project as the Refined Locally Preferred Alternative (Refined LPA) based on preliminary design refinements including an elevated guideway and Metrorail station design within the Dulles Airport Historic District; and

WHEREAS, the proposed design refinements to the original LPA design and potential effects on the District were presented to agencies and the public at a series of Information Workshops held in September 2010; and

WHEREAS, during the completion of PE for Phase 2, the FTA and the Airports Authority re-engaged the original Section 106 consulting parties to review the proposed design refinements and evaluate the potential impacts of various Airport alignment and station options on the Dulles Airport Historic District. Review meetings with the consulting parties were conducted in August 2010 and January 2011. The design concept for the aerial rail alignment and station portion of the Refined LPA were discussed in detail, an initial assessment of potential effects to the Dulles Airport Historic District was presented, and
several consulting parties provided written comments on recommended measures to minimize or avoid adverse effects; and

WHEREAS, the FTA has determined that the Project will constitute a federal undertaking pursuant to 36 CFR 800.3(a) and FTA is the lead federal agency pursuant to the National Environmental Policy Act of 1969 (NEPA, 42 USC § 4321 et seq.) and is responsible for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Section 106, 16 USC §470f); and

WHEREAS, the FTA and the Federal Aviation Administration (FAA), whose approval is required for any change in the use of land at Washington Dulles International Airport (Dulles Airport) for the Project, have agreed that the FTA will serve as the lead Agency Official who shall act in cooperation with the FAA in fulfilling their collective responsibilities under Section 106; and

WHEREAS, the FTA has consulted on the Project with the SHPO, pursuant to Section 106 and its implementing regulations at 36 CFR Part 800; and

WHEREAS, the FTA, in consultation with the SHPO and other consulting parties, has determined the Area of Potential Effects (APE) for the Project, as defined in 36 CFR 800.16(d), as shown in Exhibit B for the original LPA and has completed the identification and evaluation of historic resources within the APE; and

WHEREAS, the FTA, in consultation with the SHPO and other consulting parties, has determined that the Extension to Wiehle Avenue (Phase 1) portion of the Project will not adversely affect historic properties; and

WHEREAS, updated determination of effects reports for historic architecture and archaeology for Phase 2 that address any changes to the previously-identified effects to historic properties from the Refined LPA design have been prepared and provided to the Section 106 consulting parties; and

WHEREAS, the FTA, in consultation with the SHPO, has determined that the Refined LPA, similar to the LPA, will have an Adverse Effect, as defined in 36 CFR 800.5(a), on the Dulles Airport Historic District shown in Exhibit C, by altering the remaining historic "peekaboo" views of the main terminal control tower for approaching travelers from the Dulles International Airport Access Highway (DIAAH). These defined views are contributing elements to the Dulles Airport Historic District which is eligible for the National Register of Historic Places (National Register). In addition, the Refined LPA will have a further Adverse Effect on the Dulles Airport Historic District by displacing recent landscaping along Saarinen Circle that was planted to replace elements of the Airport's original landscape plan; and

WHEREAS, the FTA, in consultation with the SHPO, has determined the Refined LPA will have an Adverse Effect on archaeological site 44LD1596 (Site #1), a resource determined eligible for listing in the National Register under Criterion D because of the potential to yield information important to the understanding of prehistory; and

WHEREAS, the FTA has invited the Airports Authority, as the agency responsible for the administration of Dulles Airport and because the Airports Authority is assigned duties under this Agreement as Project Sponsor, to be a Signatory Party to this Agreement; and

WHEREAS, to facilitate the FAA’s fulfillment of its Section 106 responsibilities related to the Project, the FTA has invited the FAA to be a Signatory Party to this Agreement; and

Dulles Corridor Metrorail Project – Phase 2
Section 106 Memorandum of Agreement
WHEREAS, DRPT has participated in the Section 106 process and was invited to concur in this Agreement; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA), as the operator and future owner of the Project’s facilities, has participated in the Section 106 process and was invited to concur in this Agreement; and

WHEREAS, the National Capital Planning Commission (NCPC) has participated in the Section 106 consultation and was invited to concur in this Agreement; and

WHEREAS, Fairfax and Loudoun counties have participated in the Section 106 consultation and were invited to concur in this Agreement; and

WHEREAS, federal Native American tribes including the Catawba Indian Nation, the Eastern Band of Cherokee Indians, the Tuscarora Nation of New York, and the United Keetoowah Band of Cherokee Indians in Oklahoma were invited to participate and comment in the Section 106 process for this Project and have either declined or provided no comments; and

WHEREAS, the Advisory Council on Historic Preservation (ACHP) has been invited to participate in the Section 106 process for this Project and has declined; and

WHEREAS, the Virginia Council on Indians (VCI) was invited to participate in the Section 106 process for this Project and has declined; and

WHEREAS, the FTA and (previously) DRPT have informed and involved the public in Section 106 review through public NEPA scoping meetings held in July 2000, public information meetings held in January 2001, public hearings on the Draft Environmental Impact Statement (EIS) held in July 2002 and on the Supplemental Draft EIS held in December 2003, and through additional informal meetings and outreach materials, pursuant to 36 CFR 800.2(d), and has specifically invited comments on the Section 106 process; and

NOW, THEREFORE, the FTA, the FAA, the Airports Authority and the SHPO ("Signatory Parties") agree that upon the Airports Authority’s decision to proceed with a particular phase of the undertaking, the FTA shall ensure that the following stipulations are implemented in order to take into account the effects of the undertaking on historic properties and that these stipulations shall govern the Project and all of its parts until this Agreement expires or is terminated.

STIPULATIONS

The FTA shall ensure that the following stipulations are carried out.

I. Archaeological Site 44LD1596

A. No later than September 2012, the Airports Authority will submit a draft Archaeological Resources Treatment Plan for the Extension to Dulles Airport/Route 772 (Phase 2) to the FTA that describes and documents appropriate mitigation measures for the adverse effect on site 44LD1596. When the FTA finds the draft plan acceptable, it will then submit that document to the SHPO, the FAA, and consulting parties for their review. The signatory and consulting parties have thirty (30) calendar days from receipt of the draft Archaeological Resources Treatment Plan
to provide their comments to the FTA. The FTA shall ensure that all timely comments on the
draft plan are considered in preparation of the final treatment plan. If a signatory or consulting
party fails to respond within thirty (30) days of receipt of a request for review, the FTA may
assume that non-responding party has no comment and proceed with the development of the final
Archaeological Resources Treatment Plan.

B. Following approval by the FTA with FAA concurrence, the Airports Authority shall complete all
mitigation measures in the approved Archaeological Resources Treatment Plan before any
construction or construction-related ground disturbing activities can be carried out in the area of
site 44LD1596.

C. If the FTA, with SHPO concurrence, determines data recovery to be appropriate mitigation, the
Airports Authority shall:

1. Prepare and implement a data recovery plan that describe and/or specifies, at a minimum:
   a) The portions of the property where data recovery or other treatments will be carried out;
   b) The results of previous research relevant to the Project;
   c) Research problems or questions to be addressed with an explanation of their relevance
      and importance;
   d) The field and laboratory analysis methods to be used with a justification of their cost-
      effectiveness and how they apply to this particular property and these research needs;
   e) The methods to be used in artifact, data, and other records management;
   f) Explicit provisions for disseminating the research findings to professional peers in a
      timely manner; and
   g) Arrangements for presenting what has been found and learned to the public, focusing
      particularly on the community or communities that may have interests in the results.

2. The FTA shall notify the SHPO, the FAA, and the consulting parties in writing once the
   fieldwork portion of the data recovery is complete so that a site visit may be scheduled, if the
   signatory and consulting parties find it appropriate.

D. The Airports Authority shall prepare a draft report describing implementation of the treatment
plan. The FTA shall ensure that the signatory and consulting parties’ comments are solicited and
considered in preparation of the final report on implementation of the treatment plan. When the
final report has been approved by the FTA, the Airports Authority will provide two copies of that
document, bound and on acid-free paper and one electronic copy on CD to the SHPO; and one
copy to each of the other consulting parties.

II. Dulles Airport Historic District

A. Project Facilities

1. At the extent Saarinen “peekaboo” view locations shown in Exhibit D, the vertical profile
   of the Metrorail tracks and the concrete safety barrier will be constructed as low as practicable
   given site conditions to minimize any obstruction of these views of the main terminal control
tower.
2. The design of aerial structures and the Metrorail station located within the historic district boundaries will incorporate concepts and materials that are compatible with the historic terminal and other contributing elements of the historic district as shown in the Phase 2 100% PE Plans. The visual interruptions to views of the Main Terminal building will be minimized to the extent practicable, given safety and operational requirements. The design of the Metrorail station and terminal connections will utilize, where appropriate, established airport design themes and finishes within the context of the WMATA design criteria and approved system-wide facility requirements. The SHPO, the FAA, and other consulting parties will be provided an opportunity to review and comment on the PE plans for these facilities prior to award of the Design-Build Contract and the Final Design plans prior to submittal for construction permits.

B. Treatment Measures

1. Prior to the start of revenue service for Phase 2, the Airports Authority shall develop and install public interpretive displays to highlight significant aspects of the Airport’s history. The primary interpretive displays, to be located in the pedestrian tunnel connecting the Metrorail station and the Main Terminal, will focus on the planning of Dulles Airport, its design and construction, and the Airport’s growth and evolution over the past 50 years. Secondary displays shall be provided within the Metrorail station to highlight the relationship between the Airport’s architecture and landscape design.

2. Prior to the start of revenue service for Phase 2, the Airports Authority shall install selected elements of the Dulles Airport 2007 Landscape Master Plan between Rudder Road and Saarinen Circle to enhance the approach views for airport travelers. This revised plan was developed to update the original Dan Kiley landscaping plan, which was never fully implemented due to its reliance upon incompatible plant species. If seasonal conditions require additional time to properly install selected plantings associated with the landscaping enhancements, the Airports Authority shall notify the SHPO prior to the beginning of revenue service for Phase 2 of any remaining work and the schedule for completion.

3. No later than September 2012, the Airports Authority will submit a draft Historic Resources Treatment Plan for the Extension to Dulles Airport/Route 772 (Phase 2) to the FTA that describes and documents the proposed treatment measures. This plan will identify: the scope of the proposed interpretive displays and landscaping enhancements, schedule for design and implementation, and specific milestones for reviews by the SHPO, the FAA, and consulting parties. When the FTA finds the draft plan acceptable, it will then submit that document to the SHPO, the FAA, and consulting parties for their review.

4. Following approval of the final Historic Resources Treatment Plan by the FTA, the Airports Authority shall complete all required measures in accordance with the agreed implementation schedule. The SHPO, the FAA, and other consulting parties shall be provided the opportunity to review and comment on the design proposed for the interpretative displays and landscaping at specific milestones identified in the approved treatment plan.

5. The SHPO, the FAA, and other consulting parties shall have thirty (30) calendar days from receipt of any materials submitted by the FTA to provide their comments. The FTA shall ensure that all comments that are made during the comment period are considered. If the SHPO or a signatory or consulting party fails to respond within thirty (30) days of receipt of a request for review, the FTA may assume that the non-responding party has no comment.
III. Annual Report

The Airports Authority will prepare an annual report summarizing the activities carried out in accordance with this Agreement. This report will be transmitted to all required and concurring signatories by January 15th of each year this Agreement is in effect, beginning in the year following the execution of the Agreement and continuing until the year following completion of construction and/or mitigation activities associated with the Project. The Airports Authority shall also ensure that this annual report is made available for public review and that members of the public are invited to provide comments to the SEPO and other required and concurring signatories to the Agreement. The required signatories to this Agreement shall review the annual report and provide any comments to the Airports Authority. Concurring signatories to this Agreement may review and comment on the annual report at their discretion. Based on this review, the required signatories to this Agreement shall determine whether this Agreement shall continue in force, be amended, or be terminated. If requested by any required or concurring signatory to this Agreement, the FTA shall ensure that a meeting is held to facilitate review and comment, to resolve questions, or to resolve adverse comments.

IV. Standards and Qualifications

A. All work carried out pursuant to this agreement shall be conducted by or under the direct supervision of an individual or individuals who meet, at a minimum, the proposed revisions to the Secretary’s Professional Qualifications Standards for Historic Landscape Architecture or Archeology as appropriate to the specific property (48 FR 44738-9, September 29, 1983) or 62 FR 33707 (1997).

B. All archaeological plans and reports shall be consistent with the Secretary of the Interior’s Standards for Archaeological Documentation (48 FR 44734-37, September 29, 1983) and the professional standards set forth in SHPO’s Guidelines for Conducting Cultural Resource Survey in Virginia (October 2011), and shall take into account the ACHP’s publications, Recommended Approach for Consultation on Recovery of Significant Information from Archeological Sites (1999) and Section 106 Archaeology Guidance (June 2007), or subsequent replacements of or revisions to these documents.

C. All historical and architectural reports and survey documentation shall be consistent with pertinent standards and guidelines of the Secretary of the Interior, including as applicable the Standards for Historical Documentation (48 FR 44728-30) and Standards for Architectural and Engineering Documentation (48 FR 44730-34, September 29, 1983), and the SHPO’s Guidelines for Conducting Historic Resources Survey in Virginia (October 2011).

V. Post-Review and Discoveries

A. Historic Properties

In the event that unanticipated effects on historic properties are found during the implementation of this Agreement, the Airports Authority will stop any work that may adversely affect the historic property or that may foreclose opportunities to avoid such adverse effects. The FTA shall consult with the SHPO and with the other required and concurring signatories to this Agreement, as appropriate, to determine the appropriate course of action to comply with Section 106 and consider if changes to respective agency federal actions may be required. If necessary, the required signatories shall review the terms of this Agreement and determine whether revisions are needed. Any revisions to the Agreement shall be made in accordance with Stipulation VII below.
B. Archaeological Discoveries

1. In the event that a previously-unidentified archaeological resource is discovered during ground disturbing activities associated with the Project, the Airports Authority shall halt all construction work involving subsurface disturbance in the area of the resource and in the surrounding area where further subsurface deposits may reasonably be expected to occur and notify the FTA, the SHPO, and other signatory and consulting parties of the discovery within two (2) working days.

2. The Airports Authority and the SHPO or an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards (36 CFR Part 61) will inspect the work site within two (2) working days after the SHPO is notified of the discovery and determine the extent and nature of the affected archaeological resource. The archaeologist may consult the SHPO and other parties as deemed appropriate by the archaeologist in setting the boundaries of the archaeological resource. Construction work may then proceed in the Project area outside the archaeological resource as defined by the Airports Authority and the SHPO subject to applicable FAA approvals.

3. Within five (5) working days of the original notification of the discovery, the Airports Authority and the FTA, in consultation with the SHPO and other signatory and consulting parties, shall describe the Airports Authority’s assessment of the National Register eligibility of the resource and proposed actions to resolve the adverse effect (if any).

4. If the resource is determined eligible for the National Register, the Airports Authority and the FTA shall prepare a plan for its avoidance, protection, or recovery of information within five (5) working days of the eligibility determination. Such plan shall be concurred on by the SHPO and the FAA and commented on by the other consulting parties prior to implementation.

5. The SHPO shall respond within two (2) working days of notification and construction may resume when the SHPO agrees. The work in the affected areas shall not proceed until either:

   a) The development and implementation of appropriate data recovery or other recommended mitigation procedures is accomplished, or

   b) The determination is made that the located resources are not eligible for inclusion in the National Register.

6. The Airports Authority shall take into account the SHPO’s recommendations regarding National Register eligibility and proposed actions, and then carry out appropriate actions, subject to applicable FAA approvals. The Airports Authority shall provide the SHPO, the FTA, and the FAA with a report of these actions once they are complete. Any disputes over the evaluation or treatment of previously unidentified resources shall be resolved as provided in the section of this MOA titled “Dispute Resolution.”

7. If the resource is determined to meet the National Register Criteria (36 CFR 60.6), the FTA shall ensure compliance with Section 800.13 of the Council’s regulations.

VI. Human Remains

A. In the unlikely event that human remains and/or associated funerary objects are encountered during the implementation of this MOA, the Airports Authority shall immediately halt all work in the area
and contact the appropriate authorities. The Airports Authority will ensure that human remains and associated funerary objects encountered during the course of actions taken as a result of this Agreement shall be treated in a manner consistent with the provisions of the *Virginia Antiquities Act*, Section 10.1-2305 of the *Code of Virginia*, final regulations adopted by the Virginia Board of Historic Resources and published in the Virginia Register on July 15, 1991. In addition, human remains and associated funerary objects that may be of Native American origin, encountered on Federal land, including but not limited to the land of the Dulles Airport and the DIAAH, shall be treated in a manner consistent with the provisions of the *Native American Graves Protection and Repatriation Act* (25 USC 3001).

B. If the remains are determined not to be of Native American origin, the Airports Authority shall notify the Criminal Investigation Department, and consult with the SHPO and other signatory and consulting parties, as appropriate. Prior to the archaeological excavation of any remains, the following information shall be submitted to the SHPO and other appropriate signatory and consulting parties for consultation:

1. The name of the property or archaeological site and the specific location from which the recovery is proposed. If the recovery is from a known archaeological site, a state-issued site number must be included.

2. Indication of whether a waiver of public notice is requested and why. If a waiver is not requested, a copy of the public notice (to be published in a newspaper having general circulation in the area for a minimum of four weeks prior to recovery) must be submitted.

3. A copy of the curriculum vita of the skeletal biologist who will perform the analysis of the remains.

4. A statement that the treatment of human skeletal remains and associated artifacts will be respectful.

5. An expected timetable for excavation, osteological analysis, preparation of final report, and final disposition of remains.

6. A statement of the goals and objectives of the removal (to include both excavation and osteological analysis).

7. If a disposition other than reburial is proposed, a statement of justification.

C. The Airports Authority shall treat all human remains in a manner consistent with the ACHP “Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects” (23 February 2007).

VII. Dispute Resolution

A. If any party to this Agreement should object in writing regarding any action specified in the Agreement, then the FTA shall consult with the objecting party to resolve this objection. If after such consultation, the FTA determines that the objection cannot be resolved through consultation, then the Airports Authority shall prepare documentation relevant to the objection in accordance with 36 CFR 800.11, and the FTA shall forward such documentation to the ACHP, including the
FTA's proposed response to the objection. Within thirty (30) days after receipt of all pertinent documentation, the ACHP is expected to exercise one of the following options:

1. Provide the FTA with a staff-level recommendation, which the FTA shall take into account in reaching a final decision regarding its response to the objection; or

2. Notify the FTA that the objection will be referred for formal comment pursuant to 36 CFR 800.7(c), and proceed to refer the objection and comment. The FTA shall take into account the ACHP's comments in reaching a final decision regarding its response to the objection.

B. The responsibility of each required signatory to this Agreement to carry out all actions under the Agreement not affected by the dispute shall remain unchanged.

C. If the dispute cannot be resolved upon involvement of the ACHP, the FTA, the Airports Authority, the FAA, or the SHPO may terminate the Agreement in accordance with Stipulation IX below.

D. At any time during implementation of the measures stipulated in this Agreement, should an objection pertaining to this Agreement or how its stipulations are being implemented be raised by a member of the public, the party to this Agreement receiving the objection shall notify the other parties to this Agreement and the FTA shall take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this Agreement to resolve the objection.

VIII. Amendments

Any Signatory Party to this Agreement may request that it be amended, whereupon the required and concurring signatories shall consult to consider the proposed amendment in accordance with 36 CFR 800.6(c)(7). Any amendment shall be in writing and signed by all required signatories of this Agreement.

IX. Termination

Any Signatory Party to this Agreement may terminate it by providing a thirty (30) day written notice to the other required and concurring signatories, provided that these parties consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, work on the Project in the area(s) with affected historic properties will cease until the FTA has fulfilled its Section 106 responsibility in accordance with 36 CFR 800.3 through 800.13. Execution of this Agreement by the FTA and the SHPO and its submission to the Advisory Council on Historic Preservation in accordance with 36 CFR 800.6(b)(1)(iv), shall, pursuant to 36 CFR 800.6(c), be considered to be an Agreement with the Council for the purposes of Section 110(1) of NHPA. Execution and submission of this agreement, and implementation of its terms, evidences that the FTA has afforded the Council an opportunity to comment on the Project and its effects on historic properties and has taken into account the effects of the Project on historic properties.

X. Duration

A. Execution of this Agreement by the FTA, the Airports Authority, the FAA, and the SHPO and its submission to the ACHP in accordance with 36 CFR 800.6(b)(1)(iv) shall, pursuant to 36 CFR
800.6(c), be considered to be an agreement with the ACHP for the purposes of Section 110(l) of the NHPA (16 USC 470). Execution and submission of the Agreement, and implementation of its terms, is evidence that the FTA has afforded the ACHP an opportunity to comment on the proposed undertaking and its effects on historic properties, and that the FTA has taken into account the effects of the undertaking on historic properties.

B. This Agreement shall remain valid until January 15th of the year following the initiation of revenue service for Phase 2 or the implementation of all required mitigation, whichever occurs later.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be signed intending thereby to be bound by its provisions.

SIGNATORY

FEDERAL TRANSIT ADMINISTRATION

By: [Signature]

Date: 9/6/12

Brigid Hynes-Cherin
Regional Administrator, Region III

SIGNATORY

FEDERAL AVIATION ADMINISTRATION

By: [Signature]

Date: 9/11/12

Carmine Gallo
Regional Administrator, Eastern Region

SIGNATORY

STATE HISTORIC PRESERVATION OFFICER

By: [Signature]

Date: [Signature]

Kathleen S. Kilpatrick, Director
Department of Historic Resources

SIGNATORY

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

By: [Signature]

Date: 10/2/2012

John Potter
President and Chief Executive Officer
CONCURRING PARTIES:

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: __________ Date: __________

Thelma Drake
Director

10-5-12
Exhibit A
Locally Preferred Alternative
March 2004

LEGEND
Major Arterials
Proposed Metrorail Alignment
Existing Metrorail Orange Line and Stations
Future Station
Rail Yard
Dulles Corridor Limits

Note: Short bridge crossings for highway and culvert overpasses/underpasses not shown.
DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road
Exhibit B (2 of 2)

Area of Potential Effect and Known Historic Resources

LEGEND
- Area of Potential Effect, Archaeology
- Area of Potential Effect, Architecture
- Historic Architectural Resources
- Dulles Property Boundary
- Proposed Metrorail Alignment
- County Boundary

DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road