



Georgetown Pike Footpath Feasibility Study Planning Workshop #2

MEETING MINUTES

DATE: May 2, 2019
TIME: 10:00 to 12:00 PM
LOCATION: McLean Governmental Center Community Room
1437 Balls Hill Rd., McLean, VA

SUBJECT: Planning Workshop #2 – Meeting Minutes (Final)

MINUTES PREPARED BY: Kimley-Horn

ATTENDEES:

<u>Name</u>	<u>Organization / Role</u>	<u>Phone</u>	<u>Email</u>
Alazar Feleke	FHWA EFLHD – Project Manager	703-404-6319	alazar.feleke@dot.gov
Katerina Roman	FHWA EFLHD	703-404-6291	Katarina.roman@dot.gov
Makaya Royal	NPS NCR – FLTP Coordinator	202-619-7092	makayah_royal@nps.gov
Anne O'Neill	NPS NCR – RTCA	202-619-7154	aoneill@nps.gov
Benjamin Stinnett	NPS/GWMP	202-439-7333	Benjamin.stinnett@nps.gov
Jane Edmondson	Supervisor Foust's Office	703-356-0551	Jane.edmondson@fairfaxcounty.gov
Jenny Kaplan	Supervisor Foust's Office	703-356-0551	Jennifer.kaplan@fairfaxcounty.gov
Tim Hartzell	VDOT NOVA District L&D Engr	703-259-2749	timothy.hartzell@vdot.virginia.gov
Paul Shirey	FCPA Branch Manager	703-324-8738	paul.shirey@fairfaxcounty.gov
Tom McFarland	FCPA	703-324-8688	Tom.McFarland@fairfaxcounty.gov
Chris Wells	FCDOT Bike/Ped Manager	703-877-5772	Chris.wells@fairfaxcounty.gov
Alex Heiberger	Madeira School CFO	703-556-8241	aheiberger@madeira.org
Karen Joostema	Madeira School	703-556-8371	kjoostema@madeira.org
Ed Pickens	Fairfax Trail and Stream	703-448-0415	pickens_slim@hotmail.com
Karen Jones	PHTA/Fairfax Trails and Streams	703-638-3218	sadiqi0417@gmail.com
Bill Niedringhaus	PHTA/Fairfax Trails and Streams	703-244-2476	wniedrin@gmail.com
Josh Silverman	PHTA	703-582-3456	betula54@msn.com
Ernest Rodriguez	MORE	202-304-8675	president@more-mtb.org
John Martin	Kimley-Horn Project Manager	703-674-1305	john.martin@kimley-horn.com
Keith Aimone	Kimley-Horn Landscape Architect	703-674-1314	keith.aimone@kimley-horn.com
Danielle McCray	Kimley-Horn Planner/Engineer	703-674-1381	Danielle.mccray@kimley-horn.com

Introduction

- This 2nd Planning Workshop for the Georgetown Pike Footpath Feasibility study was held with the study's stakeholders to provide an overview of improvement alternatives and seek input from the participants as the study gets underway.
- The study is being completed by the Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division (EFLHD), in coordination with the National Park Service (NPS), with assistance from Kimley-Horn through a task order under Kimley-Horn's on-call services contract with EFLHD.

- Following introductions of the participants, the discussion generally followed the agenda and the slides in the attached presentation (Attachment 1).

Purpose of Study

- Alazar Feleke provided a review of the scope of work and noted that the focus of this effort is to assess the feasibility of options for a trail connection in the Georgetown Pike corridor and for pedestrians or hikers to cross over Difficult Run either next to Georgetown Pike or at a location within the park.
- Using the slide from the attached presentation, John Martin provided an overview of the study area and the project limits. The scope of the feasibility study includes:
 - Feasibility study for a footpath along Georgetown Pike connecting existing and planned facilities
 - Feasibility of options for a pedestrian bridge over Difficult Run to connect to the existing Difficult Run Trail
- This current study is consistent with the NPS goal of connecting people to parks.
 - Potomac National Heritage Scenic Trail network spans the corridor between the Chesapeake Bay and the Allegheny Highlands in western PA; the current project area is heavily traveled.
 - Great Falls Park is one of the most visited parks in the region; similarly, Scott's Run Nature Preserve is also a busy park.

Project Overview

- The project area includes Georgetown Pike (VA 193) from Difficult Run Trail to Towlston Road and to the west end of Madeira School public access easement.
- The scope of feasibility includes stakeholder outreach, GIS mapping, concept planning, environmental reviews, constructability and cost analyses, and summary report with next steps.
- An overview of the project schedule was provided:
 - Spring/Fall 2018 - Planning Workshop #1 and Field Investigation
 - Winter/Spring 2019 - Environmental review and development of draft concept designs
 - Spring 2019 – Planning Workshop #2
 - Summer 2019 – Concept Design/Draft Final Report
 - Tentative June 2019 – Workshop #3
 - Summer/Fall 2019 – Final Concept Design/Final Report

Previous Studies

- Georgetown Pike Trail Feasibility Summary Findings
 - Completed by Northern Virginia Regional Commission (NVRC) several years ago
 - Identified issues influencing feasibility of bicycle/pedestrian trail along Georgetown Pike, between the Capital Beltway and Great Falls Park
- Field Trip Report
 - In March 2017, Alazar led group on a field trip to project site area to explore potential opportunities for an alignment to close the gap in the Potomac Heritage Trail. Representatives of both FHWA EFL and NPS participated in the field trip
 - Report documenting the field trip was prepared and is serving as a reference for current study
- Potomac Heritage Trail Association efforts
 - Bill Niedringhaus provided documentation of walking between Kimberwicke Road and Great Falls Park

Efforts to Date

- The group review a regional trails connections map that illustrates the greater connectivity from the project study area to trails and projects to the north and to the south. To the north, the Cross County Trail (CCT) and Potomac Heritage Trail to Algonkian Park; to the south, the existing easement to the Madeira School, Existing Scenic Trails, Scotts Run Stream Trail, VDOT funded trail as part of I-495 Express Lanes Northern Extension Project, and the Potomac Heritage Trail and Scotts Run Park to Roosevelt Island.
- At the April 2018 Workshop, stakeholders gathered to confirmed purpose of the project as a trail study and discuss background of the study area and project. Madeira School provided input. Stakeholders drew possible footpath alignments and discussed adding 0.3 mile-segment to scope of study (from Towlston Road to existing easement along Madeira School property).

Feasibility Analysis

- The Kimley-Horn team conducted field observations in late spring 2018 then again in the fall of 2018. The following observations were noted during the field visits:
 - Great Falls Park property: Trail possible along ridges and some side slopes
 - Georgetown Pike: Trail possible, but challenges to overcome include:
 - Narrow shoulders, often with large drainage ditches and steep side slopes
 - Minimal available right of way, lots of utility poles and overhead utilities
 - Driveways and private properties, limited sight distance for pedestrian crossings
 - Existing Georgetown Pike bridge: Challenging to accommodate a trail
- During the discussion, Georgetown Pike was mentioned as not being designated as a historic byway; however, it is eligible for such designation. Following the meeting, Kimley-Horn confirmed that Georgetown Pike is in fact listed in the NHRP and the Virginia Landmark Register (VLR). There has been a long history of opposition to changes in the Georgetown Pike corridor.
- As part of the feasibility analysis, the team assessed environmental elements including water resources, protected species, hazardous materials, environmental justice, and Section 4(f), Section 6(f), and Community Facilities.
- Virginia Cultural Resource Information System identified seven architectural resources that are listed in or are eligible for listing in the National Register of Historic Places:
 - Georgetown Pike – Limits of disturbance (LOD) located within historic boundary
 - Great Falls Park Historic District – Northern portion of study area falls within Potomac Canal Historic District
 - Drover's Rest – Proposed alignments within 2-acre property
 - Madeira School – LOD for all alternatives ends at school property
 - Difficult Run Trail at Great Falls – not NRHP eligible, but all alignments proposed connect to the trail
 - Gauging Station at Difficult Run – adjacent to proposed bridge crossing in alignments 1B and 2
 - Unnamed Archaeological Site – contains prehistoric petroglyphs (exact location unknown)

Discussion of Current Study and Possible Alignments

- Considering the feasibility analysis, field investigation, and variable design elements, the team identified various potential footpath alignments.
- Some alternatives were not considered to advance forward due to steep slopes exceeding 30% grade, no side street for pedestrians opposite easement, and areas outside park boundary.
- Three alignments were advanced forward for further study:

- Alignment 1A elements include:
 - Begins at Madeira School public access easement (no current pedestrian accommodations)
 - Remains on the north side of Georgetown Pike until Towlston Road
 - Enters Great Falls National Park near Towlston Road
 - Follows natural grade through Great Falls Park
 - Bridge crossing would occur downstream from Georgetown Pike
 - Construction challenges: grading, drainage, available right of way, overhead utilities + bridge construction
 - Pinch point at Drover's Rest along north side of Georgetown Pike
 - The team noted that an approximately 180 ft truss bridge would be feasible and that Alignment 1A would coincide with the old historic route of Georgetown Pike.
- Alignment 1B elements include:
 - Begins at Madeira School public access easement (with no current pedestrian accommodations)
 - Remains on the north side of Georgetown Pike to Difficult Run
 - Bridge crossing to Difficult Run Trail would be just north of Georgetown Pike
 - Construction challenges: grading, drainage, available right of way, overhead utilities
 - Pinch point at Drover's Rest along north side of Georgetown Pike
 - The team noted that the bridge structure may need to be lengthened depending on how it extends over the floodplain.
 - A question was asked if a concrete or rock crossing of stepping stones had been considered, like on the Fairfax County Cross County Trail. It was noted that such infrastructure may not accommodate all bicyclists (who would have to carry their bikes), and the stream width and flow may be affected. Further study and discussion of this solution would be needed.
- Alignment 2 elements include:
 - Begins at Madeira School public access easement (with no current pedestrian accommodations)
 - Proceeds on north side of Georgetown Pike to Tebbs Lane
 - Crosses Georgetown Pike at Tebbs Lane intersection
 - Allows for crossing at intersection
 - Would include pedestrian crosswalk with warning signs and flashing light upon activation
 - Proceeds on south side of Georgetown Pike to Difficult Run and under vehicle bridge
 - Uses same bridge at Alignment 1B
 - Construction challenges: grading, drainage, available right of way, overhead utilities
 - Pinch point at Drover's Rest along north side of Georgetown Pike
- Typical Sections will vary depending on location.
 - Within Great Falls Park the following elements were discussed:
 - Footpath can be constructed with minimal impact to drainage, slopes, and existing vegetation
 - Multiple options for surface treatment, including crusher run, gravel, heavily compacted soil, and mulch
 - Project would need access along Difficult Run and the future Alignment 1A path for bridge construction downstream of Georgetown Pike.
 - Along VDOT Right-of-Way Proposed Typical Section the following elements were discussed:
 - Provide for appropriate pedestrian protection from vehicles
 - Utilize VDOT design criteria for safety and accessibility
 - Asphalt pavement would help maintain width and minimize maintenance needs

- Potential bridge types include Prefabricated Steel Truss Bridge or Glulam Stringer Bridge. A truss bridge would provide for an optimal design; could be as long as 250 feet. The longest structure anticipated on this project is 180 feet in length.
- Evaluation criteria: Each alignment was evaluated using six evaluation criteria: General walking quality or the experience for walkers, Protection from traffic, Right-of-way impacts, Ease of trail construction, Ease of bridge construction, and Preliminary project cost. Alignment 1A ranked highest compared to other alignments due to its ease of constructability, fewer right-of-way impacts, and lower preliminary cost.

Discussion

- Cost of bridge structure was initially estimated at a conservative amount of \$5,000 per linear foot. The range for total costs of the project could be between \$4 million and \$8 million, given right-of-way costs and the bridge crossing. The project team will continue to review potential costs with EFLHD and NPS and look for opportunities to reduce costs for elements of the project, including finding examples of recently constructed bridges with a lesser linear foot cost.
- At this time, no construction funding is available. Potential partnership grants including Transportation Alternative Programs and state partnerships may be considered in the future for implementation.
- A plan to re-stripe Georgetown Pike at the bridge was proposed conceptually; however, the plan only includes pavement markings and striping. This plan effectively narrows the travel lanes and shifts them south, allowing a wider "shoulder," but there would not be a physical barrier between vehicle and pedestrians.
- Constructing a trail through the park would not be as expensive; right-of-way along Georgetown Pike and the bridge structure will likely be the most expensive components of the project.
- VDOT representative noted that documentation references different types of users (cyclists, equestrian users, etc.) and asked how Americans with Disabilities Act (ADA) standards apply to the footpath project.
 - From VDOT's perspective, ADA elements would not necessarily be applicable to the footpath alignment in the woods; however, the alignment adjacent to Georgetown Pike would likely need to consider ADA standards.
 - The Fairfax CCT did not consider ADA-compliant standards.
 - NPS representative noted that if any portion of the design or construction uses federal funding, ADA or ABAAS (Architectural Barriers Act Accessibility Standard) would apply for trails in the woods.
- Drover's Rest is private property. Property owners would need to be engaged to discuss how best to construct a trail between Georgetown Pike and the property and/or the possible relocation of the structure.
- NPS noted that a cross section less than 6 feet in width may make the project ineligible for grant opportunities. 10 feet wide is the preferred width to pursue recreational trail grants and attract as many users as possible.
- Cost should not be the driving factor of an alignment; the group agreed that the design should align with the goals of NPS to attract the most users. PHTA noted that less costly alternatives should be included in the study, consistent with the idea of Evolution of Trails (see "Schedule and Next Steps").
- Potential funding opportunities or grant programs will be identified in the report when discussing implementation. Possible funding programs include the Recreation Trails Program through the State DCR. A well-thought out plan will attract partners for building and maintaining the facility.
- NPS noted a recent construction cost of \$2,800 per linear foot for a bridge in Abington, Virginia.

- PHTA representatives indicated that Tri-State Trails recently quoted \$25 per linear foot cost for a natural trail completed near Potomac Shores with a natural surface 8-ft wide trail constructed along steep slopes, such as needed on Alignment 1c; the price increases to \$45 per linear foot if surface is stone dust.
- NPS ADA accessibility and universal design principals will be consulted for design of the Georgetown Footpath.
- The group is interested in the cost of the alignment that was previously eliminated due to the steep grade.
- Any consideration for how the homes/residents would connect to the footpath? It is not clear whether or not the residents are interested in the footpath. The Great Falls Citizens (GFC) will be invited to the next meeting.
- NPS has a partnership with CDC (Center for Disease Control); Anne O'Neill will provide common measures and other resources with the group to improve access to recreation.
- DC Parks Coalitions was noted as a valuable resource for healthier and active communities.
- There are currently no plans for constructing a sidewalk or trail within the easement at the Madeira School along Georgetown Pike.
- At the end of the meeting, the group concluded that an alignment on the northside of Georgetown Pike and more into Great Falls Park would be preferred. Such an alignment would require less right-of-way and preclude having to cross Georgetown Pike.
 - Thus, the group collectively agreed that Alignment 1A was preferred due to fewer interactions with the roadway.
 - However, after some discussion, the group also requested that EFLHD and Kimley-Horn investigate an alignment through Great Falls Park that would proceed from the top of the hill down to and along Difficult Run toward the Georgetown Pike vehicle bridge; this alignment would be referred to as Alignment 1C.
 - This alignment had been considered but dismissed due to construction challenges and redundancy between Alignments 1A and 1B.
- Other activities noted:
 - PHTA and MORE are recipients of NPS grants for to develop and maintain trails in PWC, to close gaps; there are opportunities throughout the region for improvements.
 - REI grant issued \$24K to PHTA for feasibility study to evaluate PNHST in Dumfries area.
 - Evolution of Trails – the creation of a relatively primitive trail, establishing a user base, and building on its enthusiasm to create a more-widely accessible trail; repeat as needed

Schedule and Next Steps

- Kimley-Horn will advance the conceptual design of the three concepts (1A, 1B, and 2) and add a concept design for a new alignment (1C).
- EFLHD, NPS, and Kimley-Horn will discuss how to combine these four concepts into specific alignments for evaluation.
- With the refined concept plans, Kimley-Horn will prepare preliminary cost estimates of the alternatives.
- Kimley-Horn will complete an initial draft report (including a section of the “Evolution of Trails” based on the discussion at this meeting).
- Next meeting is scheduled for Thursday, June 13, 2-4PM, at the same location as this Planning Workshop #2.

Closing

FHWA, NPS, and Kimley-Horn very much appreciate the participation of the attendees at this Planning Workshop.

Kimley-Horn requests that the attendees review the content of these draft minutes and advise the author(s) of any necessary revisions within two weeks of receiving the draft minutes, after which time these meeting notes will be considered final.

Attachment: Workshop Presentation Slides



Federal Highway Administration
Eastern Federal Lands Highway Division

Georgetown Pike Footpath Feasibility Study

Planning Workshop #2

May 2, 2019

AGENDA

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Welcome / Introductions 2. Purpose of study 3. Project Overview <ul style="list-style-type: none"> ▪ Project Location ▪ Project Area ▪ Scope and Schedule ▪ National Park Service Goal 4. Efforts to date <ul style="list-style-type: none"> ▪ Previous studies ▪ Regional Trail Connections ▪ April 2018 Workshop | <ol style="list-style-type: none"> 5. Feasibility Analysis <ul style="list-style-type: none"> ▪ Field Observations ▪ Environmental review ▪ Alignments considered 6. Conceptual Design <ul style="list-style-type: none"> ▪ Alternative alignments ▪ Typical Sections ▪ Bridge Types 7. Discussion/Workshop 8. Next Steps |
|---|---|



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

PURPOSE OF STUDY

- Investigate feasibility
 - Footpath or trail within Georgetown Pike corridor connecting:
 - Difficult Run Trail
 - Towlston Road
 - West end of Madeira School public access easement
 - New pedestrian-only bridge over Difficult Run:
 - Within Great Falls Park
 - Within VDOT right-of-way along Georgetown Pike



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

PROJECT OVERVIEW

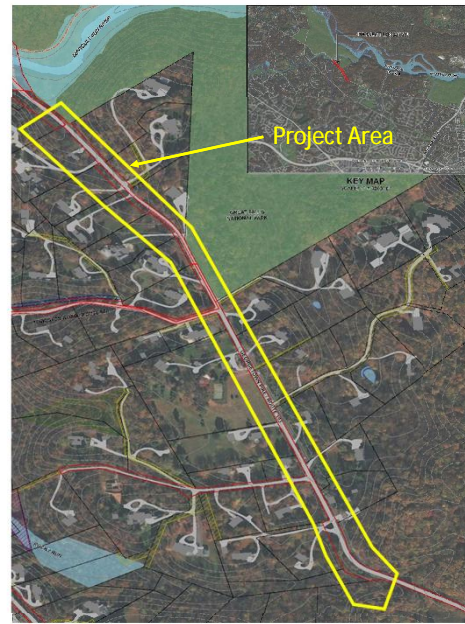


Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

PROJECT OVERVIEW

- Project Area:
 - Georgetown Pike (VA 193)
 - from Difficult Run Trail
 - to Towlston Road
 - to west end of Madeira School public access easement
- Scope of Feasibility Study
 - Stakeholder outreach
 - GIS mapping
 - Concept planning
 - Environmental reviews
 - Constructability and cost analyses
 - Summary report with next steps



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

KimleyHorn

PROJECT OVERVIEW | Schedule

2018

Spring	Planning Workshop #1/Field investigation
Fall	Field investigation of additional area

2019

Winter/Spring	Environmental review/ Development of draft concept designs
Spring	Planning Workshop #2 - Review field investigation findings - Discuss concepts, feasibility
Spring/Summer	Concept Design/Draft Final Report
June (tentative)	Workshop #3 - Review refined concepts - Discuss draft recommendations
Summer	Final Concept Design/Final Report



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

KimleyHorn

PROJECT OVERVIEW | NPS Goal

- Study addresses the National Park Service Centennial goal of “Connecting People to Parks”
 - Footpath would link to larger network of trails known as the Potomac Heritage National Scenic Trail
 - PHNST:
 - Connects the Potomac River at the Chesapeake Bay to the Alleghany Highlands in Western Pennsylvania
 - Incorporates both existing and planned trails managed by federal, state, local, and nonprofit entities
 - Georgetown Pike Footpath would help to close the gap between Great Falls Park and Scotts Run Nature Preserve



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

EFFORTS TO DATE | Previous Studies

- Georgetown Pike Trail Feasibility Summary Findings
 - Completed by Northern Virginia Regional Commission (NVRC)
 - Identified issues influencing feasibility of bicycle/pedestrian trail along Georgetown Pike, between the Capital Beltway and Great Falls National Park

Map of Study Area



Graphic Source: Georgetown Pike Trail Feasibility Summary Findings, no date



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

EFFORTS TO DATE | Previous Studies

- FHWA Field Trip Report**
 Pre-Scoping visit held on March 23, 2017 to investigate the potential trail alignment locations to connect the gap in Potomac Heritage Trail

FIELD TRIP REPORT																							
Eastern Federal Lands Highway Division, Sterling VA. Date: Mar 23, 2017																							
TO: Catherine Ruttan Project Manager		FROM: James W. Rupert FHWA Engineer (Highways)																					
SUBJECT: Potomac Heritage Trail Highway Change Manager		OTHER DISCUSSIONAL/RELEVANT ATTENDANCE: Paul Vignone Project Manager (Planning and Design)																					
ENCLOSURE DATES: From: Mar 23, 2017 To: Mar 23, 2017																							
SYNOPSIS AND PURPOSE OF TRIP: A pre-scoping visit was held at Great Falls National Park on March 23, 2017. The project purpose was to assess the feasibility of establishing a multi-modal trail system, including a segment of the Potomac Heritage Trail, that would connect the Potomac Heritage Trail to the Capital Beltway. The purpose of the trip was to investigate the potential trail alignment locations to connect the gap in the Potomac Heritage Trail and to assess the viability of one of these alignments by walking the trail.																							
PERSONNEL CONTACTS: <table border="1"> <thead> <tr> <th>Name</th> <th>Title</th> <th>Agency</th> <th>Telephone</th> </tr> </thead> <tbody> <tr> <td>James W. Rupert</td> <td>FHWA Coordinator</td> <td>FHWA</td> <td>(202) 475-7500</td> </tr> <tr> <td>Don Briggs</td> <td>Superintendent</td> <td>NPS</td> <td>(304) 235-4856</td> </tr> <tr> <td>DR Woodbridge</td> <td>President</td> <td>Potomac Heritage Trail Association</td> <td>(703) 246-2475</td> </tr> <tr> <td>Kenner Ruttan</td> <td>Trail Manager</td> <td>Trail Manager</td> <td>(703) 256-6103</td> </tr> </tbody> </table>				Name	Title	Agency	Telephone	James W. Rupert	FHWA Coordinator	FHWA	(202) 475-7500	Don Briggs	Superintendent	NPS	(304) 235-4856	DR Woodbridge	President	Potomac Heritage Trail Association	(703) 246-2475	Kenner Ruttan	Trail Manager	Trail Manager	(703) 256-6103
Name	Title	Agency	Telephone																				
James W. Rupert	FHWA Coordinator	FHWA	(202) 475-7500																				
Don Briggs	Superintendent	NPS	(304) 235-4856																				
DR Woodbridge	President	Potomac Heritage Trail Association	(703) 246-2475																				
Kenner Ruttan	Trail Manager	Trail Manager	(703) 256-6103																				
ACCOMPLISHMENTS, RESULTS AND RECOMMENDATIONS: <ol style="list-style-type: none"> The group met at the visitor center at Great Falls Park to discuss the purpose of the trip and to discuss the trail route of the project. Michael stated that the project was currently in the pre-scoping phase. The group then proceeded to walk the trail along the proposed alignment. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. 																							
CONCLUSIONS: The group met at the visitor center at Great Falls Park to discuss the purpose of the trip and to discuss the trail route of the project. Michael stated that the project was currently in the pre-scoping phase. The group then proceeded to walk the trail along the proposed alignment. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles.																							
APPENDICES: Appendix 1: Photos of the trail along the proposed alignment. Appendix 2: Map of the trail along the proposed alignment. Appendix 3: Map of the trail along the proposed alignment. Appendix 4: Map of the trail along the proposed alignment.																							
Page 1 of 2																							

Graphic Source: POHE Field Trip Report


 Georgetown Pike Footpath Study – Planning Workshop #2
 May 2, 2019

Graphic Source: POHE Field Trip Report

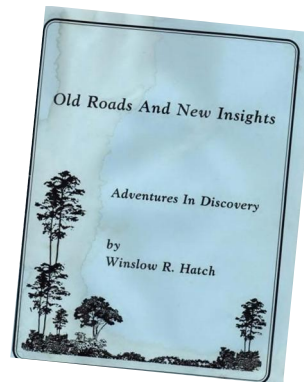
FIELD TRIP REPORT																							
Eastern Federal Lands Highway Division, Sterling VA. Date: Mar 23, 2017																							
TO: Catherine Ruttan Project Manager		FROM: James W. Rupert FHWA Engineer (Highways)																					
SUBJECT: Potomac Heritage Trail Highway Change Manager		OTHER DISCUSSIONAL/RELEVANT ATTENDANCE: Paul Vignone Project Manager (Planning and Design)																					
ENCLOSURE DATES: From: Mar 23, 2017 To: Mar 23, 2017																							
SYNOPSIS AND PURPOSE OF TRIP: A pre-scoping visit was held at Great Falls National Park on March 23, 2017. The project purpose was to assess the feasibility of establishing a multi-modal trail system, including a segment of the Potomac Heritage Trail, that would connect the Potomac Heritage Trail to the Capital Beltway. The purpose of the trip was to investigate the potential trail alignment locations to connect the gap in the Potomac Heritage Trail and to assess the viability of one of these alignments by walking the trail.																							
PERSONNEL CONTACTS: <table border="1"> <thead> <tr> <th>Name</th> <th>Title</th> <th>Agency</th> <th>Telephone</th> </tr> </thead> <tbody> <tr> <td>James W. Rupert</td> <td>FHWA Coordinator</td> <td>FHWA</td> <td>(202) 475-7500</td> </tr> <tr> <td>Don Briggs</td> <td>Superintendent</td> <td>NPS</td> <td>(304) 235-4856</td> </tr> <tr> <td>DR Woodbridge</td> <td>President</td> <td>Potomac Heritage Trail Association</td> <td>(703) 246-2475</td> </tr> <tr> <td>Kenner Ruttan</td> <td>Trail Manager</td> <td>Trail Manager</td> <td>(703) 256-6103</td> </tr> </tbody> </table>				Name	Title	Agency	Telephone	James W. Rupert	FHWA Coordinator	FHWA	(202) 475-7500	Don Briggs	Superintendent	NPS	(304) 235-4856	DR Woodbridge	President	Potomac Heritage Trail Association	(703) 246-2475	Kenner Ruttan	Trail Manager	Trail Manager	(703) 256-6103
Name	Title	Agency	Telephone																				
James W. Rupert	FHWA Coordinator	FHWA	(202) 475-7500																				
Don Briggs	Superintendent	NPS	(304) 235-4856																				
DR Woodbridge	President	Potomac Heritage Trail Association	(703) 246-2475																				
Kenner Ruttan	Trail Manager	Trail Manager	(703) 256-6103																				
ACCOMPLISHMENTS, RESULTS AND RECOMMENDATIONS: <ol style="list-style-type: none"> The group met at the visitor center at Great Falls Park to discuss the purpose of the trip and to discuss the trail route of the project. Michael stated that the project was currently in the pre-scoping phase. The group then proceeded to walk the trail along the proposed alignment. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. 																							
CONCLUSIONS: The group met at the visitor center at Great Falls Park to discuss the purpose of the trip and to discuss the trail route of the project. Michael stated that the project was currently in the pre-scoping phase. The group then proceeded to walk the trail along the proposed alignment. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles. The trail was found to be in good condition and the group was able to walk the trail for approximately 1.5 miles.																							
APPENDICES: Appendix 1: Photos of the trail along the proposed alignment. Appendix 2: Map of the trail along the proposed alignment. Appendix 3: Map of the trail along the proposed alignment. Appendix 4: Map of the trail along the proposed alignment.																							
Page 2 of 2																							

Graphic Source: POHE Field Trip Report

KimleyHorn

EFFORTS TO DATE | Previous Studies

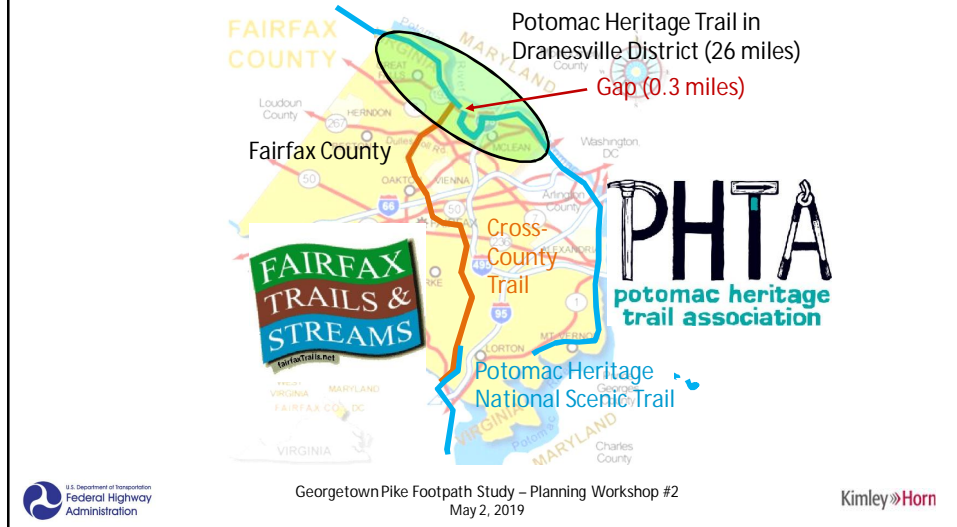
- Mr. Bill Niedringhaus, Potomac Heritage Trail Association (PHTA)**
 - Documentation of hike from Georgetown Pike in Great Falls National Park to Kimberwicke Road (toward McLean)
 - Winslow Hatch on original route of Georgetown Pike at Great Falls Park


 Georgetown Pike Footpath Study – Planning Workshop #2
 May 2, 2019

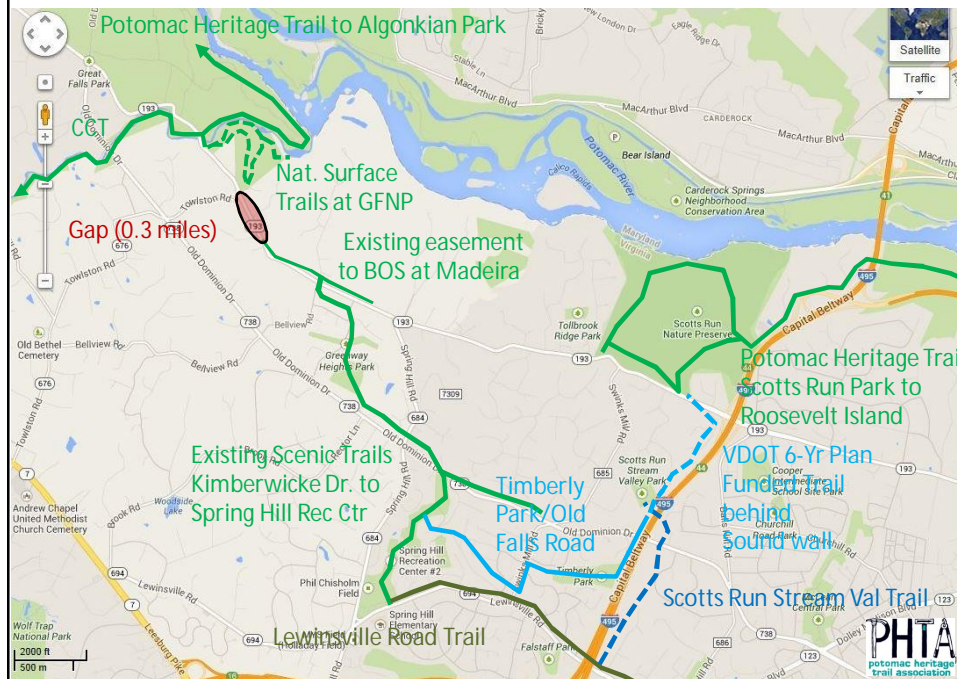
KimleyHorn

EFFORTS TO DATE | Previous Studies

Potomac Heritage Trail Association: Filling the Gap – Great Falls Park to Scotts Run Nature Preserve



EFFORTS TO DATE | Regional Trail Connections



EFFORTS TO DATE | April 2018 Workshop

- Gathered stakeholders
- Confirmed purpose of project as trail study
- Discussed background
- Received input from Madeira School
- Drew possible footpath alignments
- Discussed adding 0.3 mile segment to scope of study (Towlston Road to existing easement along Madeira property)



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

FEASIBILITY ANALYSIS | Field Observations

- Great Falls Park property: Trail possible along ridges and some side slopes
- Georgetown Pike: Trail possible, but challenges to overcome include...
 - Narrow shoulders, often with large drainage ditches and steep side slopes
 - Minimal available right of way, lots of utility poles and overhead utilities
 - Driveways and private properties, limited sight distance for pedestrian crossings
- Existing Georgetown Pike bridge: Challenging to accommodate a trail



Georgetown Pike Bridge over Difficult Run



Drovers Cottage "Pinch Point"



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn







FEASIBILITY ANALYSIS | Field Observations

- High traffic volumes on Georgetown Pike

Route No.	Route Name	From	To	Annual Average Daily Traffic (AADT)	Average Annual Weekday Daily Traffic (AAWDT)
193	Georgetown Pike	Rt 683 Leigh Mill Rd	Rt 676 Towlston Rd	16,000	17,000
193	Georgetown Pike	Rt 676 Towlston Rd	Urban Boundary	15,000	17,000
676	Towlston Road	Rt 738 Old Dominion Dr	Rt 193 Georgetown Pike	650	700

Source: 2016 VDOT Daily Traffic Volume Estimates

http://www.virginiadot.org/info/2016_traffic_data_by_jurisdiction.asp



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

FEASIBILITY ANALYSIS | Environmental Findings

- Water Resources
 - No mapped wetlands within study area, flood hazard is minimal
 - Resource protection areas (RPAs) associated with Difficult Run, Rocky Run, and an unnamed tributary
 - Alignments run throughout mapped RPAs
- Protected Species
 - Species in the area include: Yellow Long-Eared Bat, Yellow Lance Clam, Bald Eagle, Little Brown Bat, Tri-Colored Bat, Wood Turtle
 - Rivers are a tributary to Potomac River, which is confirmed as an Anadromous Fish Stream
- Hazardous Materials
 - Data Resources identified six leaking Petroleum storage tanks nearby (closed by VDEQ)
 - Full Phase 1 ESA recommended to identify contamination/constructability concerns
- Environmental Justice
 - American Community Service determined presence of minority and low income populations within study area
- Section 4(f) and Section 6(f) and Community Facilities
 - Not anticipated that the construction of a recreational trail would jeopardize existing uses
 - No Section 6(f) resources were identified within the study area



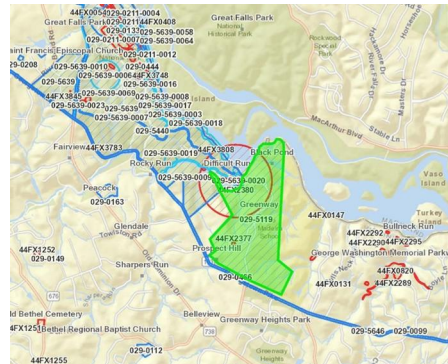
Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

DISCUSSION | Environmental Findings

- Historic Resources: Virginia Cultural Resource Information System identified seven architectural resources that are listed in or are eligible for listing in the National Register of Historic Places:

- Georgetown Pike – LOD located within historic boundary
- Great Falls Park Historic District – Northern portion of study area falls within Potomac Canal Historic District
- Drover's Rest – Proposed alignments within 2-acre property
- Madeira School – LOD for all alternatives ends at school property



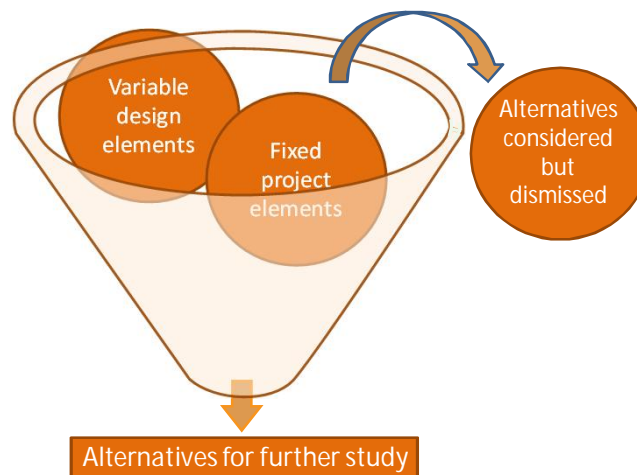
- Difficult Run Trail at Great Falls – not NRHP eligible, but all alignments proposed connect to the trail
- Gauging Station at Difficult Run – adjacent to proposed bridge crossing in alignments 1B and 2
- Unnamed Archaeological Site – contains prehistoric petroglyphs (exact location unknown)



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

KimleyHorn

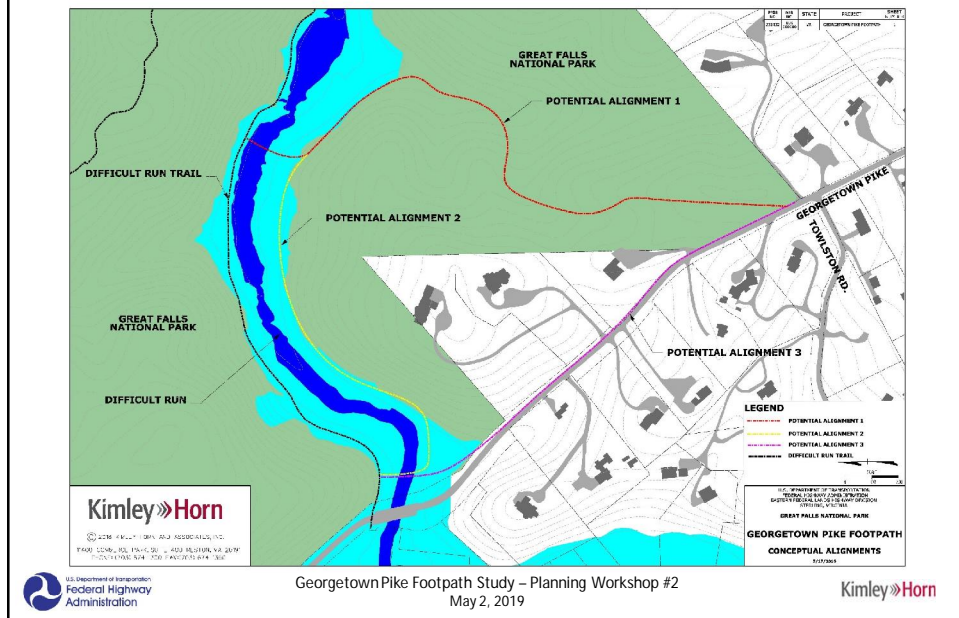
FEASIBILITY ANALYSIS | Alignments Considered



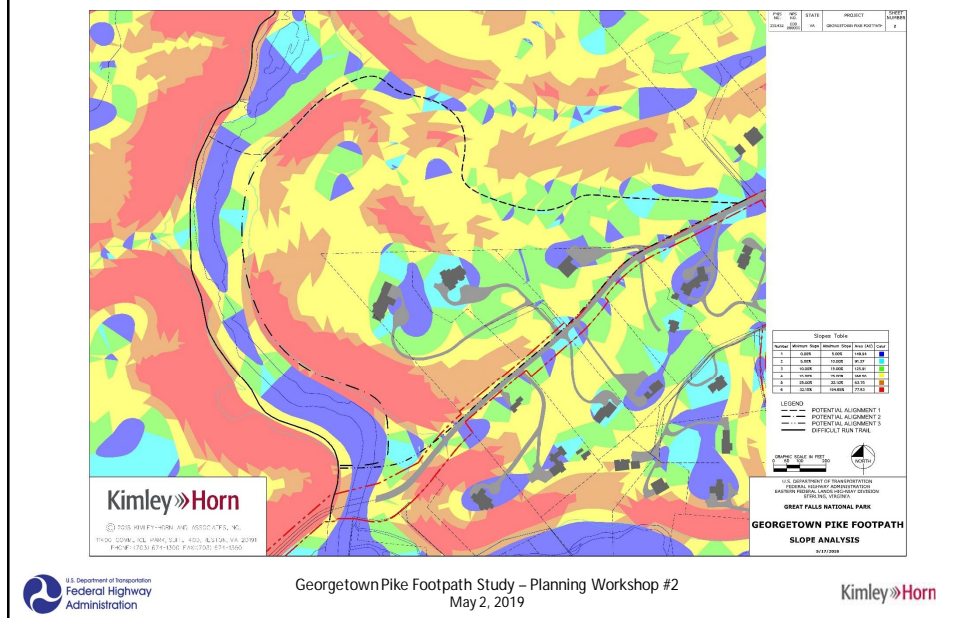
Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

KimleyHorn

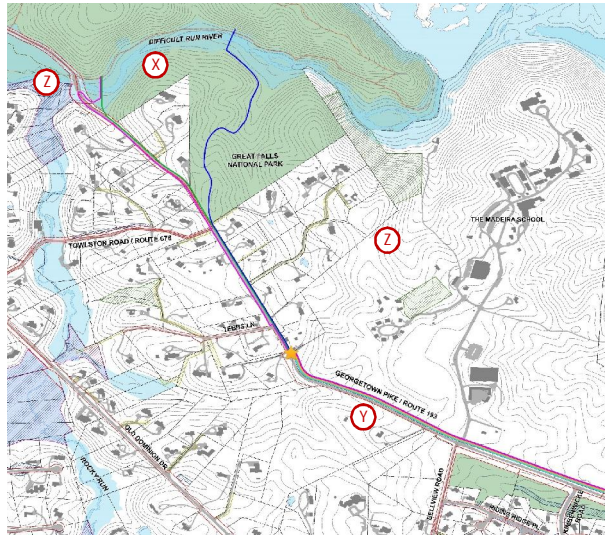
FEASIBILITY ANALYSIS | Alignments Considered



FEASIBILITY ANALYSIS | Alignments Considered



FEASIBILITY ANALYSIS | Alignments Considered



Alignments for further study:

- Alignment 1A
- Alignment 1B
- Alignment 2

Alignments considered but dismissed

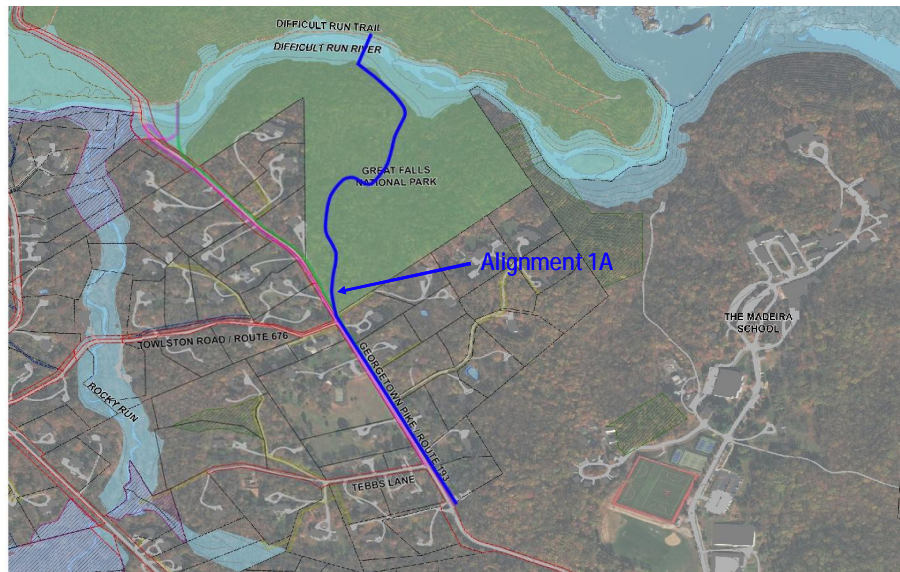
- (X) Steep side slope
- (Y) No side street for ped + opposite from easement
- (Z) Outside park boundary



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

CONCEPTUAL DESIGN | Alignment 1A

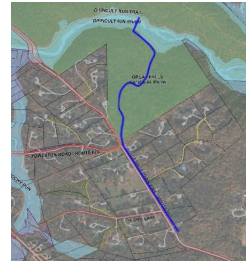


Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

CONCEPTUAL DESIGN | Alignment 1A

- Begins at Madeira School public access easement (no current pedestrian accommodations)
- Remains on the north side of Georgetown Pike until Towlston Road
- Enters Great Falls National Park near Towlston Road
- Follows natural grade through Great Falls Park
- Bridge crossing would occur downstream from Georgetown Pike
- Construction challenges: grading, drainage, available right of way, overhead utilities + bridge construction
- Pinch point at Drover's Rest along north side of Georgetown Pike



Potential Alignment 1A



Entry point into Great Falls National Park



View looking East, along northern side of Georgetown Pike



View Looking east, along northern side of Georgetown Pike near Drover's Rest



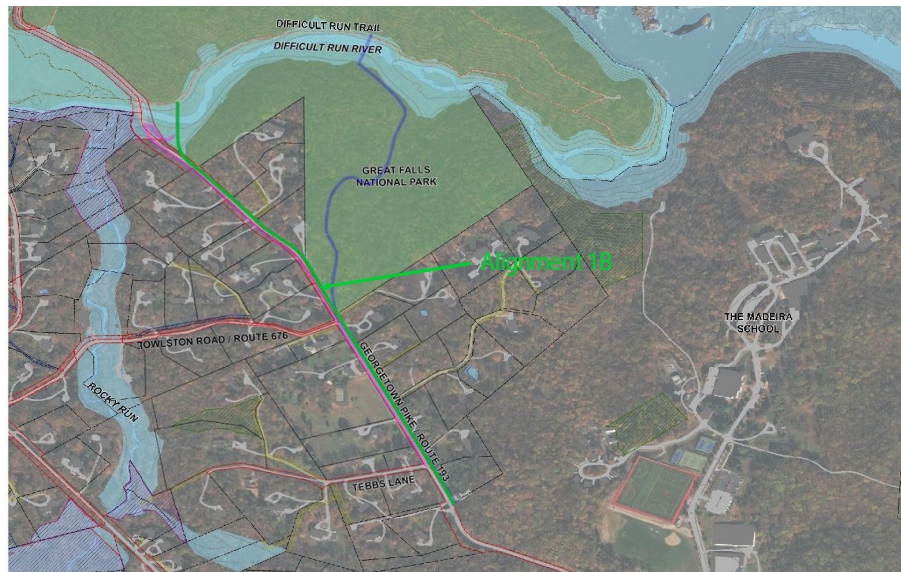
Footpath follows natural trail location



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

CONCEPTUAL DESIGN | Alignment 1B



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

CONCEPTUAL DESIGN | Alignment 1B

- Begins at Madeira School public access easement (with no current pedestrian accommodations)
- Remains on the north side of Georgetown Pike to Difficult Run
- Bridge crossing to Difficult Run Trail would be just north of Georgetown Pike
- Construction challenges: grading, drainage, available right of way, overhead utilities
- Pinch point at Drover's Rest along north side of Georgetown Pike



Potential Alignment 1B



Approximate location of where the footpath would enter Great Falls National Park



View looking east, along the north side of Georgetown Pike, near Difficult Run



View looking east, along the north side of Georgetown Pike



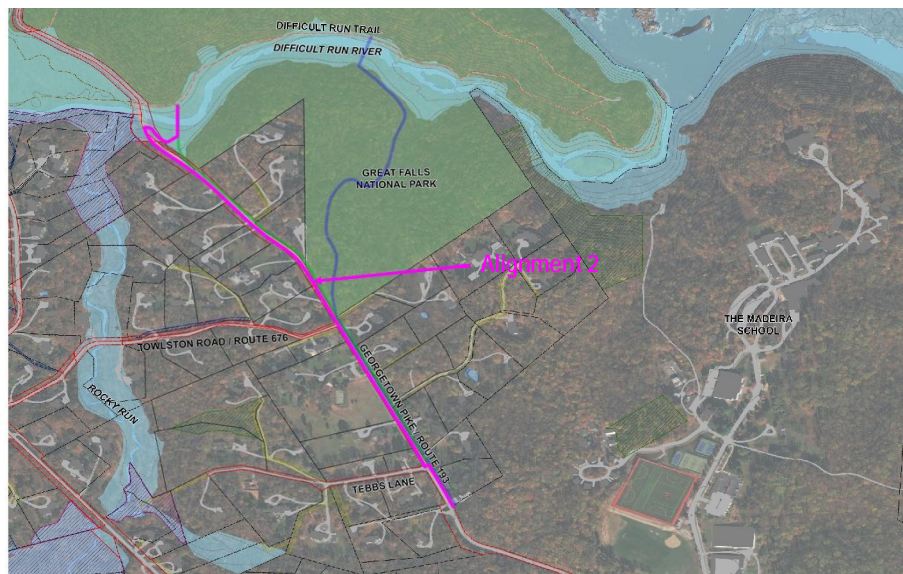
Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn





CONCEPTUAL DESIGN | Alignment 2



CONCEPTUAL DESIGN | Alignment 2

- Begins at Madeira School public access easement (with no current pedestrian accommodations)
- Proceeds on north side of Georgetown Pike to Tebbs Lane
- Crosses Georgetown Pike at Tebbs Lane intersection
 - Allows for crossing at intersection
 - Would include pedestrian crosswalk with warning signs and flashing light upon activation
- Proceeds on south side of Georgetown Pike to Difficult Run and under vehicle bridge
- Uses same bridge at Alignment 1B
- Construction challenges: grading, drainage, available right of way, overhead utilities
- Pinch point at Drover's Rest along north side of Georgetown Pike

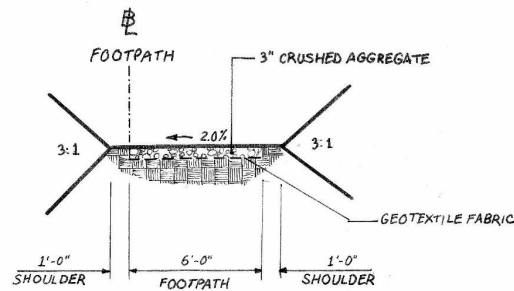


Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

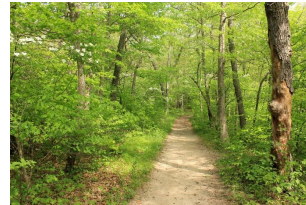
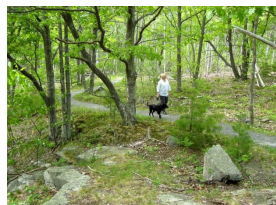
Kimley»Horn

CONCEPTUAL DESIGN | Typical Section in Great Falls Park

- Footpath can be constructed with minimal impact to drainage, slopes, and existing vegetation
- Multiple options for surface treatment, including crusher run, gravel, heavily compacted soil, and mulch
- Would need to provide access for Alternative 1A bridge construction



Typical Footpath Section
Within Great Falls National Park



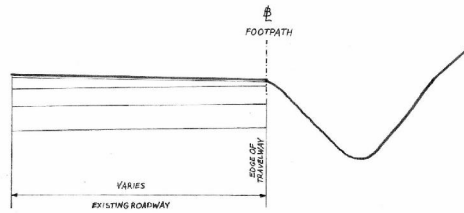
Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

CONCEPTUAL DESIGN | Typical Section Along VDOT ROW

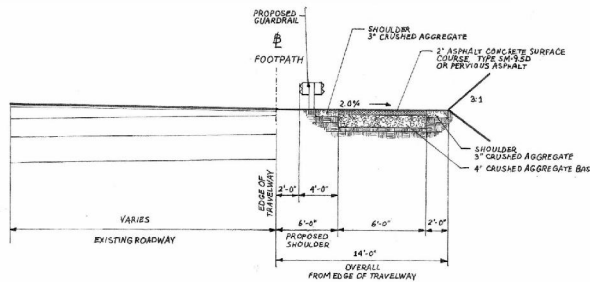
Existing Cross Section (Varies)

- Existing cross section includes open ditches with minimal shoulder
- Steep slopes and guardrail in some locations
- Sight distance limited to due horizontal and vertical curves



Proposed Cross Section (Varies)

- Provides for appropriate pedestrian protection from vehicles
- Utilizes VDOT design criteria for safety and accessibility
- Asphalt pavement would help maintain width and minimize maintenance needs



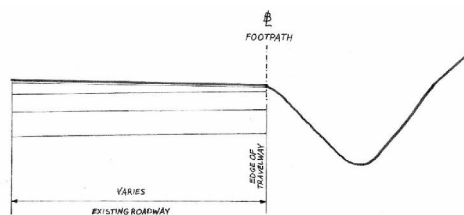
Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

KimleyHorn

CONCEPTUAL DESIGN | Typical Section Along VDOT ROW

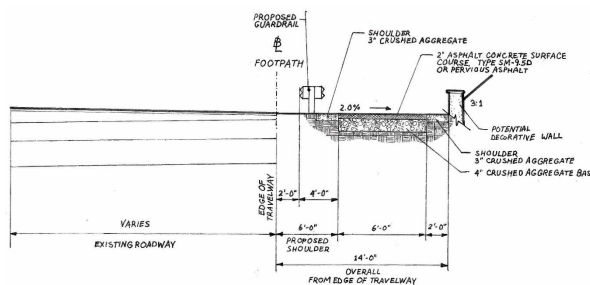
Existing Cross Section (Varies)

- Existing cross section includes open ditches with minimal shoulder
- Steep slopes and guardrail in some locations
- Sight distance limited to due horizontal and vertical curves



Proposed Cross Section (Varies)

- Provides for appropriate pedestrian protection from vehicles
- Utilizes VDOT design criteria for safety and accessibility
- Asphalt pavement would help maintain width and minimize maintenance needs

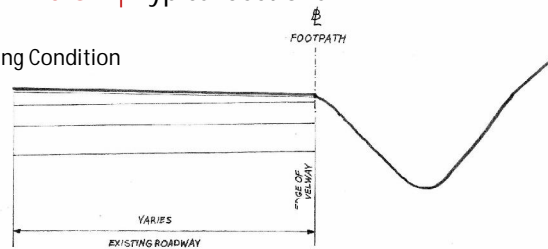


Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

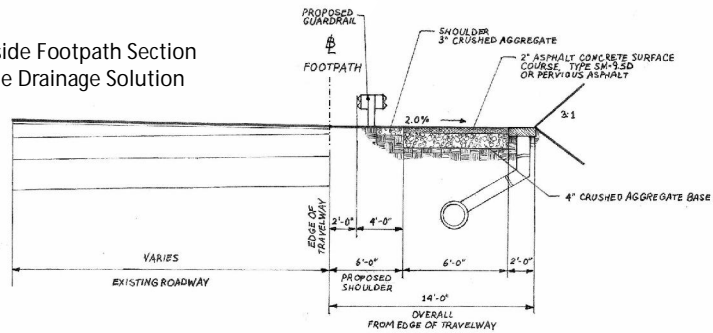
KimleyHorn

CONCEPTUAL DESIGN | Typical Sections

Existing Condition



Typical Roadside Footpath Section
with Possible Drainage Solution

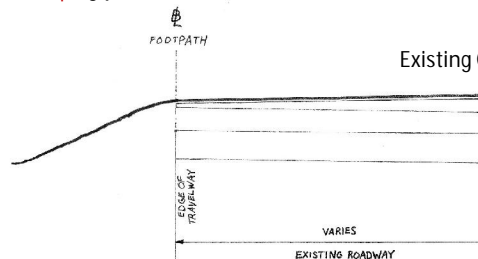


Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

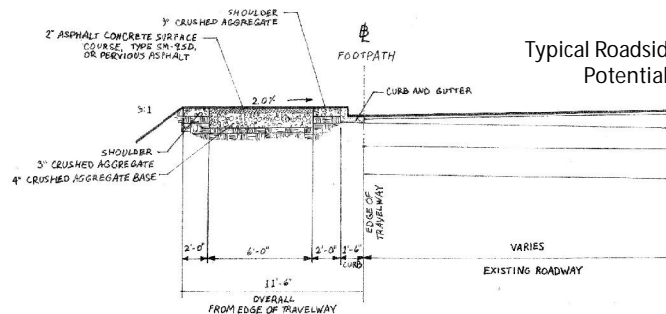
Kimley»Horn

CONCEPTUAL DESIGN | Typical Sections

Existing Condition



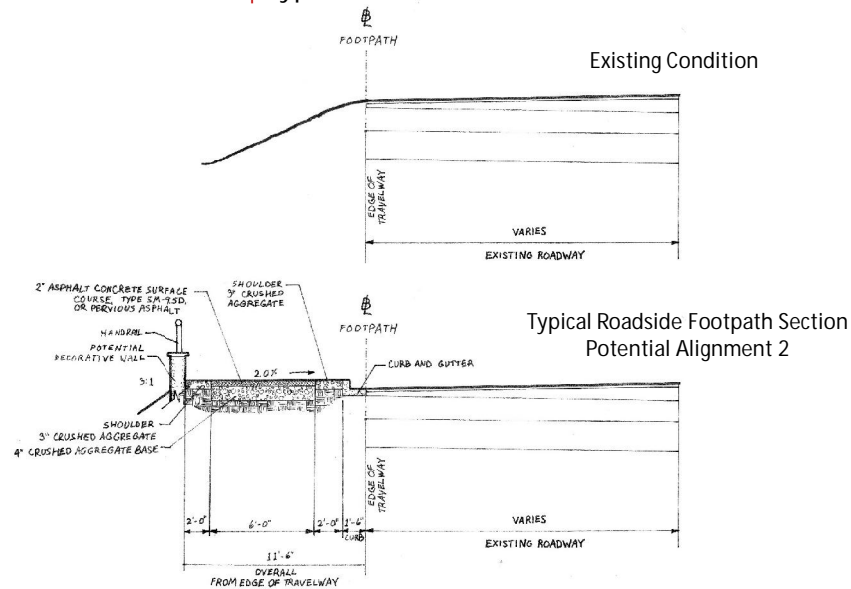
Typical Roadside Footpath Section
Potential Alignment 2



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

CONCEPTUAL DESIGN | Typical Sections



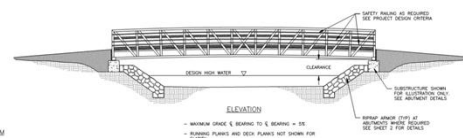
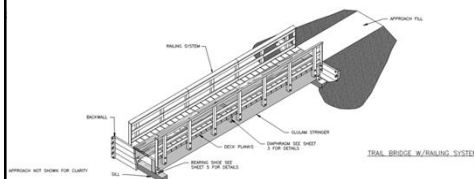
Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

KimleyHorn

CONCEPTUAL DESIGN | Bridge Type



Prefabricated Steel Truss Bridge



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

KimleyHorn

CONCEPTUAL DESIGN | Bridge Type

Glulam Stringer Bridge



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

DISCUSSION | Evaluation Criteria

- General walking quality
- Protection from traffic
- Right-of-way impacts
- Ease of trail construction
- Ease of bridge construction
- Preliminary project cost



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

DISCUSSION | Preliminary Comparison of Alternatives

Criteria	Alt 1A	Alt 1B	Alt 2
General walking quality	●	●	●
Protection from traffic	●	◐	○
Fewer right-of-way impacts	◐	○	○
Ease of trail construction	◐	○	○
Ease of bridge construction	○	◐	◐
Preliminary project cost	◐	○	○
Preliminary "Scores"	13	10	9

KEY		
●	◐	○
Best (3)	Good (2)	Fair (1)



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

DISCUSSION | Workshop

- What are *your* pros and cons of the alternative concepts?
- What challenges do you see?
- Are there potential "outside the box" alignments?
- What bridge type and location do you prefer?
- What are your thoughts on next steps, including implementation?



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn

NEXT STEPS

- Finalize conceptual designs
- Draft final report
- Planning Workshop #3



Georgetown Pike Footpath Study – Planning Workshop #2
May 2, 2019

Kimley»Horn



THANK YOU !



Federal Highway Administration
Eastern Federal Lands Highway Division

Georgetown Pike Footpath Feasibility Study
Planning Workshop #2

May 2, 2019