



Fletcher's Boathouse Transportation Upgrades

Section 106 Consultation

July 29, 2019

Agenda

Introductions

Overview of Undertaking

Site History

Review of Draft Area of Potential Effect

Alternatives

Discussion

Next Steps

Purpose

The purpose of the proposed project is to provide more direct and safer transportation connections between Canal Road and the Fletcher's Boathouse, the C&O Canal towpath, and the Capital Crescent Trail.



Entrance ramp at Canal Road



Road approach from road culvert (tunnel) below the C&O Canal up to the upper parking lot



East approach to bridge over the C&O Canal



Entrance ramp approach up to Canal Road; Abner Cloud House

Need

The transportation upgrades are needed to address the following concerns and ongoing issues affecting the Fletcher's Boathouse area:

- The single-lane entrance ramp provides the only access between the area and Canal Road for entering and exiting traffic, which can result in unsafe traffic situations
- Safe access from Canal Road's eastbound/inbound traffic is nearly impossible due to the entrance ramp's configuration immediately adjacent and parallel to Canal Road
- The geometry and grade differential between the entrance ramp and Canal Road creates inadequate sight distances for entering and exiting traffic
- A one-lane road culvert (tunnel) with low clearance and poor sight distance provides the only vehicle access to the larger, lower parking lot west of the C&O Canal
- Large fire trucks, ambulances, and river rescue crews are severely challenged in gaining unfettered access to the area during an emergency
- Large equipment/trucks have very limited access to the area to perform repair and maintenance to park facilities and the DC Water Odor Abatement Facility
- Existing pedestrian access routes to the project area from outside the park are unsafe and cause pedestrian/vehicular conflicts
- Some portions of the area are not fully compliant with accessibility standards



Entrance ramp adjacent and parallel to Canal Road



West road approach to road culvert (tunnel) below the C&O Canal

Site Context

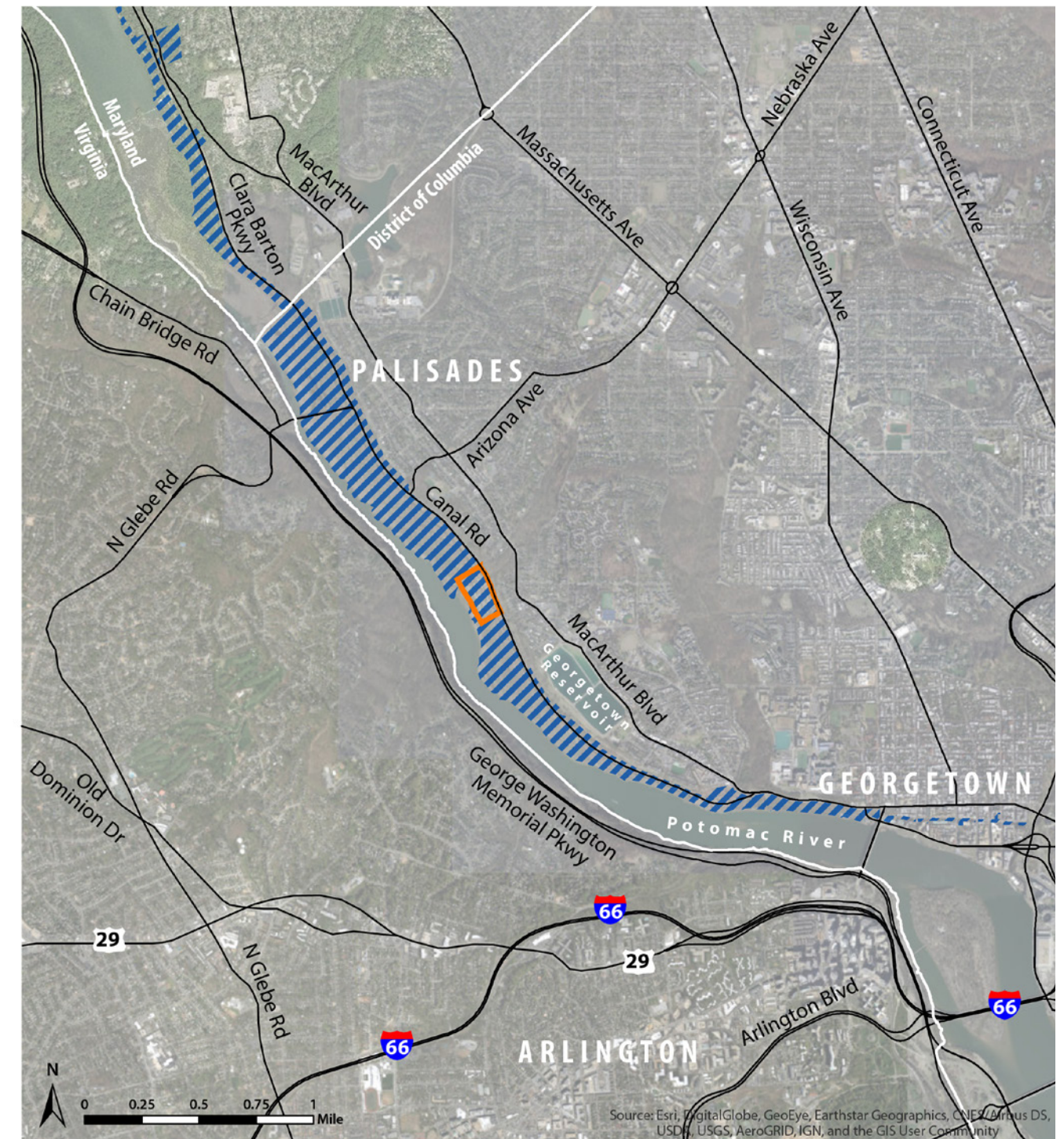
- Fletcher's Boathouse (officially named Fletcher's Cove) is a renowned fishing and recreational area along the Chesapeake & Ohio (C&O) Canal and Potomac River.
- The project area is located on federal land in the Palisades neighborhood of Washington, D.C. and is part of the C&O Canal National Historical Park.
- The C&O Canal National Historical Park (CHOH) administers the project area.



C&O Canal(left); C&O Canal Towpath (middle); Capital Crescent Trail (right)



Concessions building (left); Fletcher's Boathouse (right)



LEGEND

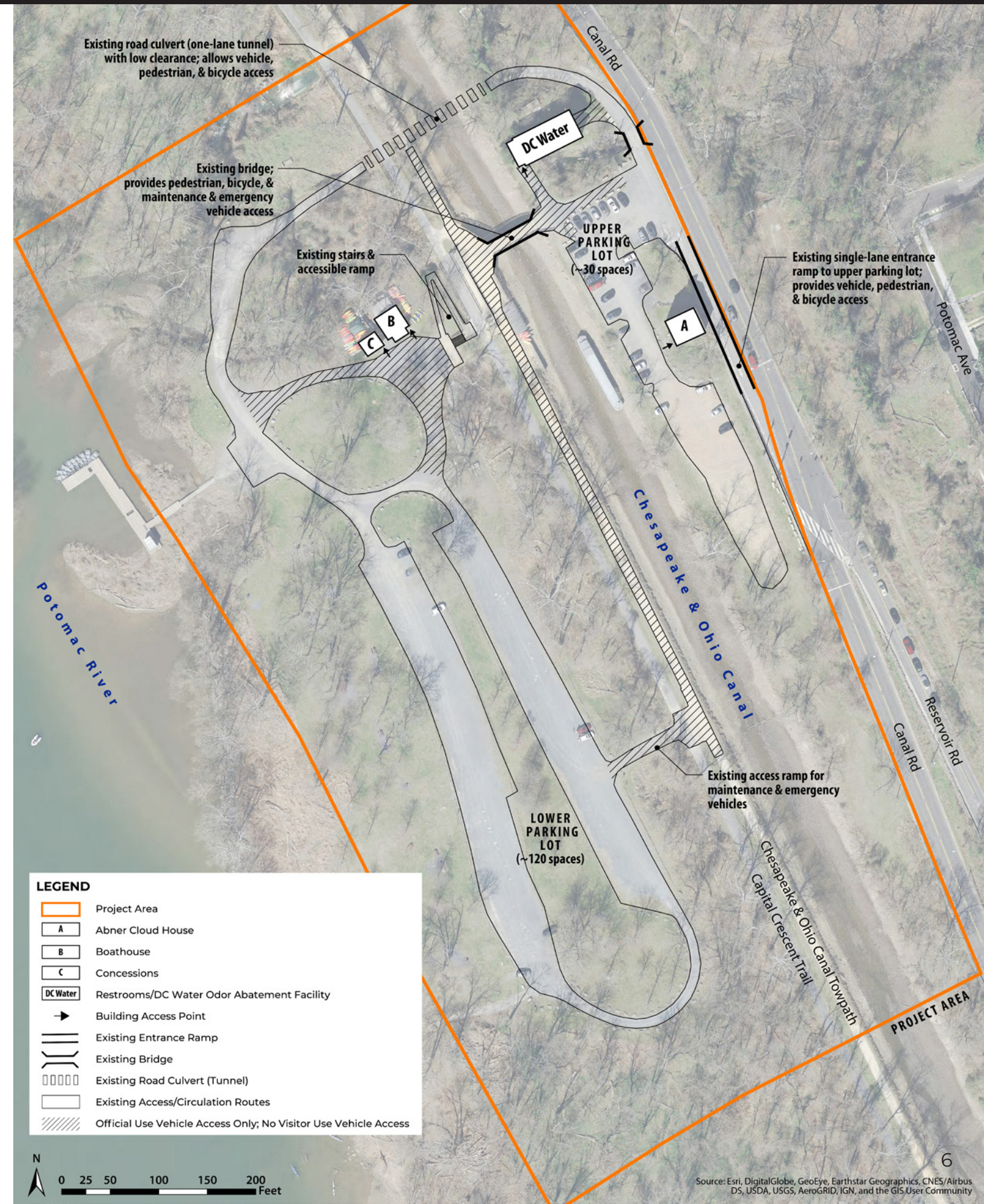
 Project Area

 NPS Chesapeake & Ohio Canal National Historical Park

Existing Conditions

Key existing features include the following:

- Single-lane entrance ramp provides vehicle, pedestrian, and bicycle access between Canal Road and the upper parking lot
- Road culvert (one-lane tunnel) with low clearance allows visitor use vehicle, pedestrian, and bicycle access between the upper and lower parking lots
- Canal bridge, stairs, and accessible ramp also provide pedestrian and bicycle access between the upper and lower parking lots, C&O Canal Towpath, and Capital Crescent Trail
- Official use vehicle (maintenance and emergency) access to the lower parking lot provided via the canal bridge, towpath, and an access ramp

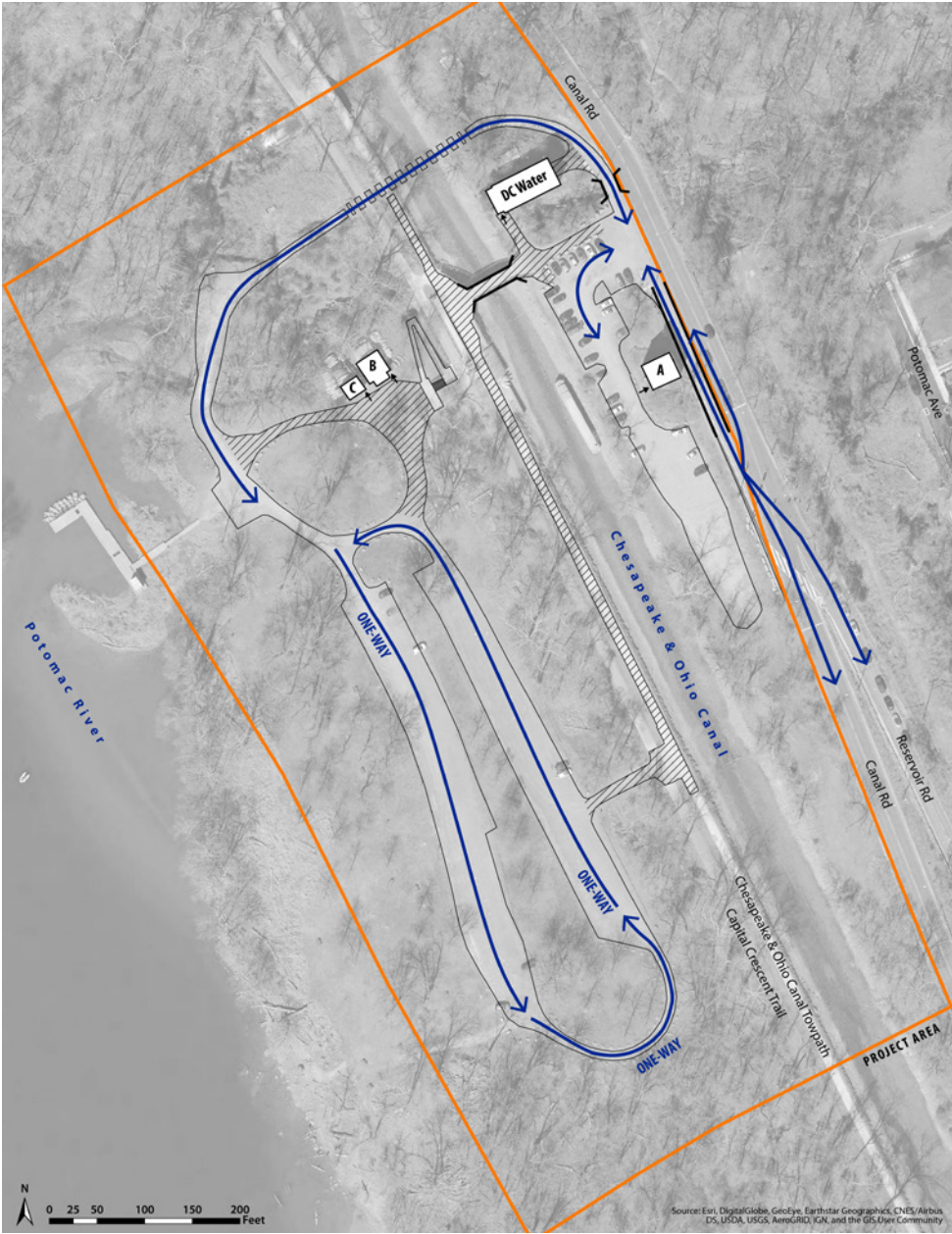


Existing Conditions Circulation

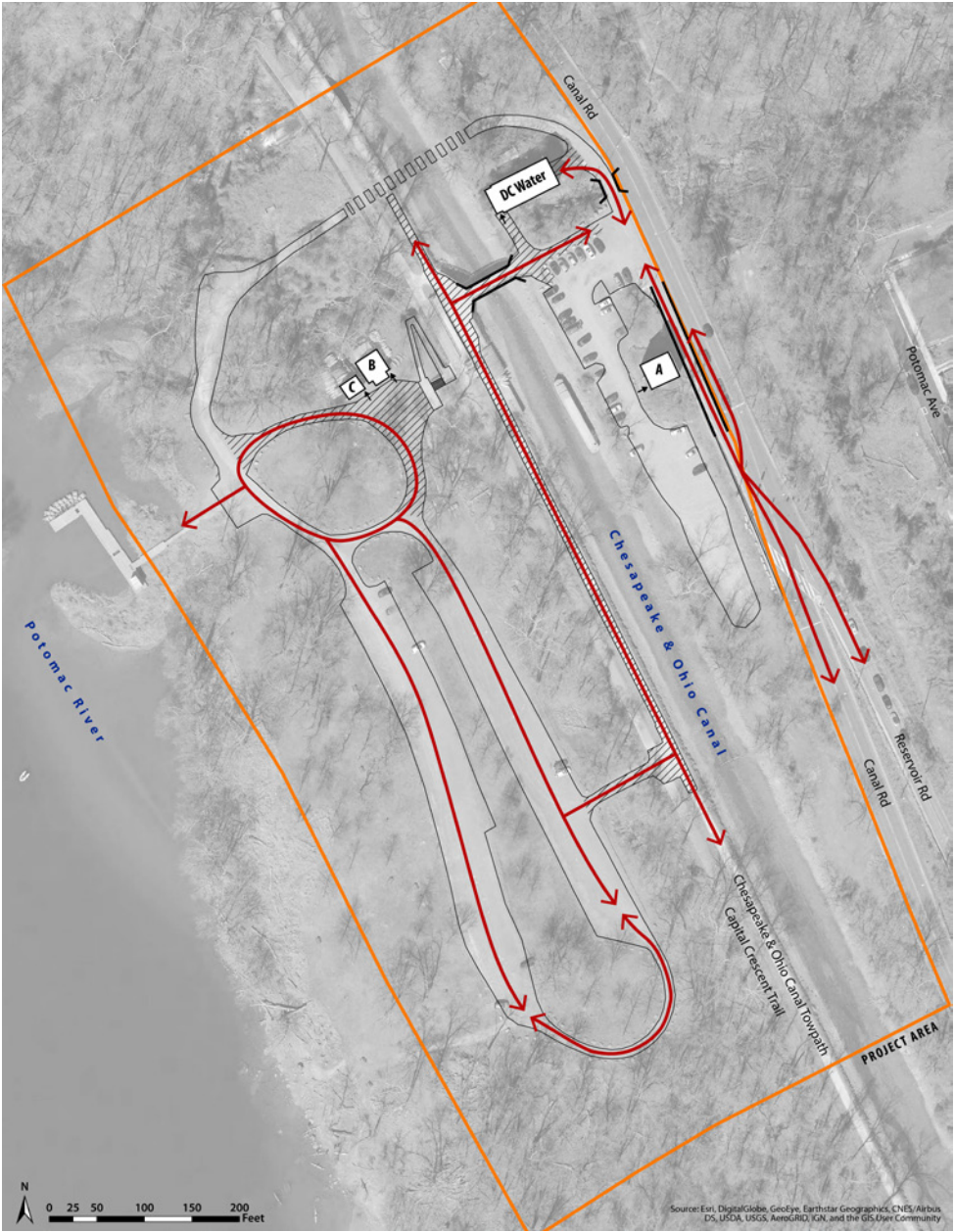
PEDESTRIAN/BICYCLE



VISITOR USE VEHICLE



OFFICIAL USE VEHICLE



LEGEND

- Project Area
- A Abner Cloud House
- B Boathouse
- C Concessions
- DC Water Restrooms/DC Water Odor Abatement Facility

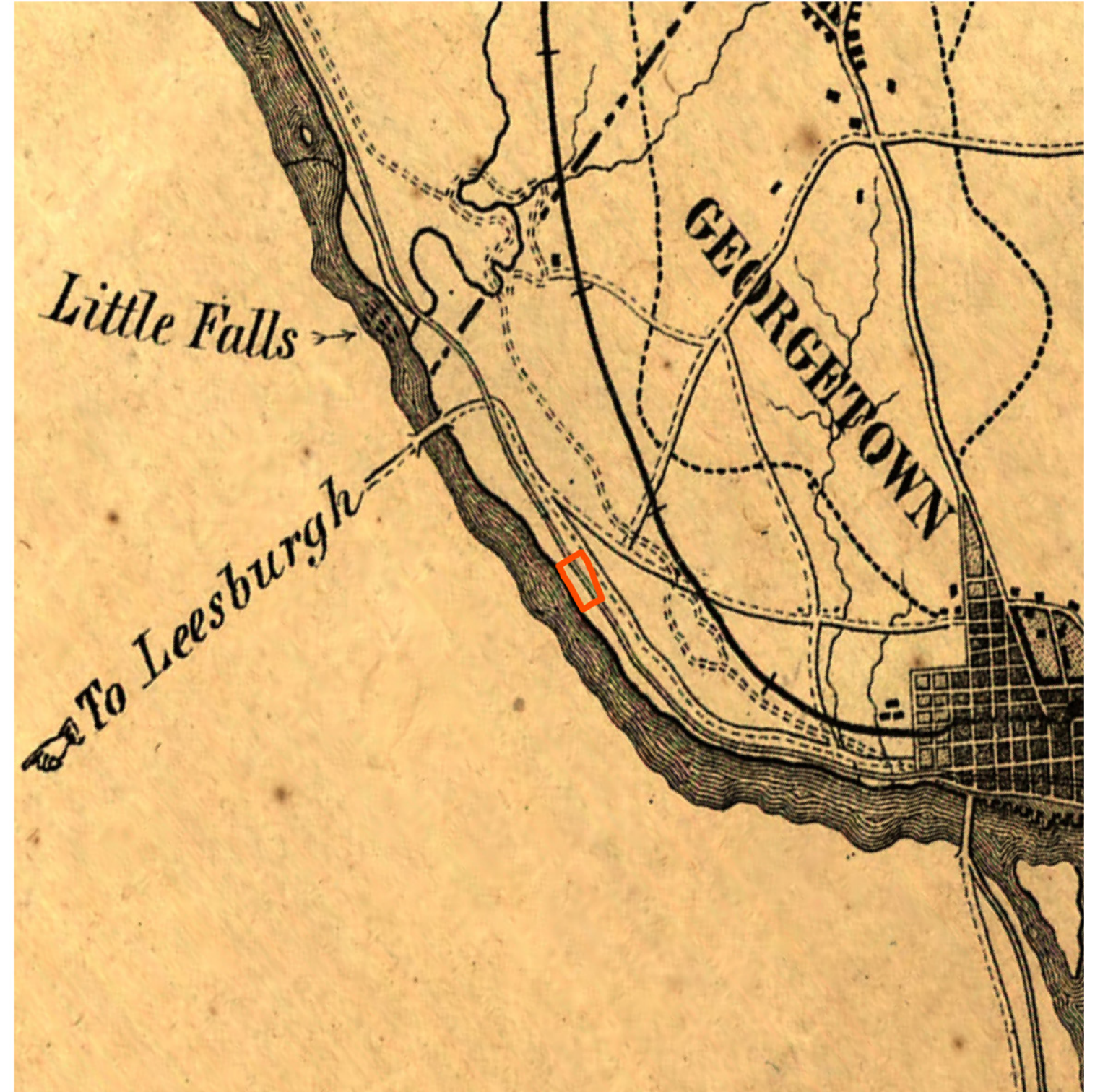
- Building Access Point
- Existing Entrance Ramp
- Bridge
- Existing Road Culvert (Tunnel)
- Existing Access/Circulation Routes

- Official Use Vehicle Access Only; No Visitor Use Vehicle Access
- Pedestrian/Bicycle Circulation
- Visitor Use Vehicle Circulation
- Official Use Vehicle Circulation

Site History

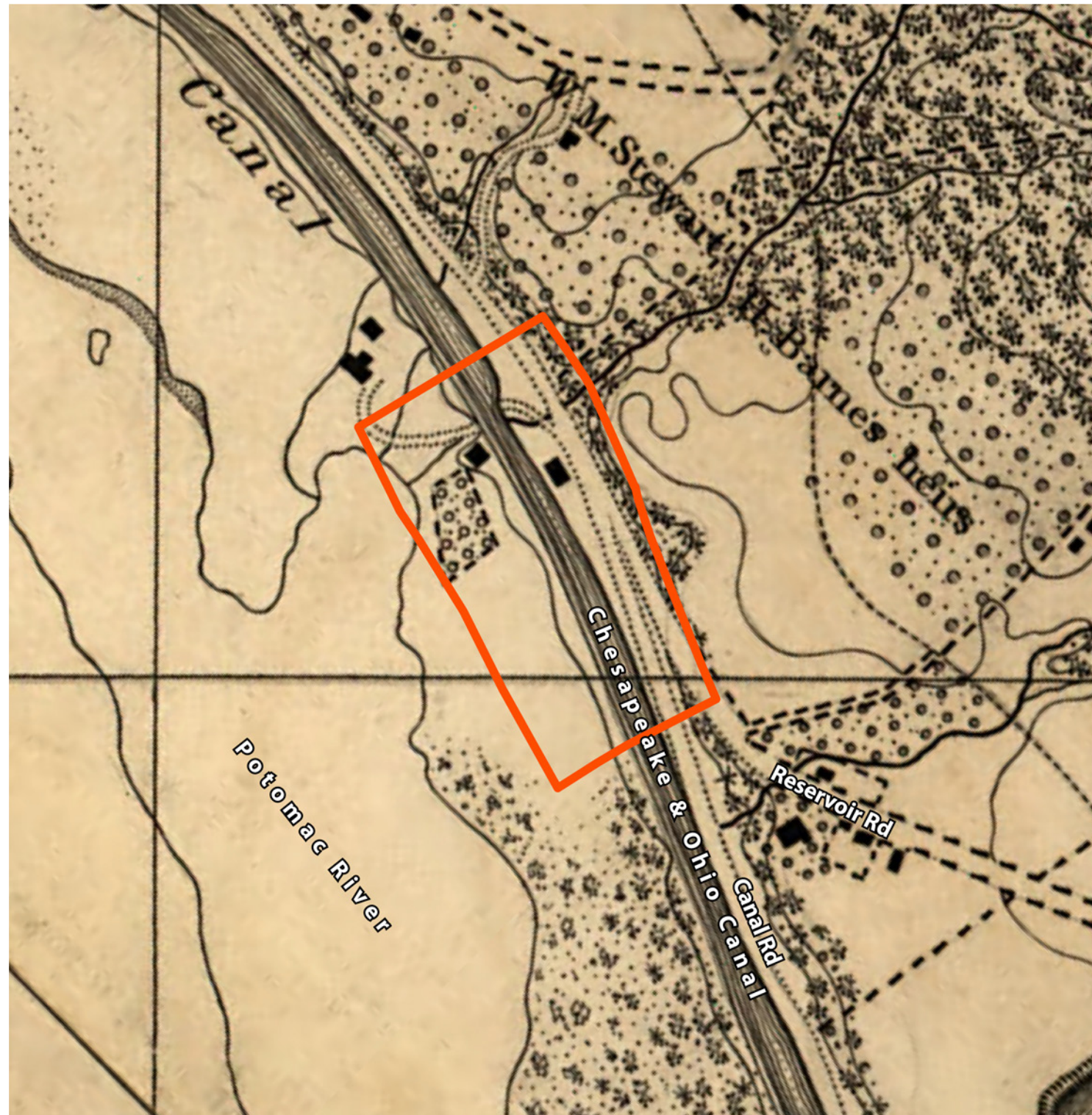


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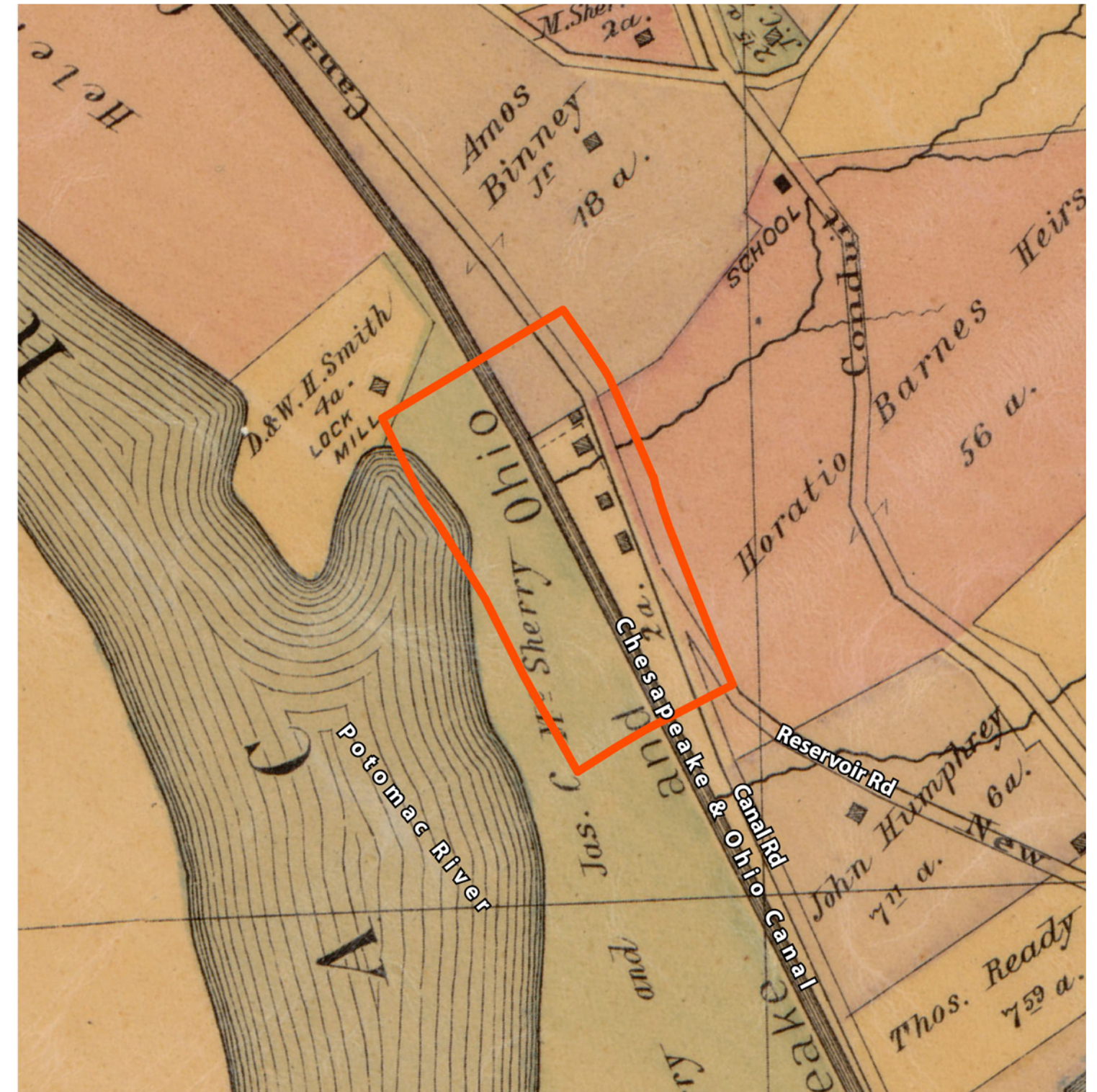


1855

Site History



1861



1887

Site History

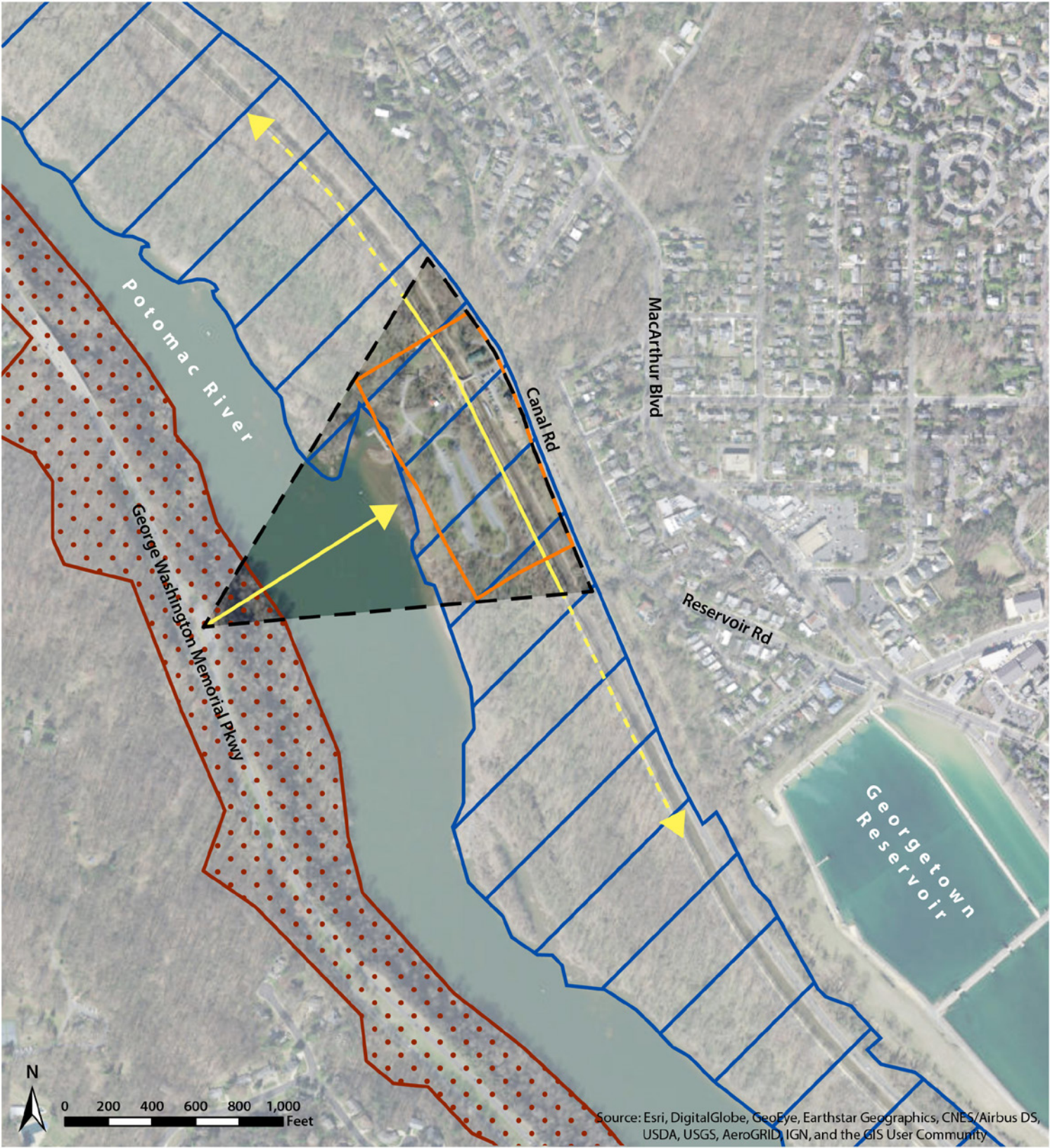


1999



2018

Draft Area of Potential Effect



LEGEND

- Project Area
- Draft Area of Potential Effect (APE)
- Chesapeake & Ohio Canal National Historical Park Historic District
- George Washington Memorial Parkway
- Viewshed in the APE
- Continuing view outside the APE

Historic Resources

The Chesapeake & Ohio Canal National Historical Park Historic District's contributing and potentially contributing resources in the APE include:

- Canal Prism
- Towpath
- Abner Cloud House (1801, stone house, restoration completed in 1978)
- Road Culvert at Fletcher's (circa 1830, 14-foot wide stone culvert, concrete extension added in early 1900s)
- Battery Kemble Culvert (circa 1830, six-foot wide stone culvert)
- Wasteweir No. 3 (1850, concrete replacement or repair of an earlier stone dual openings closed by wicket gates)
- Boathouse
- Prehistoric and historic archeological sites



Abner Cloud House and the C&O Canal



East approach to road culvert at Fletcher's

Historic Resources



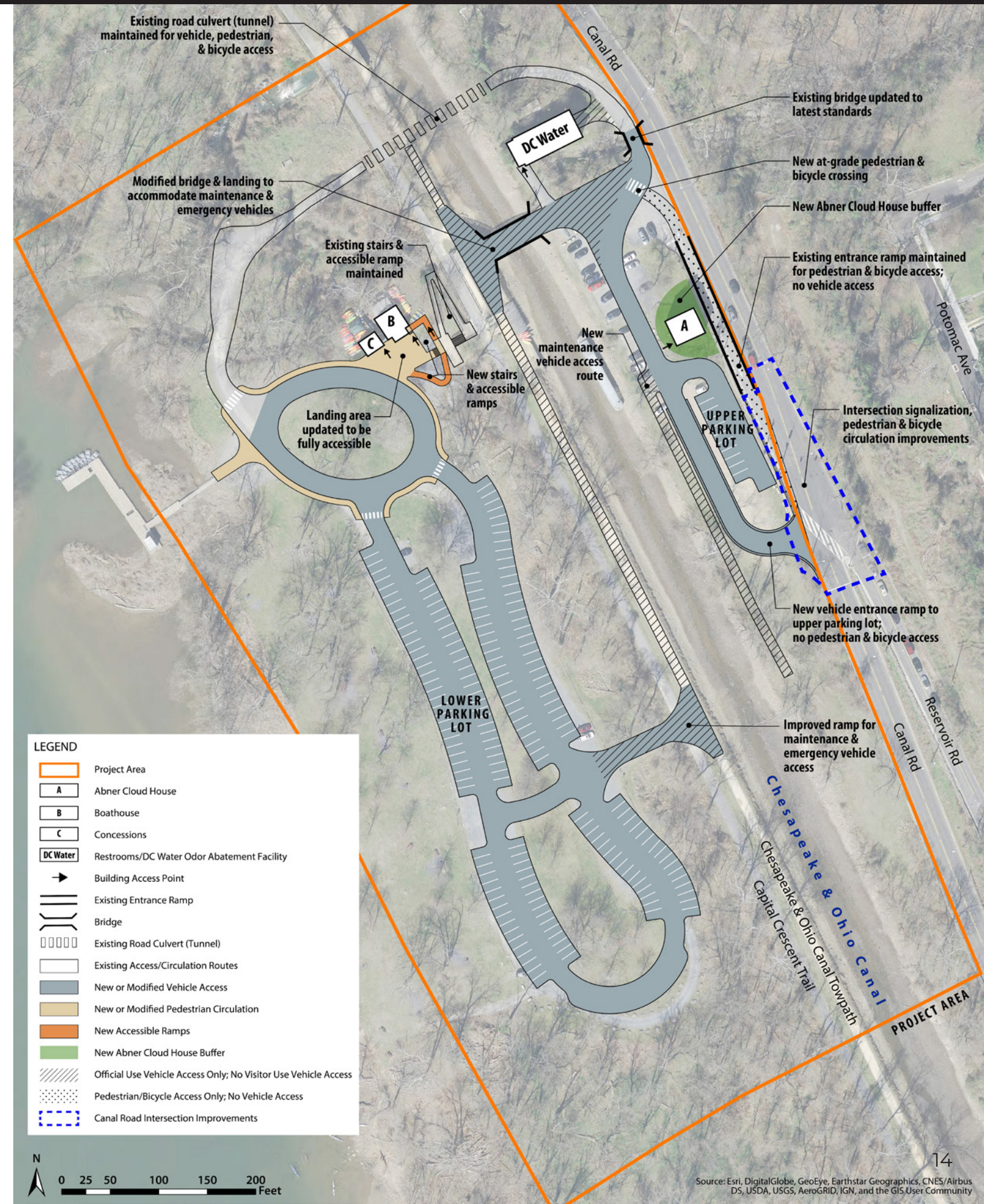
LEGEND

- Project Area
 - Draft Area of Potential Effect (APE)
 - Chesapeake & Ohio Canal National Historical Park Historic District
- Chesapeake & Ohio Canal National Historical Park Historic District
Contributing and Potentially Contributing Resources:
- 1 Canal prism
 - 2 Towpath
 - 3 Abner Cloud House
 - 4 Road Culvert at Fletcher's
 - 5 Battery Kemble Culvert
 - 6 Wasteweir No. 3
 - 7 Boathouse

Alternative 1B

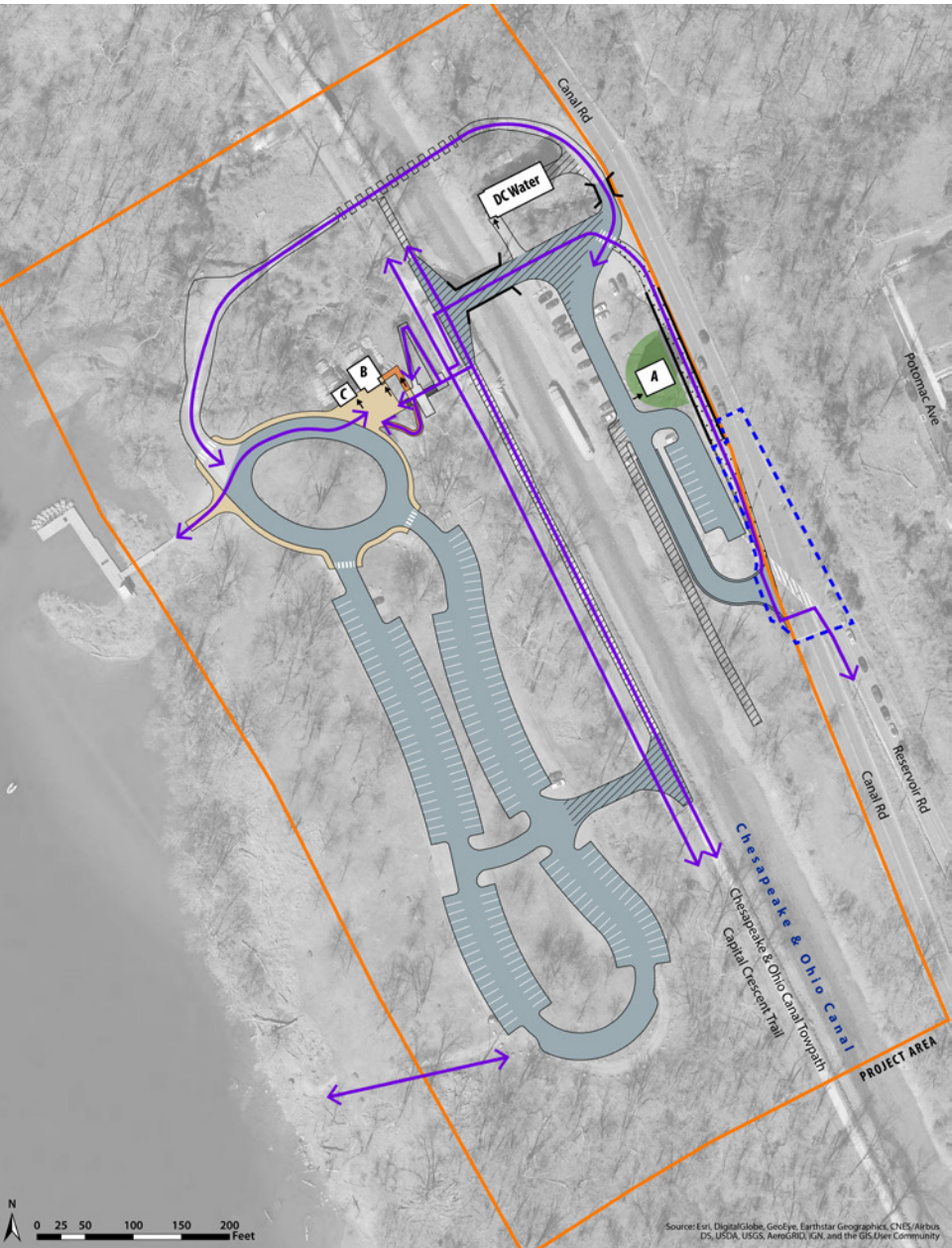
KEY FEATURES

- New entrance ramp provides vehicle access between Canal Road and the upper parking lot; pedestrians and bicyclists prohibited on new entrance ramp
- Existing entrance ramp maintained for pedestrian and bicycle access, but closed to vehicles
- Existing culvert bridge updated to latest standards
- Existing road culvert (tunnel) maintained for visitor use vehicle, pedestrian, and bicycle access between the upper and lower parking lots
- Visitor use vehicle parking provided in the upper and lower parking lots
- Lower parking lot reconfigured; upper parking lot moved
- Official use vehicle (maintenance and emergency) access to the lower parking lot provided via a modified bridge, landing, and ramp from the towpath
- New stairs and accessible ramps added near boathouse and concessions; landing area updated to be fully accessible

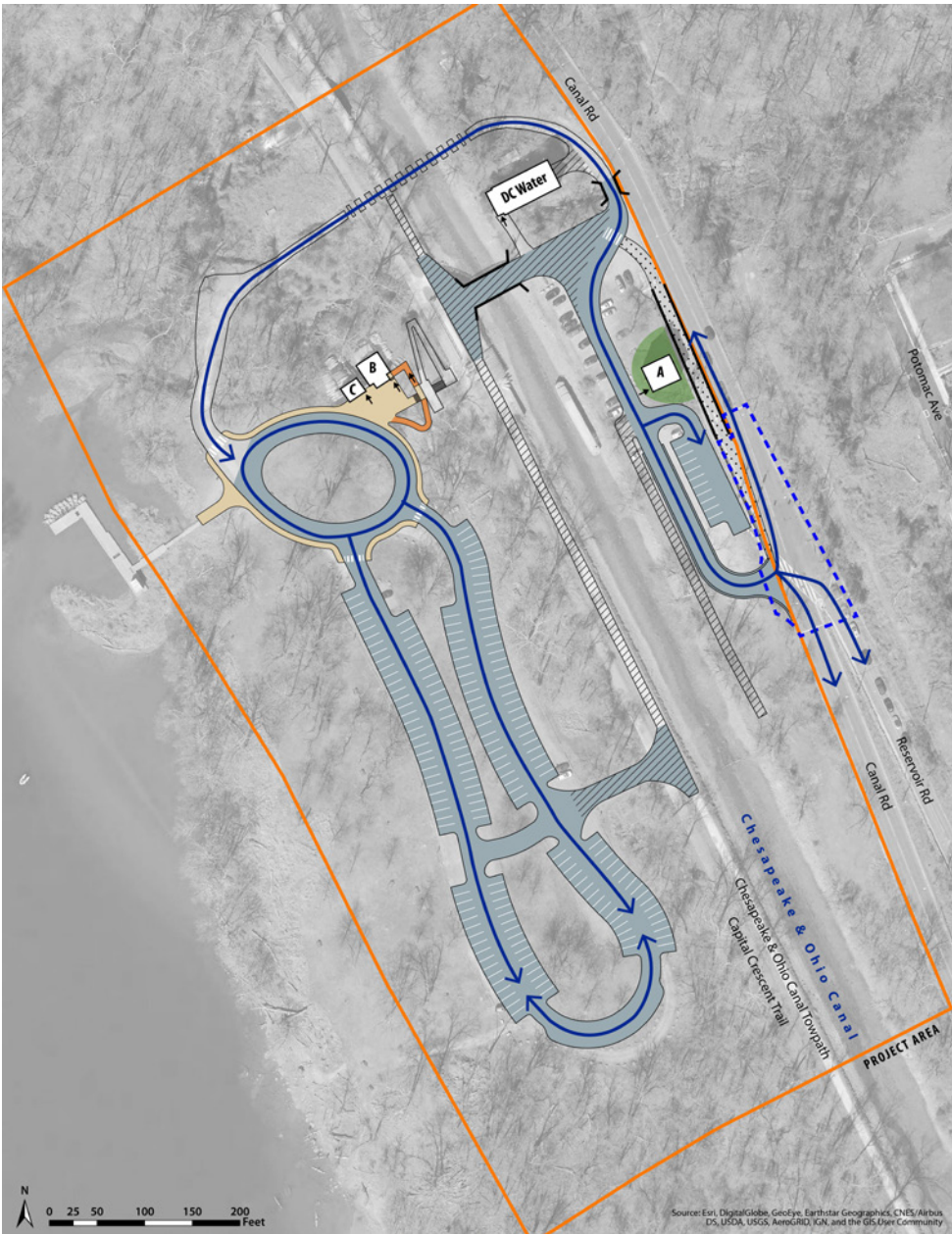


Alternative 1B Circulation

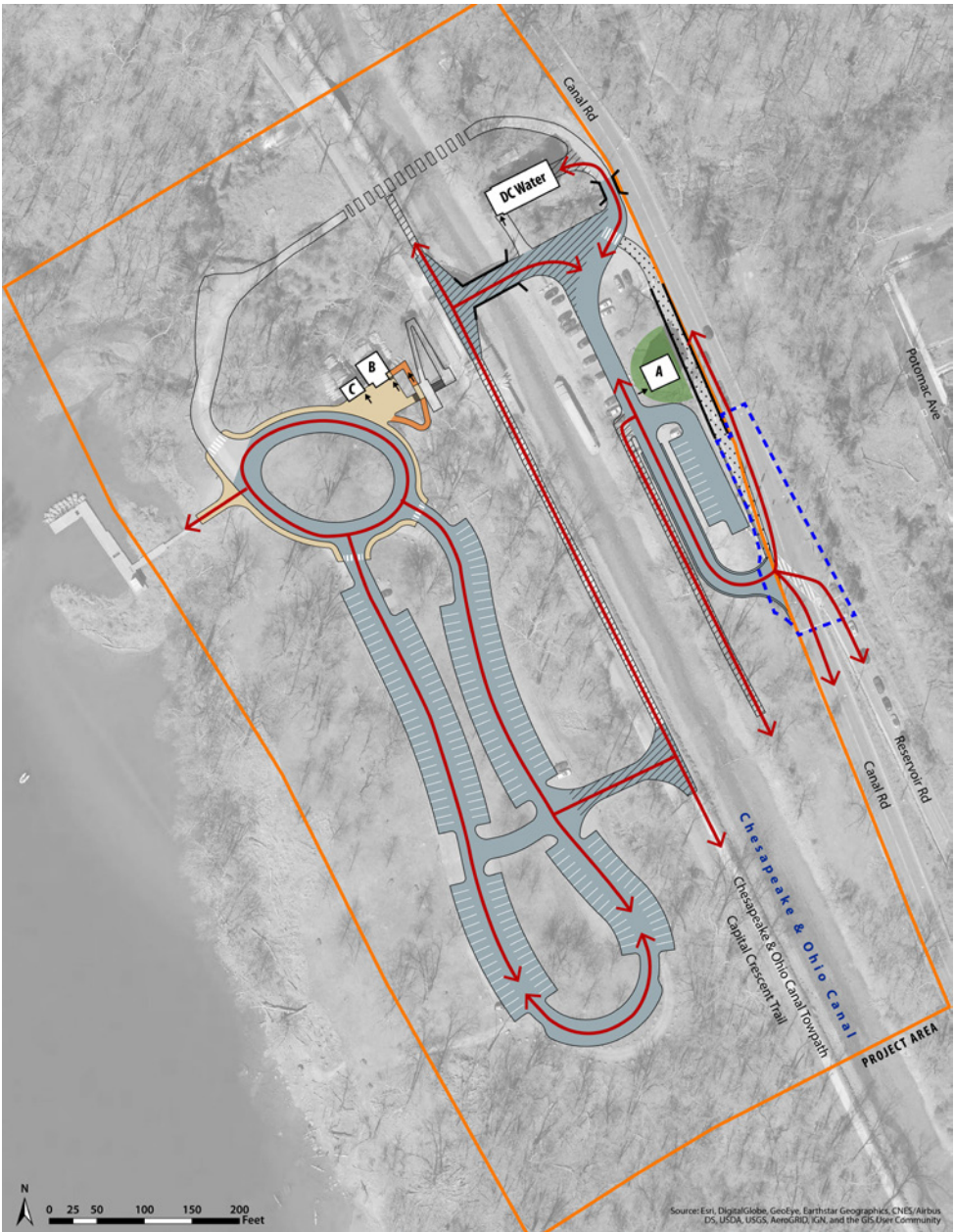
PEDESTRIAN/BICYCLE



VISITOR USE VEHICLE



OFFICIAL USE VEHICLE



LEGEND

Project Area

Abner Cloud House

Boathouse

Concessions

Restrooms/DC Water Odor Abatement Facility

Building Access Point

Existing Entrance Ramp

Bridge

Existing Road Culvert (Tunnel)

Existing Access/Circulation Routes

New or Modified Vehicle Access

New or Modified Pedestrian Circulation

New Accessible Ramps

New Abner Cloud House Buffer

Official Use Vehicle Access Only; No Visitor Use Vehicle Access

Pedestrian/Bicycle Access Only; No Vehicle Access

Canal Road Intersection Improvements

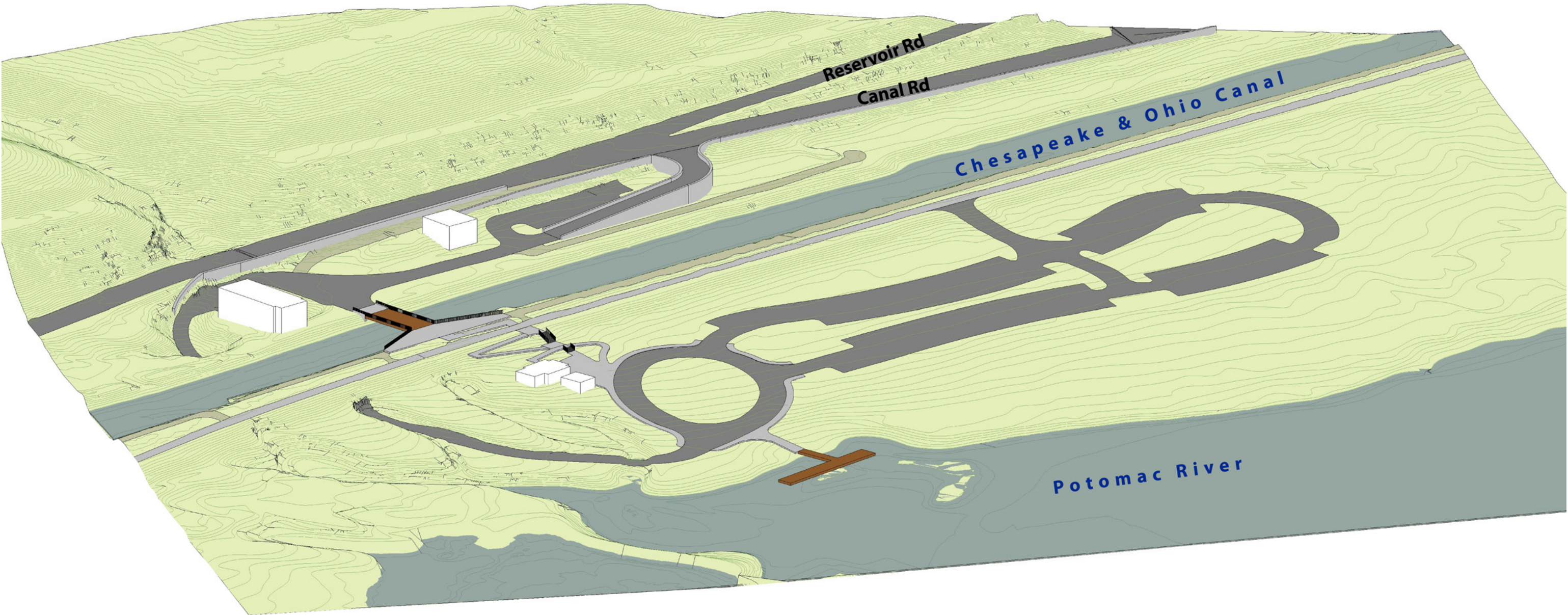
Pedestrian/Bicycle Circulation

Visitor Use Vehicle Circulation

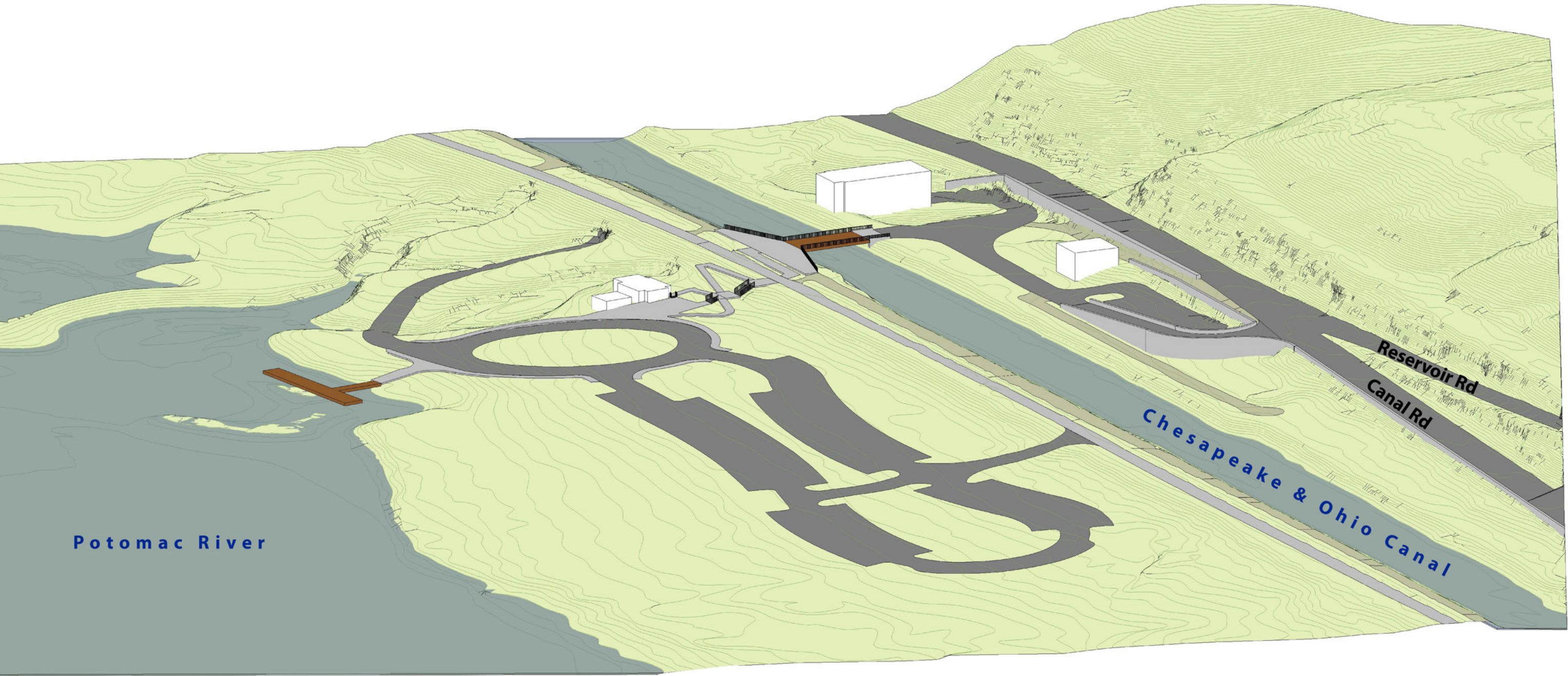
Official Use Vehicle Circulation

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Alternative 1B



Alternative 1B



Alternative 3

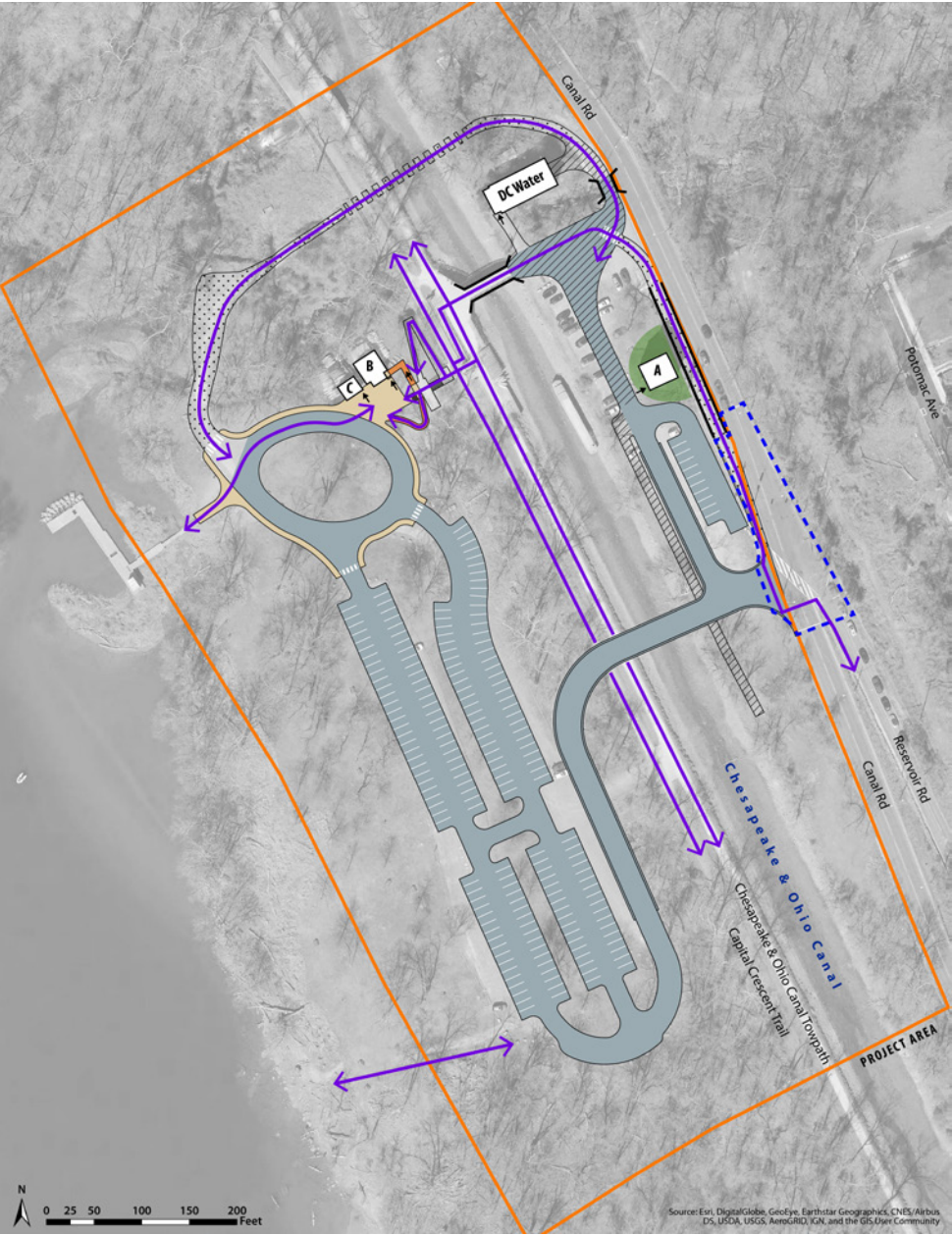
KEY FEATURES

- New entrance ramp and bridge provide vehicle access (including official use vehicles) between Canal Road and the upper and lower parking lots, respectively; pedestrians and bicyclists prohibited on new entrance ramp and bridge
- Existing entrance ramp maintained for pedestrian and bicycle access, but closed to vehicles
- Existing culvert bridge updated to latest standards
- Existing road culvert (tunnel) maintained for pedestrian and bicycle access between the lower and upper parking lots, but closed to vehicles
- Visitor use vehicle parking provided in the upper and lower parking lots
- Lower parking lot reconfigured; upper parking lot moved
- New stairs and accessible ramps added near boathouse and concessions; landing area updated to be fully accessible

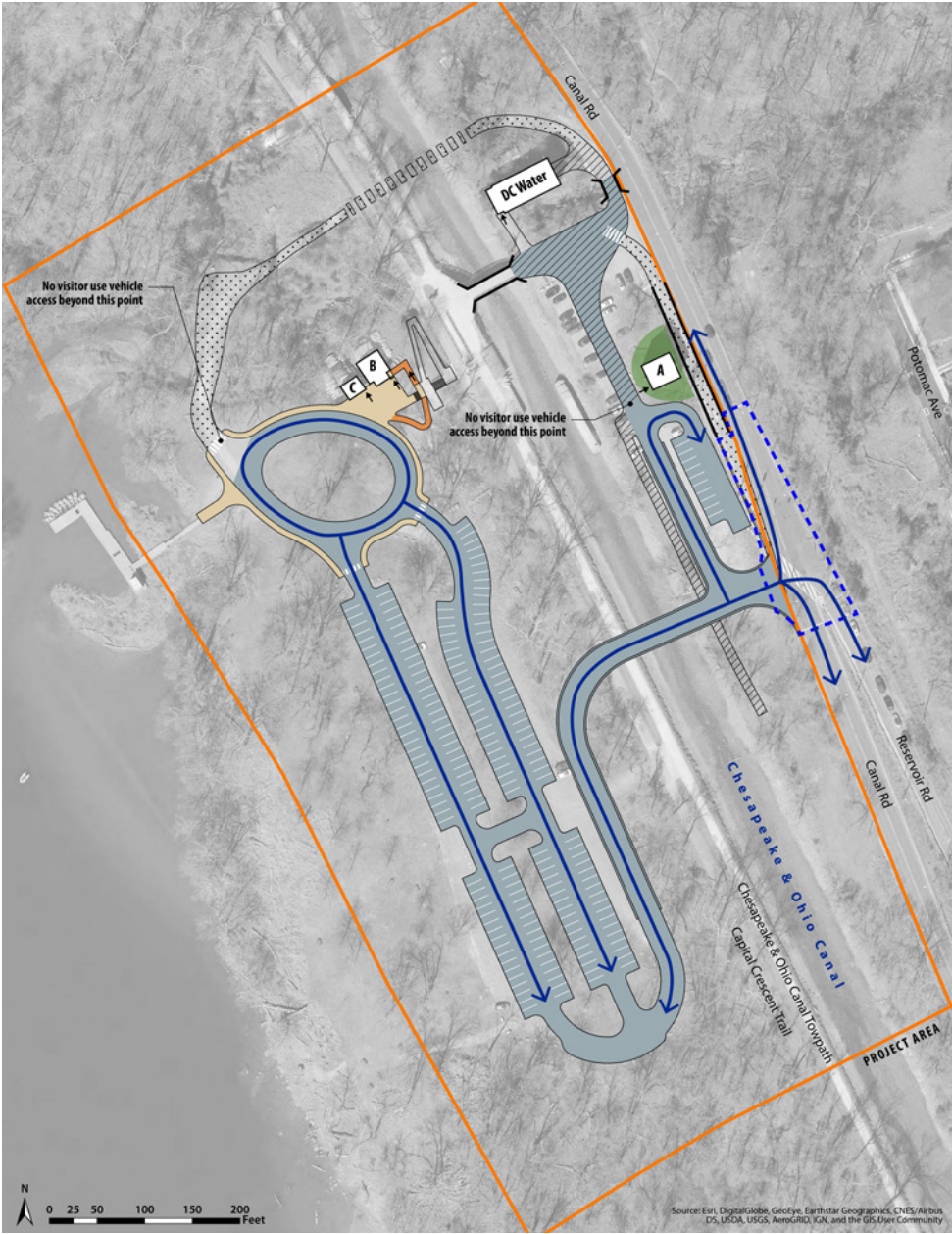


Alternative 3 Circulation

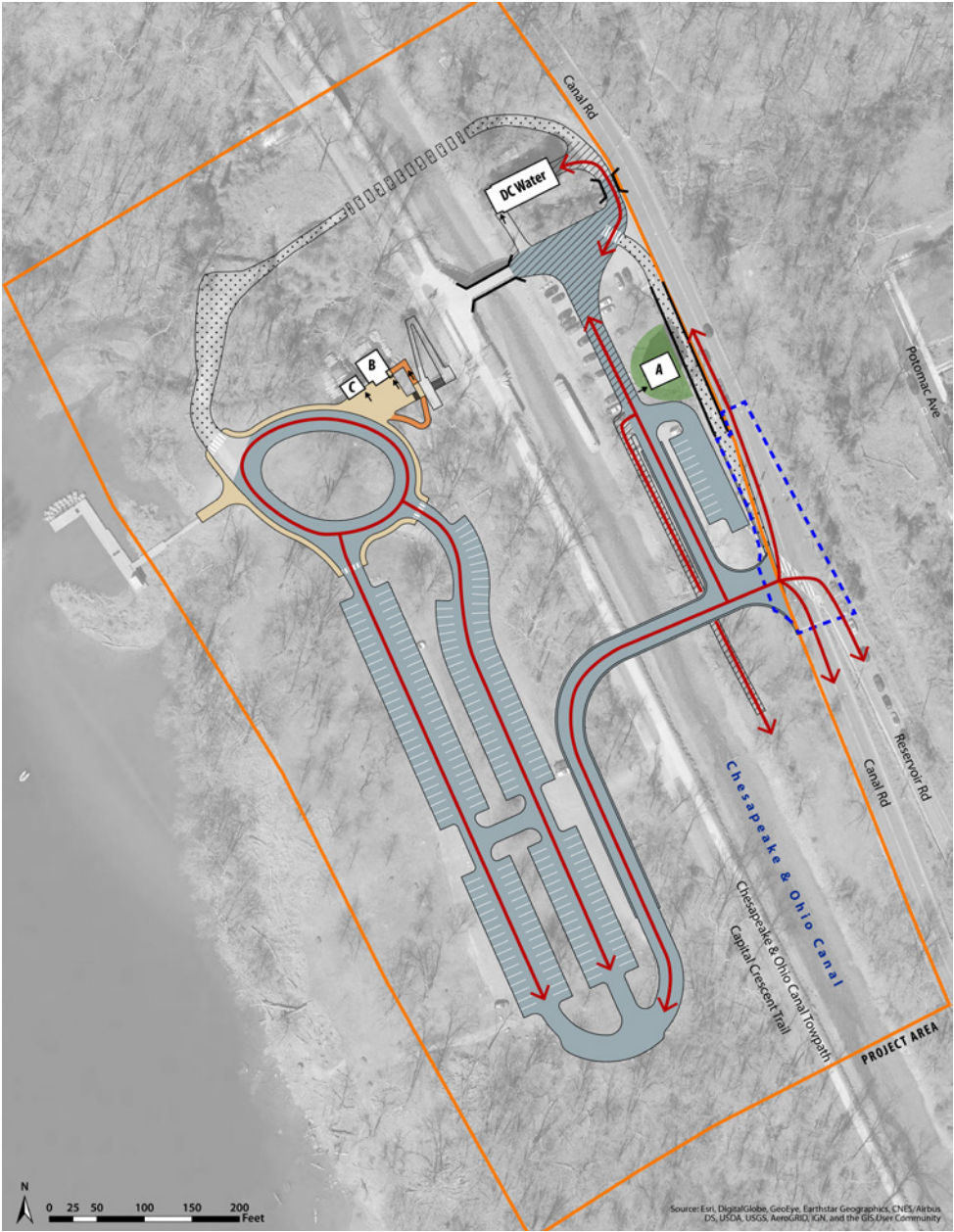
PEDESTRIAN/BICYCLE



VISITOR USE VEHICLE



OFFICIAL USE VEHICLE



LEGEND

Project Area

A

Abner Cloud House

B

Boathouse

C

Concessions

DC Water

Restrooms/DC Water Odor Abatement Facility

Building Access Point

Existing Entrance Ramp

Bridge

Existing Road Culvert (Tunnel)

Existing Access/Circulation Routes

New or Modified Vehicle Access

New or Modified Pedestrian Circulation

New Accessible Ramps

New Abner Cloud House Buffer

Official Use Vehicle Access Only; No Visitor Use Vehicle Access

Pedestrian/Bicycle Access Only; No Vehicle Access

Canal Road Intersection Improvements

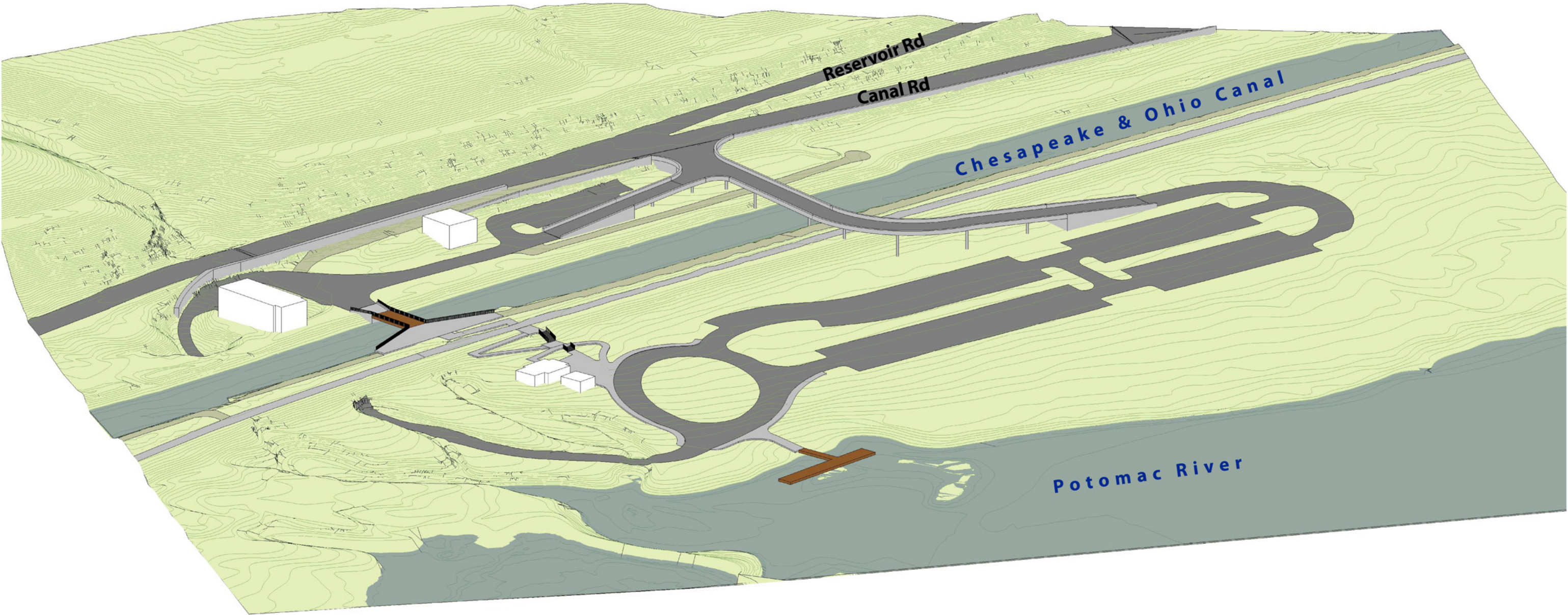
Pedestrian/Bicycle Circulation

Visitor Use Vehicle Circulation

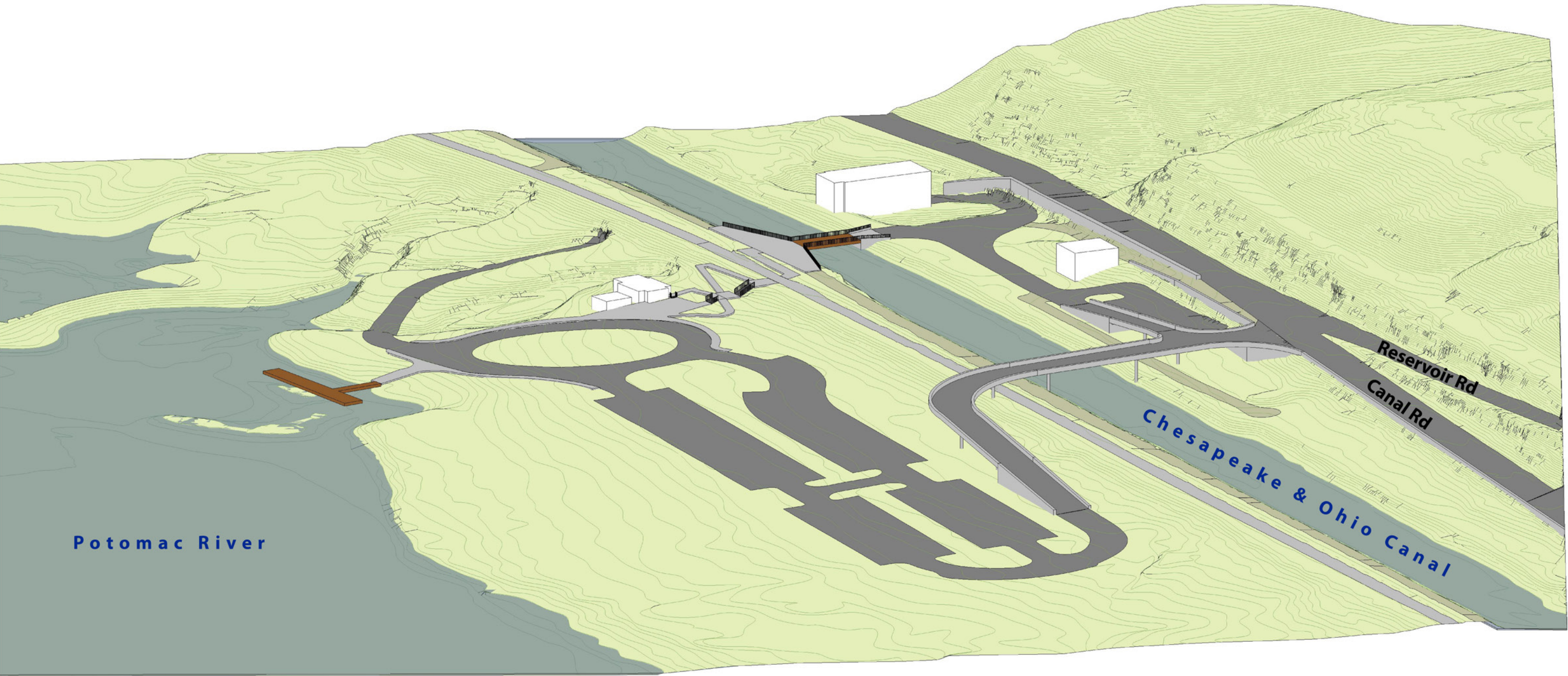
Official Use Vehicle Circulation

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Alternative 3



Alternative 3



Alternative 1B and 3 Small-Scale Improvements

Small-scale improvements for all alternatives include:

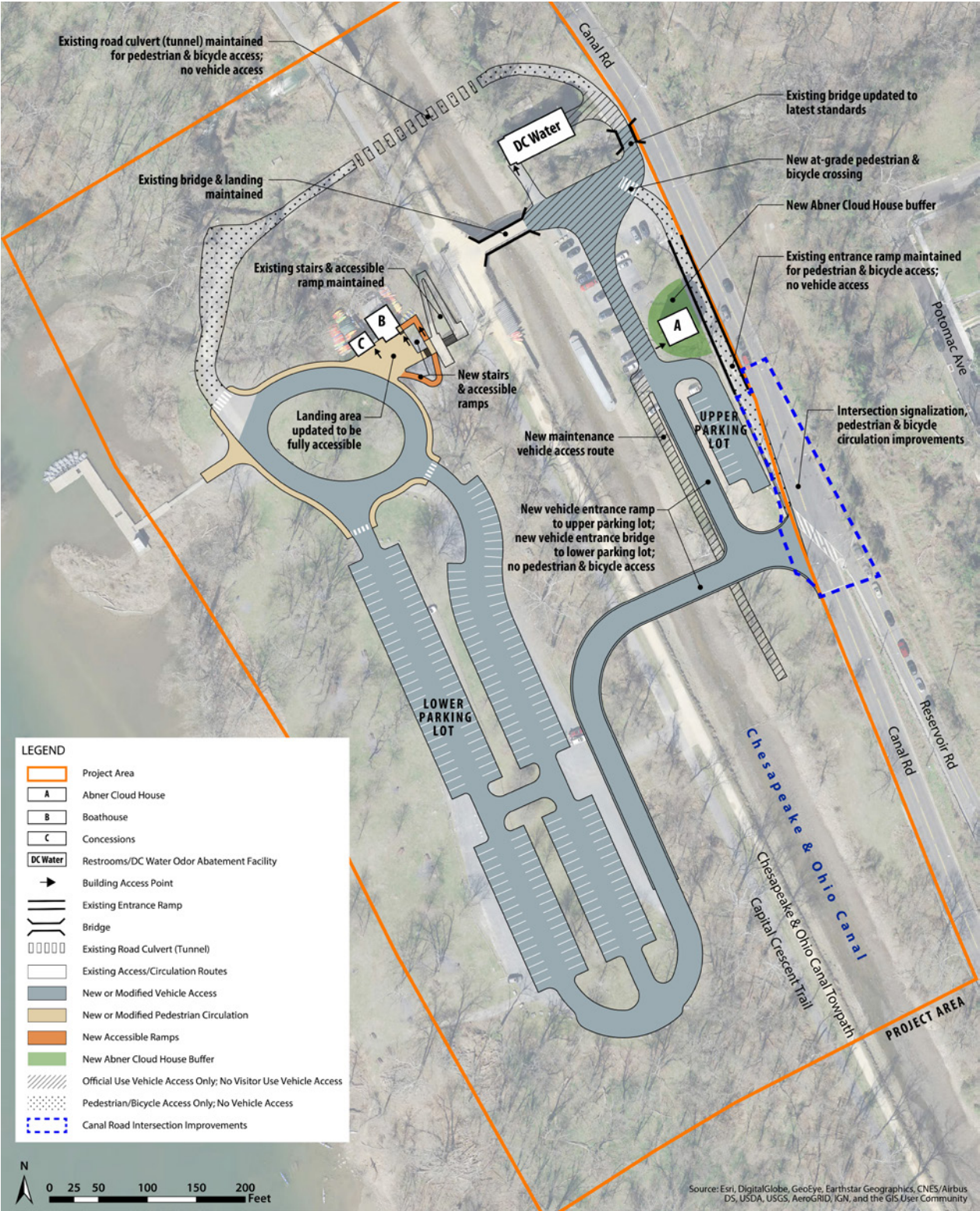
- Update signalization of Canal Road and new entrance ramp intersection through coordination with the District Department of Transportation (DDOT)
- Improve pedestrian and bicycle access routes at Canal Road intersection
- Signalize existing road culvert (tunnel) to better accommodate two-way traffic
- Increase parking lot efficiency
- Install signage to facilitate circulation on site

Alternative Comparison

ALTERNATIVE 1B



ALTERNATIVE 3



Alternative Comparison

KEY FEATURES	ALTERNATIVE 1B	ALTERNATIVE 3
New entrance ramp provides vehicle access between Canal Road and the upper parking lot	X	X
New entrance bridge provides vehicle access between Canal Road and the lower parking lot	-	X
Existing entrance ramp maintained for pedestrian and bicycle access	X	X
New Abner Cloud House buffer	X	X
Existing culvert bridge updated to latest standards	X	X
Existing road culvert (tunnel) maintained for visitor use vehicle access between upper and lower parking lots	X	-
Existing road culvert (tunnel) maintained for pedestrian and bicycle access between upper and lower parking lots	X	X
Modified canal bridge and landing to accommodate maintenance and emergency vehicles	X	-
Improved ramp from towpath to lower parking lot for maintenance and emergency vehicles	X	-
Existing stairs and accessible ramp maintained	X	X
New stairs and accessible ramps added near boathouse and concessions	X	X
Landing area near boathouse and concessions updated to be fully accessible	X	X

Discussion

- Potential effects
- Identified minimization measures
- Potential mitigation measures

Next Steps

- Receive comments by August 12, 2019
- Continue evaluation of potential adverse effects on historic properties
- Next 106 meeting (TBD)
- Development of Environmental Assessment