

Corridor Analysis

For The Potomac Heritage National Scenic Trail In Northern Virginia



June 2011

nvrc

Acknowledgements

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The Northern Virginia Regional Commission (NVRC) is a regional council of fourteen member local governments in the Northern Virginia suburbs of Washington, D.C., chartered in 1969 to plan for physical, social, and economic development of the region. In accordance with Virginia's Regional Cooperation Act, NVRC is a political subdivision (a government agency) within the Commonwealth. NVRC's chief roles and functions have focused on providing information, performing professional and technical services for its members, and serving as a mechanism for regional coordination. Current programs and projects address a wide array of local government interests.

Each member jurisdiction appoints one or more representative(s) from its governing body to serve on NVRC's board of 25 Commissioners. Only elected officials may be appointed, and the number of representatives per jurisdiction is population-based. Commission staffing includes a demographer and research analyst, regional planners, a civil engineer, human services planners, technicians, and administrative support personnel.

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Rippon Landing, Prince William County

The Potomac Heritage National Scenic Trail Background

An Historic Corridor of Commerce

Bridging two major watersheds, the Potomac Heritage National Scenic Trail (the Trail) is being used as a tool to reconnect our communities with the historic Potomac River corridor through a network of trails and parks for recreation, non-motorized transportation, and access to waterways. As land uses increasingly preclude public access to the River and its tributaries, the Trail network offers opportunities for residents and visitors to re-engage with the region's heritage within a corridor of commerce activities that dates to pre-historic times.

Overview of this Report

The corridor analysis offers a regional summary of current and planned amenities, gaps, and plans for the Trail network, identifying proposed projects to enhance our communities and the Trail experience in Northern Virginia. The document identifies projects that improve and eliminate specific gaps within the larger framework of the Trail network. Developed for use by Trail segment managers and other stakeholders, the analysis is organized geographically, listing projects from north to south.

The document begins with an overview of the Trail network followed by a summary of investments in the Trail network. Each box on the index map on page 12 (see Figure 2) corresponds to a more detailed map indicating the location of proposed projects, existing trails, parks, features and major roads. Projects are summarized in corresponding tables for each map, followed by individual project descriptions, specific references and additional resources. Please note that the information used in this report represents a snapshot of conditions and status of the Trail network in Northern Virginia; circumstances, costs and specific alignments are subject to change



**The Potomac Heritage National Scenic Trail
Pittsburgh, Pennsylvania to Stafford, Virginia**

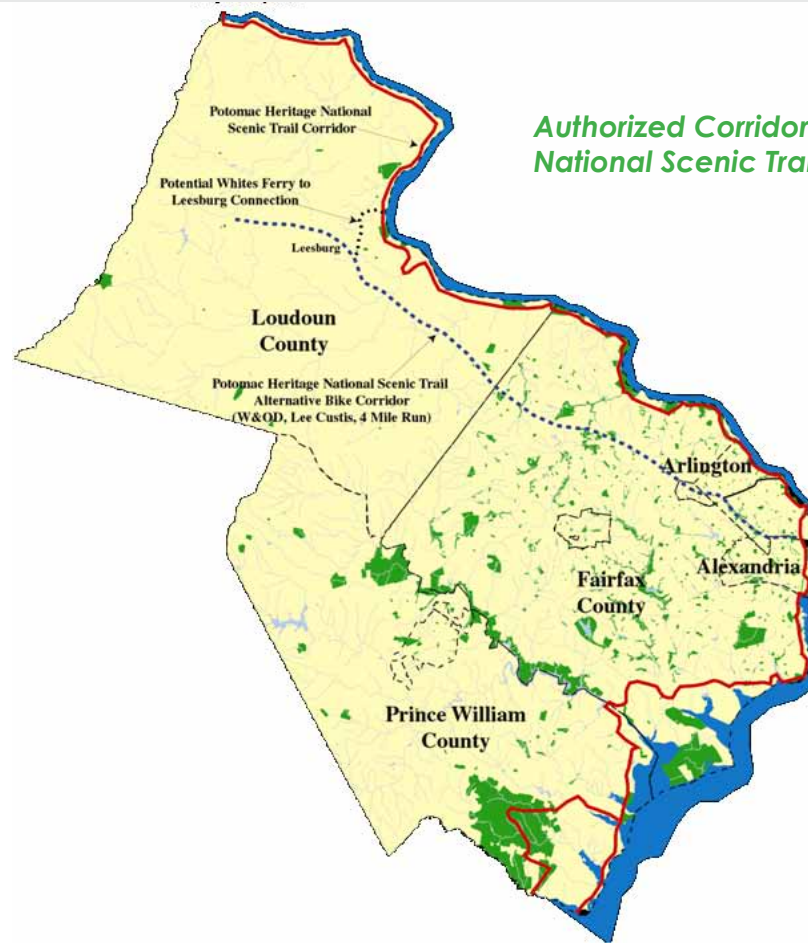


Laurel Hill Greenway Barrel Bridge, Fairfax County

Fundamentals of the Potomac Heritage National Scenic Trail

The Potomac Heritage National Scenic Trail: An Evolving Network

The Potomac Heritage National Scenic Trail is a network of locally-managed trails between the mouth of the Potomac River and the Allegheny Highlands, one of 26 Congressionally-designated scenic and historic trails in the National Trails System. Through five geographic regions, the varied Trail segments are a means to explore the origins and continuing evolution of the nation. As of early 2011, 830 miles of existing and planned trails have been recognized as segments of the Trail network. Completion of the Trail network is a means to enhance communities through the addition of recreational amenities and increased heritage tourism. Completion will lead to attendant economic benefits, expanded non-motorized transportation options, improved educational and interpretive experiences, and connections among neighborhoods, historic sites and parks.



Authorized Corridor (in Red) for the Potomac Heritage National Scenic Trail in Northern Virginia.



Grist Mill Park Trail, Fairfax County

The Trail in Northern Virginia

The Trail network in Northern Virginia provides public access to the vistas and waterways of the Potomac. The Trail consists of a braided corridor of local and regional trails connecting scenic and historic destinations throughout the region.

The PHNST in Northern Virginia has over 242 miles of footpaths, multiuse trails, and bicycling routes, 191 miles of which are used for non-motorized transportation. Over 45 organizations and agencies are involved in various aspects of trail planning, construction, maintenance, interpretation, and

marketing. These groups, along with the many volunteers involved in the PHNST, have created a remarkable legacy. Staff of the National Park Service provide formal recognition of Trail segments and technical assistance with coordination between and among Trail stakeholders. The National Park Service has led the work on trail segment recognition, coordination, and project assistance.

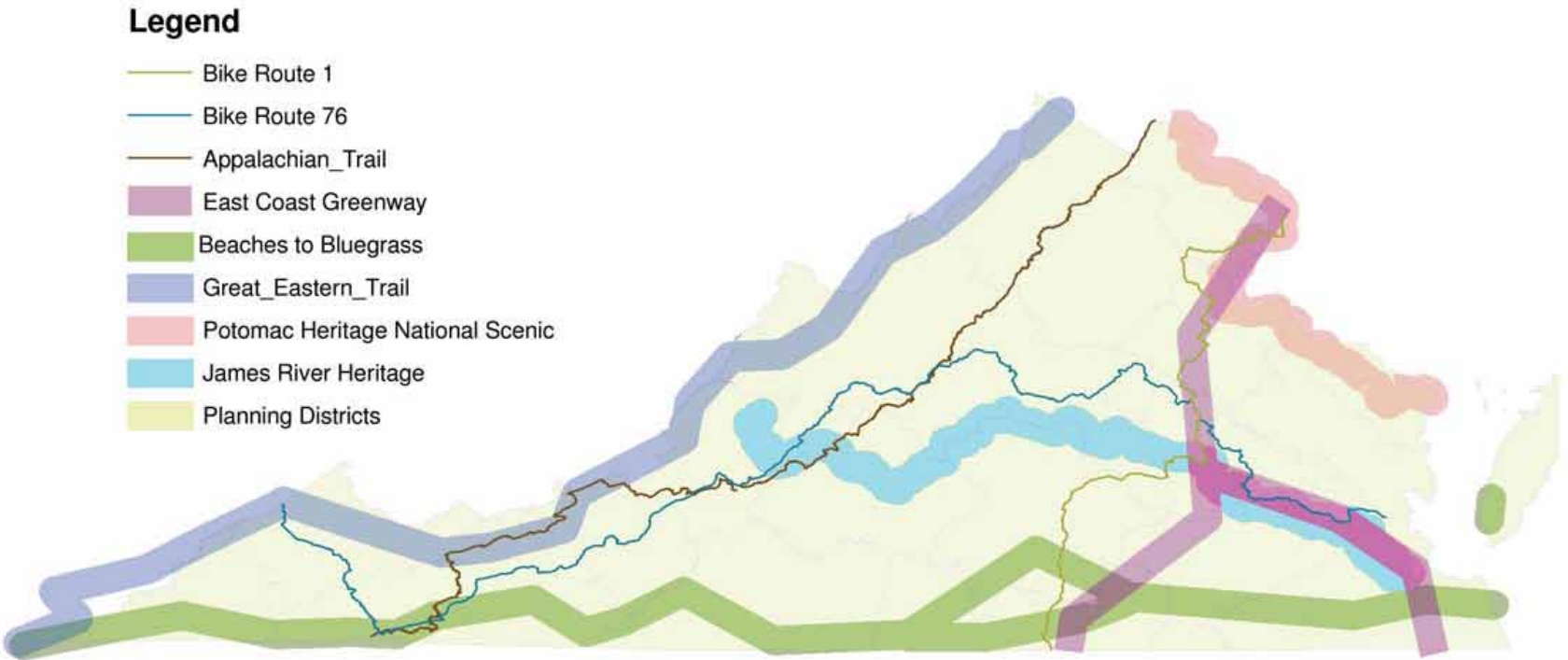
Virginia's Greenway System

The Trail is one of six “trunk line” trails identified by the Commonwealth of Virginia Trails and Greenways Task Force and has been included in current and previous editions of the Virginia Outdoors Plan. Virginia's long-distance trails network is becoming a system of multi-purpose trails that link Virginia's communities, open spaces, and natural landscapes. Within the larger context of statewide recreation corridors, the Potomac Heritage National Scenic Trail corridor intersects the Appalachian National Scenic Trail on the west. On the east, the

Trail overlaps with the Journey through Hallowed Ground, the East Coast Greenway (between Maine and Florida), and the Captain John Smith Chesapeake National Historic Trail on the tidal Potomac. As a state trunk line, the Trail enhances access to the outdoors, improves linkages between communities and key tourist destinations, and creates a foundation of statewide interconnected open space corridors to support Virginia's “green infrastructure.”



Keep Loudoun Beautiful Park, Loudoun County



Benefits of Developing an Integrated Trail System

Trail Systems offer tangible economic, social, and environmental benefits to communities, beyond recreation and alternative transportation. A multi-use trail can:

- Positively influence economic and community development
- Provide public health benefits
- Protect the environment

Appendix A, page 47 lists notes and references for the benefits described.

Economic development

A number of studies have shown that trail systems offer immediate and ongoing economic benefits in both rural and urban areas. Trail systems can attract businesses, and act as key factors in the ability of local businesses to recruit and retain a quality workforce. Trails also stimulate the economy through purchases made by trail visitors such as food, gasoline, lodging, bike rental, and equipment related to trail use. In addition, studies have found that trails have a positive impact on the value and marketability of property located in close proximity to the trail system.

In 2002, DCR contracted with the US Forest Service, Southern Forest Research Station to conduct an economic impact analysis for a select number of trails in Virginia. The study found that trail users spent approximately \$2.5 million in one year along the 35-mile Virginia Creeper Trail in rural southwest Virginia. Of this amount, nonlocal visitors spent about \$1.2 million directly in Washington and Grayson counties, which generated \$1.6 million in economic impacts and supported close to 30 jobs. In Northern Virginia, an estimated 1.7 million users of the W&OD trail spent \$12 million annually related to recreational trail use.

A second study, undertaken by Campos Inc. for the Allegheny Trail Alliance (ATA), produced similar results. The purpose of the study was to examine the economic impact of the Great Allegheny Passage, which serves as the route of the PHNST in southwestern Pennsylvania. Data collected in 2007 – 2009, showed that the average overnight trail visitor spent \$98 a day on trail-related expenses; local (day trip) trail users spent an average of \$13 a day.

Trail businesses adjacent to the Great Allegheny Passage reported stable and consistent returns from trail activity. On average, business owners indicated that one-quarter of their gross revenue was directly attributed to trail users and two-thirds reported that at least some increase in gross revenue was due to the trail. Among those surveyed, \$23,878,495 worth of receipts (actual revenue) was attributed to the trail (\$11,990,990 in 2007, and \$11,887,505 in 2008) and \$4,372,190 worth of wages were paid to employees of those respective businesses (\$2,078,956 in 2007, and \$2,293,234 in 2008). The study supported previous findings that greenway-related activity is an important component of Pennsylvania's growing tourism economy, the second largest industry in the state.

In addition to revenue accrued through trail user expenditures, trail and greenway systems can have a positive impact on property values of homes situated near trails. *"Economic Values of Greenways, Trails, and River Protection,"* produced in 2002 by the National Park Service, provided evidence and case studies that homes located near trails sold more easily, and were more likely to maintain their value than similar homes in neighborhoods without regional trail amenities. A 2006 University of Delaware study found neighborhoods linked to trail systems have: 1) lower crime rates; and 2) 4 percent higher home values than comparable areas without public trails.



Grist Mill Park Barn, Fairfax County

Public Health Benefits

Since the 1970s, overweight and obesity rates have risen dramatically in the United States as physical activity rates have declined. In Virginia, 61 percent of residents are obese or overweight, a risk factor for chronic disease. The prevalence of overweight children and adolescents has increased dramatically, along with the incidence of type-two diabetes. The Centers for Disease Control and Prevention (CDC) has found that access to parks and open space, and community design that allows residents to walk or bike to near-by destinations, is an effective way to increase physical activity and reduce obesity in both adults and youth.

The East Coast Greenways Alliance conducted a recent study of the latent demand for recreational activities. (Latent demand is a measure of those people that would participate if quality, close-by facilities were available, or other barriers to participation were removed such as lack of time, cost, lack of equipment, etc.) The study found that there is high latent demand for trail facilities; that trail-related activities are among the most popular in the United States; and that trail usage is projected to increase in the future. Walking was consistently ranked as the most popular activity.

The Virginia Outdoors Plan (VOP) supports these findings. Based on the 2006 Virginia Outdoor Survey, walking for pleasure is Virginia's most popular outdoor activity with 71 percent reporting that it was their favorite activity. In the next five years, the two highest needs for outdoor recreation will be access to recreational waters and facilities for trail-related activities. The VOP further states that the numbers of facilities is often not as important as their proximity to local populations. Many survey responders reported that they are not willing to travel more than 10 to 15 minutes to access these facilities. [VOP, Chapter II]

Closing gaps within the PHNST may help meet this latent demand for activities such as hiking and cycling, and reduce the barriers that inhibit physical activity, such as cost and lack of proximity to facilities.

Protecting the Environment

A connected system of trails and greenways can enhance ecological function and biodiversity by providing migratory routes for wildlife. It can also enhance the water quality function of riparian areas by protecting stream valley forests and wetlands. In addition, trails allow citizens to experience the diversity and beauty of natural areas, increasing public support and understanding of their ecological value.

Various studies have documented the value of ecological services from healthy forests, protected riparian areas, and connected open space. For example, research undertaken by American Forests and others has examined the benefits of trees to metropolitan areas. Results of the Chicago Urban Forest Climate Project, in 1991, found that trees removed an estimated 17 tons of carbon monoxide, 93 tons of sulfur dioxide, 98 tons of nitrogen dioxide, and 210 tons of ozone. The value of this pollution removal was estimated at \$1 million annually.

Benefits of National Trail Designation

The National Trails System includes National Scenic Trails, National Historic Trails, and National Recreation Trails, providing a broad mix of hiking trails, multi-use trails, and driving tours that interpret the cultural and natural history of the United States. Designation benefits include promotion, technical assistance, networking and access to funding.

Use of the Potomac Heritage National Scenic Trail corridor designation provides communities in Northern Virginia with another tool to interpret and promote our local and regional stories in a national context.



Veterans Park, Prince William County

Report Methodology

Methodology

The corridor analysis represents the collection and review of projects identified in earlier planning documents and trail analyses. Initial project sites were identified from the 2002 series of Potomac Heritage Trail Implementation Plans, local comprehensive, open space, bicycle and pedestrian planning efforts.

Local, state, and federal land managers identified trail gaps and ranked project priorities within their jurisdictions. Many of the projects were initially identified in PHNST implementation plans published in 2002. NVRC collected and organized projects to create a complete view of the trail system and remaining gaps in Northern Virginia.

Land Mangers identified six projects for additional evaluation by an engineering firm to clarify the project scope and costs for project completion. Appendix D provides information on project evaluation methodology used for these project cost estimates.

Caveats

The Corridor Analysis is a living document. Over time, as the Trail network improves, gaps close and new opportunities will present themselves. With continued funding, NVRC will periodically update the report.

The Gap Document Maps feature the locations of project sites that are identified gaps of the Potomac Heritage National Scenic Trail across the Northern Virginia landscape, along with features that give context to support the completion of the projects. Appendix C provides more information on map data sources.

Report Organization

The following sections include Submaps identify project locations in context with recreational and historic features, including:

- A summary of the submap corridor characteristics and existing amenities
- List of trail gaps identified by local land managers.
- Detailed descriptons of higher priority projects.

County by County Trail Completion

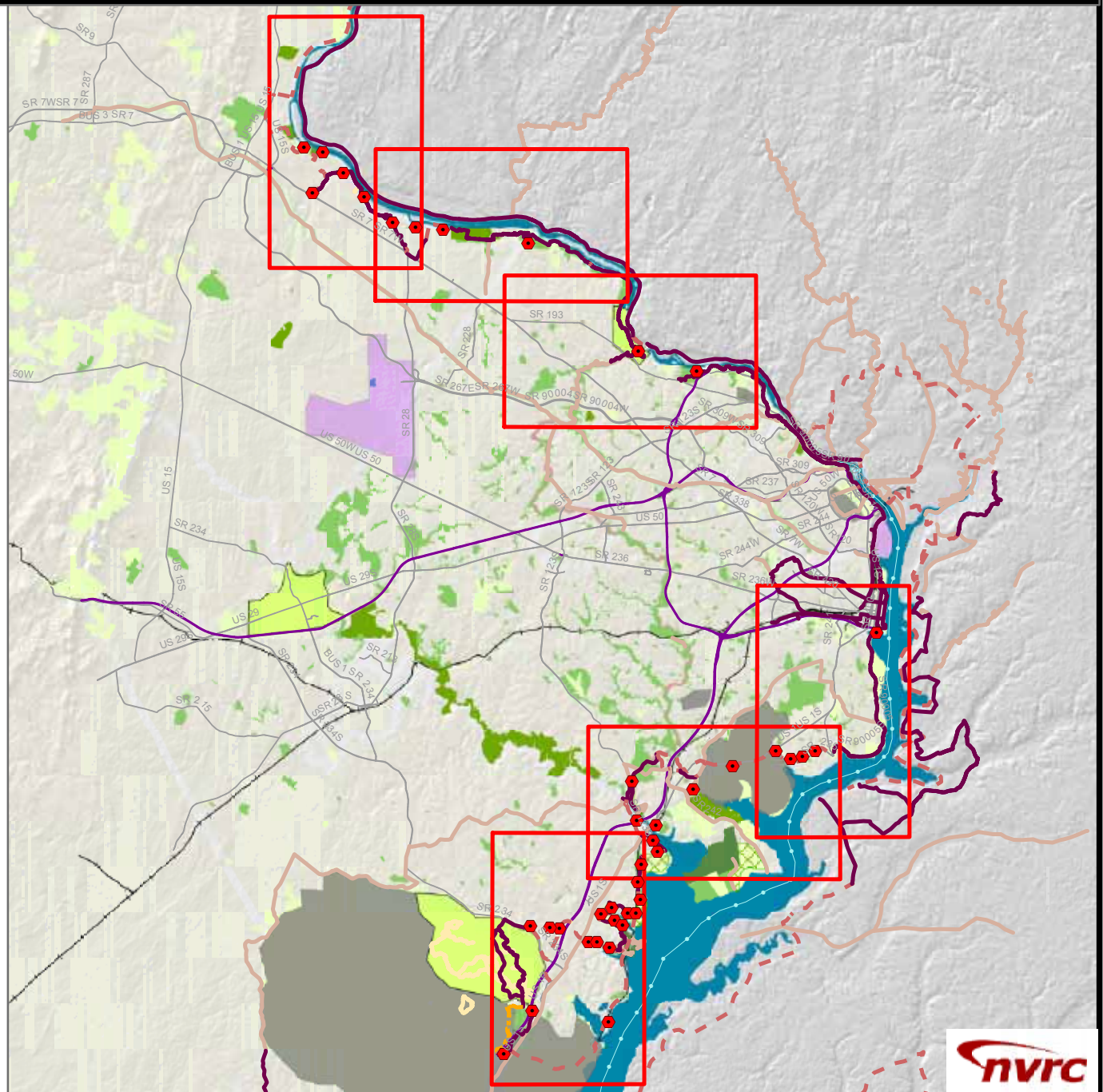
Jurisdiction		Mileage*	Percent
City of Alexandria*			
	Trail Completed	4.38	100%
	Trail Planned	0	0%
	Total	4.38	100%
Arlington County*			
	Trail Completed	8.94	100%
	Trail Planned	0	0%
	Total	8.94	100%
Fairfax County*			
	Trail Completed	47.5	80%
	Trail Planned	11.9	20%
	Total	59.4	100%
Loudoun County*			
	Trail Completed	14	33%
	Trail Planned	29	67%
	Total	43	100%
Prince William County			
	Trail Completed	21.9	51%
	Trail Planned	21.2	49%
	Total	43.1	100%
Northern Virginia Corridor			
	Trail Completed	96.72	61%
	Trail Planned	62.1	39%
	Total	158.82	100%
* = 2002 Data			

Map 1: Corridor Analysis for Potomac Heritage National Scenic Trail

April 28, 2011

PHNST Map Legend

- Project_Sites
- Potomac Heritage NST
- Trail Status
 - Existing
 - - - Planned
 - - - Gap
- Local, Regional, State and Interstate Trails
- Spurs and Connecting Routes
- Water Trail
- Property Type
 - Open Space and Easements
 - Local Park
 - Regional Park
 - State Park
 - National Park Service
 - National Wildlife Refuge -FWS
 - Department of Defense
 - MWAA Airports
 - Primary Roads
 - Railroad
 - Potomac River
 - County Borders



Potomac Heritage Trail in Loudoun County, Town of Leesburg

Trail Corridor	Loudoun Heights/Appalachian Trail to Fairfax County Boundary	Public Park Linkages	White's Ford, Algonkian, Upper Potomac Properties, Temple Hall Farm, Balls Bluff, and Red Rock Overlook Regional Parks, Landsdowne, Bles/Keep Loudoun Beautiful Park
Length	~45 miles	Primary Trail Linkages	Fairfax County Potomac Heritage Trail, Goose Creek, Broad Run Stream Valley Corridor, Appalachian Trail
Major Existing Easements	Cascades, Countryside, Potomac Station-North Lake/Spring Lakes, Janelia Farms, GWU, Potomac Lakes, River Creek at Leesburg Water Treatment Plant, Lowes Island, Southbank, Spring Lakes	Prominent Heritage and Cultural Resources	Goose Creek Canal, Goose Creek Scenic River, Balls Bluff Battlefield, Whites Ferry, White's Ford, Catoctin Scenic River, Harpers Ferry, Loudoun Heights

Trail Investments in Loudoun County and Town of Leesburg

NORTHERN LOUDOUN COUNTY

Potomac Wayside

National Park Service (NPS) and private facility
Temporary parking for drop-off and loading boats.

McKimmey Boat Launch/Point of Rocks

Virginia Department of Game & Inland Fisheries
Offers hiking, paddling; river access ramp; M/C/K paved ramp; large gravel lot can accommodate trailers. No restrooms or drinking water.

Whites Ford

Northern Virginia Regional Park Authority (NVRPA)
Under development: Canoe/Kayak river access.
Phase 1 - boat launch and parking; later phases will offer water, restrooms, and camping.

Whites Ferry

Private
Offers parking, food. Paddling and powerboating opportunity. No facilities on VA side. All visitor services on MD side.

TOWN OF LEESBURG

Veterans Park

Town of Leesburg
No River Access (site of future park with boat launch)
No amenities, no camping; gated entrance; good road for emergency access. Day use only for rest stop/picnic, no water or restrooms, no road access. 86 acres, 0.2 miles shoreline.

Balls Bluff Battlefield Regional Park

NVRPA
Parking, no river access. Steep bluff and 0.4 miles of trail; no water, temporary restroom at parking lot. Historic cemetery and Civil War site. 215 acres, 0.64 mile riverfront, 7 miles of trail including 2.1 miles PHNST.

Edwards Landing Park

Town of Leesburg
Parking. Riverside offers no constructed landing, river access with benches; .3 mile trail to picnic pavilion; no water, temporary RR at picnic shelter. Canoe/Kayak public allowed to land for rest stop/picnic. 30 acre park with .3 mile riverfront.

SOUTHERN LOUDOUN COUNTY

Red Rock Wilderness Overlook Park

NVRPA
Offers parking, hiking. Steep bluff and 2 miles of trail. 67 Acres

Eizabeth Mills Riverfront Park (Kephart Bridge Landing)

Loudoun Parks and Recreation (Loudoun PR)
Parking, hiking, and paddling rest area. Historic feature, no river access, 1/4 mile trail to parking area; closest boat launch site is at Kephart Bridge.

Kephart Bridge

Loudoun PR
Parking and hiking opportunity. River Access - shoreline; gravel bar, C/K picnic tables, grill, no RR or water; access on Goose Creek, 2 1/4 miles from Potomac.

Keep Loudoun Beautiful Park

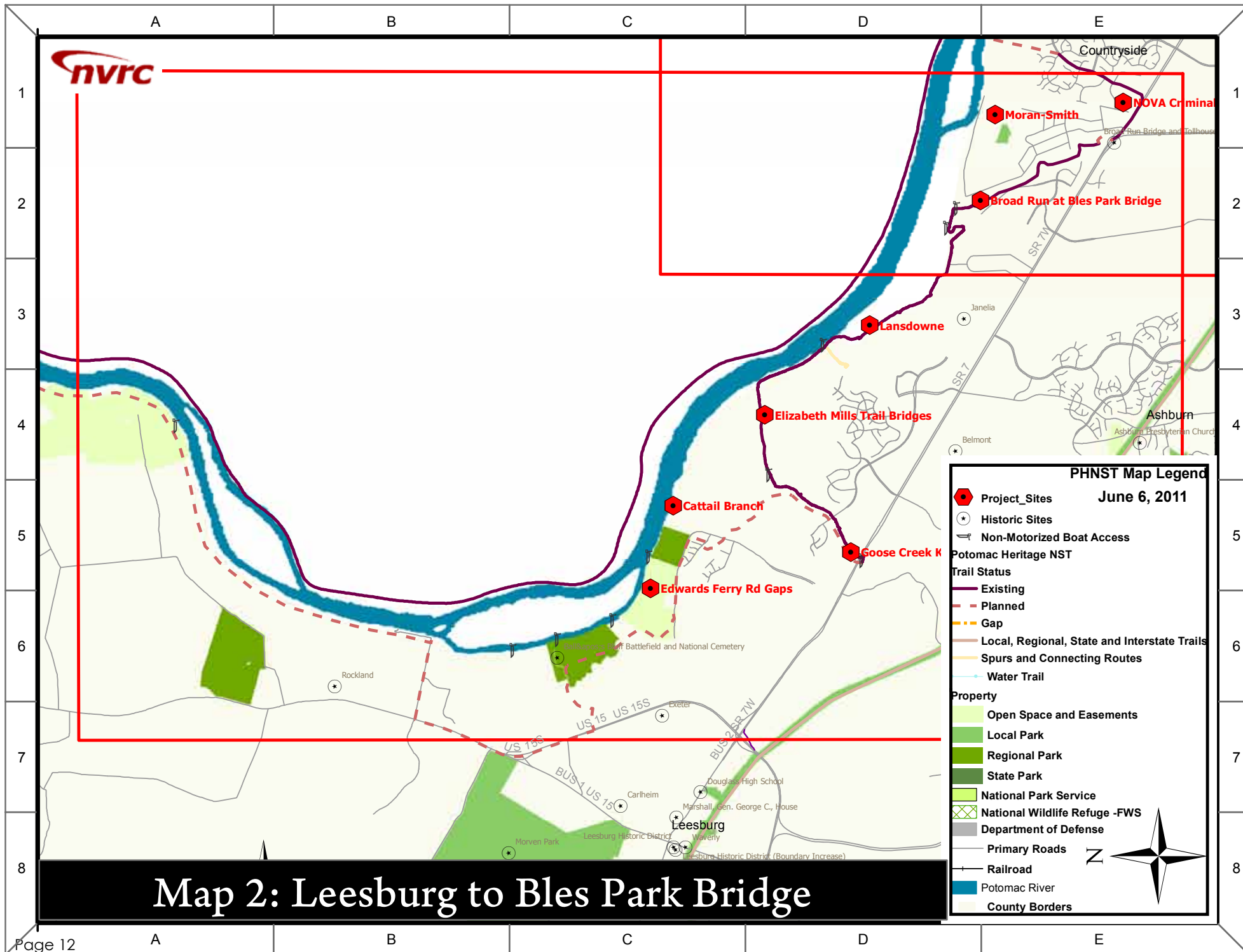
Loudoun PR
Parking, hiking, river access. Shoreline; gravel bar, C/K picnic tables, grill, no RR or water; access on Goose Creek, 2 1/4 miles from Potomac.

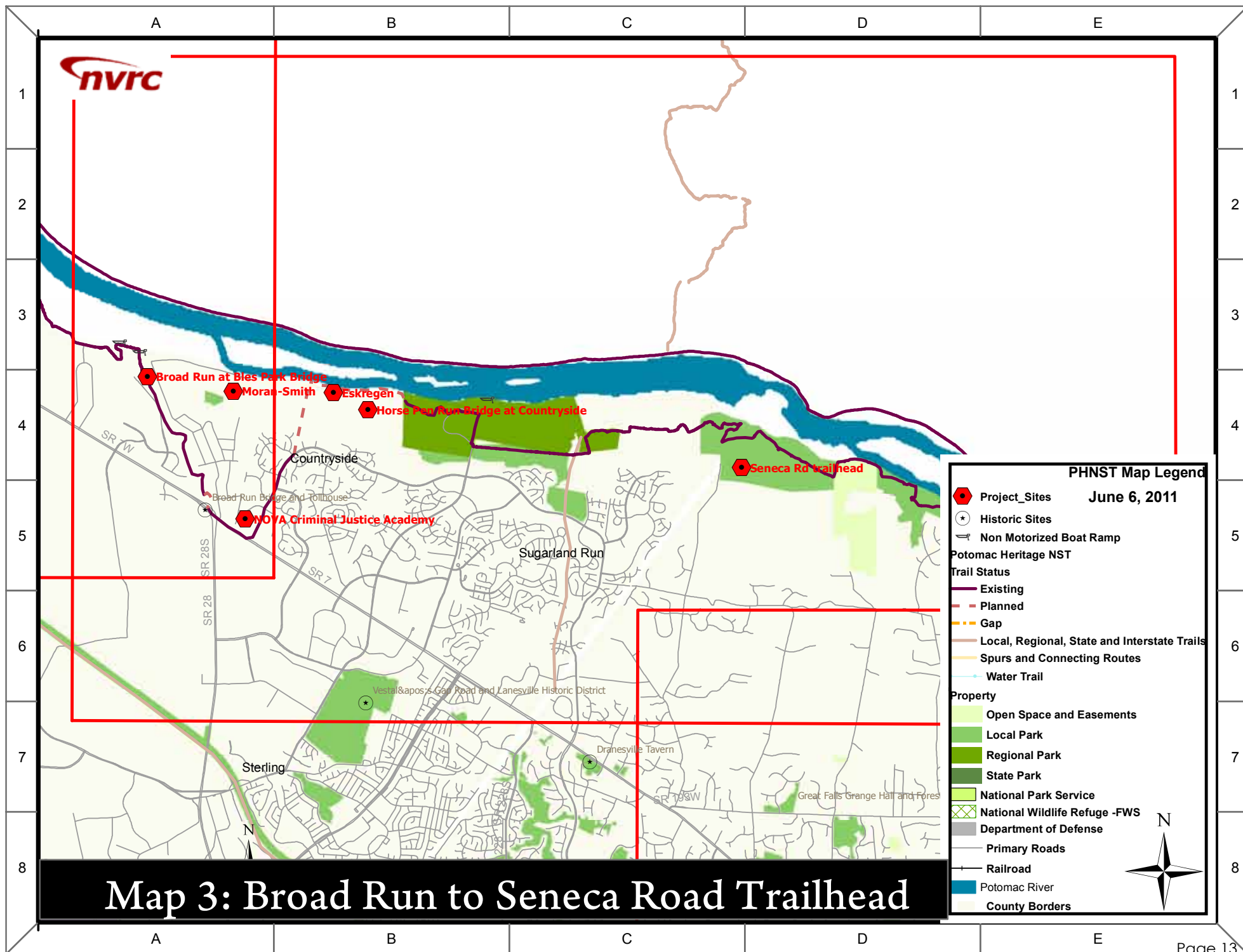
Bles Park

Loudoun PR
Two sites: upstream for picnic access (Potomac channel on south side Selden Island), downstream for boat launch at Broad Run confluence. Restrooms, water, parking. Shoreline, C/K ramp on east side of Broad Run is private (for HOA only). River access, rest stop/picnic; no water or RR at river; @ .2 mile trail to parking area.

Algonkian Regional Park

NVRPA
Parking, restrooms, water, food, vacation cottages, visitors center, concrete boat ramp. Full service park; large asphalt lot with trailer parking. 838 acres.





Planned Loudoun County Trail Improvements

Map, Loc	Trail Gap/Project Name	Priority	Length (l.f.)	Width (ft.)	Surface	Managed By	Issues and Comments
3, B4	Horse Pen Run Bridge at Countryside	High	90	10		LCDPRCS	Engineering SOW completed 2010; April 2011 cost estimate \$95,110.
2, D4	Elizabeth Mills Riverfront Park Trail Bridges	High				LCDPRCS	Requires two bridge crossings. Need to avoid use of Lansdowne Golf Course bridges; execute task agreement NPS-LCDPRCS to obtain cost estimates
2, D5	Goose Creek Bridge at Keep Loudoun Beautiful Park	Medium				LCDPRCS	Redesign or rehabilitate Keep Loudoun beautiful bridge over Goose Creek. See transportation enhancement application for background. VDOT comment: federal grant 10 years ago, lost funds. Line item for 6 year plan. No longer a project/state/fed involvement.
2, E1 3, A4	Broad Run Bridge at Bles Park	Medium	220+			LCDPRCS	Connecting Bles Park to Broad Run Farms. Loudoun County performing cost estimate
2, E1 3, A4	NOVA Criminal Justice Academy Easement	High				LCDPRCS	
2, E1 3, A4	Moran-Smith Easement	Medium				LCDPRCS	
3, B4	Eskregen Easement	Medium				LCDPRCS	
2, D3	Lansdowne Easement					LCDPRCS	
2, C5	Cattail Branch Easement					LCDPRCS	
2, C6	Edwards Ferry Road Gaps					VDOT	Dennis property - Edward's Landing Park parallel to/within r-o-w of Edwards Ferry Road. Phase II: East of Dennis property. Some of this land is VDOT owned, some is parkland. Check with Loudoun County Permits. Preliminary engineering may be in place. Item in secondary 6 year plan, pave from Leesburg to red rocks park entrance. No pedestrian facilities included in VDOT work.
not mapped	Route 15 Alternate Bicycle Route to White's Ferry					VDOT	Includes sections of Route 15 business/by-pass. Project has started, stopped, \$700,000 signage and using shoulder instead of cutting the bypass. Did have project in 6 year plan ~300,000 HSIP funding to pave gravel shoulders down Bus 15. Double fatality at split North end of town, installed new guard rail, which eliminated set asides for bicyclists. No feasible alternate route. Funds returned, project cancelled.
not mapped	Leesburg to Harpers Ferry Alternate Trail	Low				TBD	Hiking/equestrian trail Leesburg to Harpers Ferry NHP. TBD

NORTHERN FAIRFAX COUNTY

Selected Loudoun County Project Descriptions

Horse Pen Run Bridge at Countryside

Map Reference: Map 3, B4

- Description:** Design and construct 40 foot long bridge over Horse Pen Run. Eight foot bridge would accommodate pedestrian, bicycle and equestrian use.
- Length:** TBD
- Priority:** High
- Cost:** \$95,113
- Connections:** Algonkian Regional Park
- Benefits:** To allow continuation of trail network westward.
- Contact Information:** Loudoun County Department of Parks Recreation and Community Services



Horse Pen Run bridge site at Countryside

Elizabeth Mills Riverfront Park Trail Bridge #1

Map Reference: Map 2, D4

- Description:** Design and construct bridge over unnamed tributary. Bridge is to accommodate hiker and equestrian use.
- Length:** TBD
- Priority:** High
- Cost:**
- Connections:** Internal connection within park.
- Benefits:** Current trail uses golf cart bridge for access to trail. New bridge will allow for dedicated access to trail.
- Contact Information:** Loudoun County Department of Parks Recreation and Community Services



Bridge site at Elizabeth Mills Riverfront Park

Elizabeth Mills Riverfront Park Trail Bridge #2

Map Reference: Map 2, D4

- Description:** Design and construct bridge over unnamed tributary. Bridge is to accommodate hikers and equestrian use. This crossing is at the
- Length:** TBD
- Priority:** High
- Cost:**
- Connections:** Internal connection within park.
- Benefits:** Current trail uses golf cart bridge for access to trail. New bridge will allow for dedicated access to trail.
- Contact Information:** Loudoun County Department of Parks Recreation and Community Services



Elizabeth Mills Park Bridge Crossing #2

Goose Creek Keep Loudoun Beautiful Bridge

Map Reference Map 2, D5

- Description:** Need to reevaluate existing bridge structure as trail access. The current plans are to repair the bridge structure to become a pedestrian friendly structure to connect to the historic Potomac Heritage National Scenic Trail. In addition, improvements to the adjacent Keep Loudoun Beautiful Park will complement the adjacent land and river areas surrounding to the bridge.
- Length:** TBD
- Priority:** Medium
- Cost:** TBD
- Connections:** Connects Keep Loudoun Beautiful Park trailhead to Elizabeth Mills River Front Park to the east.
- Benefits:** Currently Keep Loudoun Beautiful Park is a trail head for the trail. Restoration of the bridge will allow for pedestrian friendly access to the east of the park and connection to Elizabeth Mills River Front Park to the east.
- Contact Information:** Loudoun County Department of Parks Recreation and Community Services



Keep Loudoun Beautiful Bridge

Broad Run at Bles Park Bridge

Map Reference: Map 3,A4

- Description:** Design and construct bridge over Broad Run connection Broad Run Farms with Bles Park.
- Length:** TBD
- Priority:** Medium
- Connections:** Broad Run Farms to Bles Park.
- Benefits:** Would be the primary connection from Broad Run Farms to Bles Park. Would eliminate proposed crossing at Rt. 7.
- Contact Information:** Loudoun County Department of Parks Recreation and Community Services

NOVA Criminal Justice Academy Easement

Map References: Map 2, E1 and Map 3, A4

- Description:** This easement would continue access along Broad Run to the south. It is also a critical in for temporary trail access across the Broad Run to Broad Run Farms. connecting to Board Run Farms.
- Length:** 4,691 (approximate)
- Priority:** High
- Connections:** Bles Park to the North and Broad Run Toll House and future tail head at Park and Ride to the south.
- Benefits:** Provides north connection to existing trail in Bles park and future connection to the south.
- Contact Information:** Loudoun County Department of Parks Recreation and Community Services



NOVA Criminal Justice Academy Easement

Moran-Smith (Hidden Landfill) Easement

Map Reference: Map 2, E1, and Map 3, A4

Description: The Hidden Lane Landfill was a 25-acre privately owned and operated disposal facility north of Virginia Route 7 between the Broad Run Farms and Countryside communities. It is immediately adjacent to the floodplain of the Potomac River. The county closed down the facility in 1984, due to its use as a landfill. The EPA was brought in to investigate drinking well contamination and declared it a superfund site.

Length: 2,000 L.F. ±

Priority: Medium

Connections: Broad Run Farm to the West and Askegren to the east.

Benefits: Continuation of trail east and west.

Contact Information: Loudoun County Department of Parks Recreation and Community Services



Moran Smith Easement



Eskregen Easement

Eskregen Easement

Map Reference: Map 3, A5

Description: Easement to connect Countryside to the east and Moran/Smith to the west.

Length: 1,400 L.F. ±

Priority: Medium

Connections: Countryside to the east and Moran/Smith to the west.

Benefits: Continuation of trail east and west.

Contact Information: Loudoun County Department of Parks Recreation and Community Services

Potomac Heritage National Scenic Trail in Fairfax, Arlington, and Alexandria

Trail Corridor	Loudoun County Boundary to Prince William County Boundary	Primary Trail Linkages	Chain Bridge, Custis Lee House, Key Bridge, Theodore Roosevelt Bridge, Memorial Bridge, 14th Street Bridge, Four Mile Run, Eisenhower Avenue/ Cameron Run, Fairfax Cross County Trail, W&OD Trail
Length	~41.69 miles (XX existing, YY planned) Alternative Routes - XX miles	Prominent Heritage and Cultural Resources	Old Town Alexandria, Arlington Cemetery, Woodlawn, Colchester Church, Mt. Vernon, Washington's Grist Mill, George Washington's Patowmack Canal, District of Columbia Workhouse and Reformatory
Public Park Linkages	Ocquan Regional Park, Mason Neck State Park, Pohick Bay Regional Park, G.W. Memorial Parkway, Fort Hunt, George Washington Grist Mill State Park, Grist Mill Park, Scotts Run Nature Preserve, Great Falls National Historic Park, Riverbend, NVRPA Upper Potomac Properties		

Potomac Heritage National Scenic Trail Investments

NORTHERN FAIRFAX COUNTY

Upper Potomac Properties (including Seneca Tract)

NVRPA

104 acres in Loudoun, 657 acres in Fairfax, hiking access to river, no amenities. 7.61 riverfront miles.

Riverbend Park

Fairfax County Park Authority (Fairfax PA)

Parking, restrooms, water, food, visitors center. Hiking, horseback riding, water recreation opportunities. River Access-ramp and shoreline; M/C/K large asphalt parking lot and ramp, picnic area, programs, boat rental.

Great Falls Park

The National Park Service (NPS)

Parking, restrooms, water, visitors center. Hiking, paddling opportunities. River Access- riverbank, canoe and kayak. All boaters must enter at Fisherman's Eddy; Class III-V whitewater, advanced skills required.

Difficult Run Trail

NPS

2.4 mile hiking trail.

Scotts Run Nature Preserve

Fairfax County PA

Parking, hiking, no river access, no restrooms, water or other facilities, @.75mile trail from river to parking lot, rest stop/picnic; scenic waterfall; no road access.

Turkey Run Park

NPS

Parking, restrooms, water, hiking. No river access.

ARLINGTON COUNTY

Gulf Branch Nature Center

Arlington County

hiking, access to river, parking, restrooms, water and visitors center.

Potomac Overlook Regional Park

NVRPA

Parking, restrooms, water, visitors center. Hiking. 67 acres, 2 miles of trail.

Fort Marcey

NPS

Parking, trails.

Windy Run

Arlington County

Parking, trail.

Theodore Roosevelt Island

NPS

Parking, restrooms, water, hiking, water access.

CITY OF ALEXANDRIA

Columbia Island

private

Parking, food, boat launch.

LBJ Memorial Grove

NPS

Parking, water, restrooms.

Gravelly Point

NPS

Parking, water access.

Washington Sailing Marina

NPS

Motor and paddling water access, restrooms, water.

Daingerfield Island

NPS

Water, restrooms, food, parking. Motor and paddling amenities.

Old Town Alexandria

Private, City of Alexandria, NPS

Food, parking, restrooms, motorized and paddling access.

Woodlawn

National Trust for Historic Preservation

Open limited hours for tours.

SOUTHERN FAIRFAX COUNTY

Belle Haven Marina

Private

Parking, restrooms, water. Paddling access.

Jones Point

NPS

Parking, trail access.

Potomac Heritage National Scenic Trail Investments in Fairfax County, Arlington County, and City of Alexandria (continued)

Dyke Marsh

NPS

Hiking, wildlife viewing.

Fort Hunt Park

NPS

Parking, restrooms, water.

Meadowood Recreation Area

BLM

500 of 800 acres open to recreation, including hiking, horseback riding, and wildlife viewing.

Gunston Hall Plantation

Private

Visitors Center.

Grist Mill Park

Fairfax County PA

Water, restrooms, parking.

Accotink Bay Wildlife Refuge

US Army

Water, restrooms, parking.

Pohick Bay Regional Park

NVRPA

Water, restrooms, parking, camping, food, boat launch and rentals. Hiking and paddling opportunities. Acreage: 1002; 1.68 mile riverfront, 14 miles of trail.

Mason Neck State Park

VDCR

Water, restrooms, parking. Hiking, bicycling, equestrian, Kayaks, canoes, bicycles for rent in season, group tent camping only. 1,814 acres, 4 unpaved hiking trails, 3 paved multiuse trails. **O**

Occoquan Regional Park

NVRPA

Water, restrooms, parking, food, boat launch, and hiking. 285 Acres.

Giles Run Meadow Park

FCPA

Disc Golf, fishing, hiking, mountain bike and equestrian trails, parking.

District of Columbia Workhouse and Reformatory

Lorton Arts Foundation

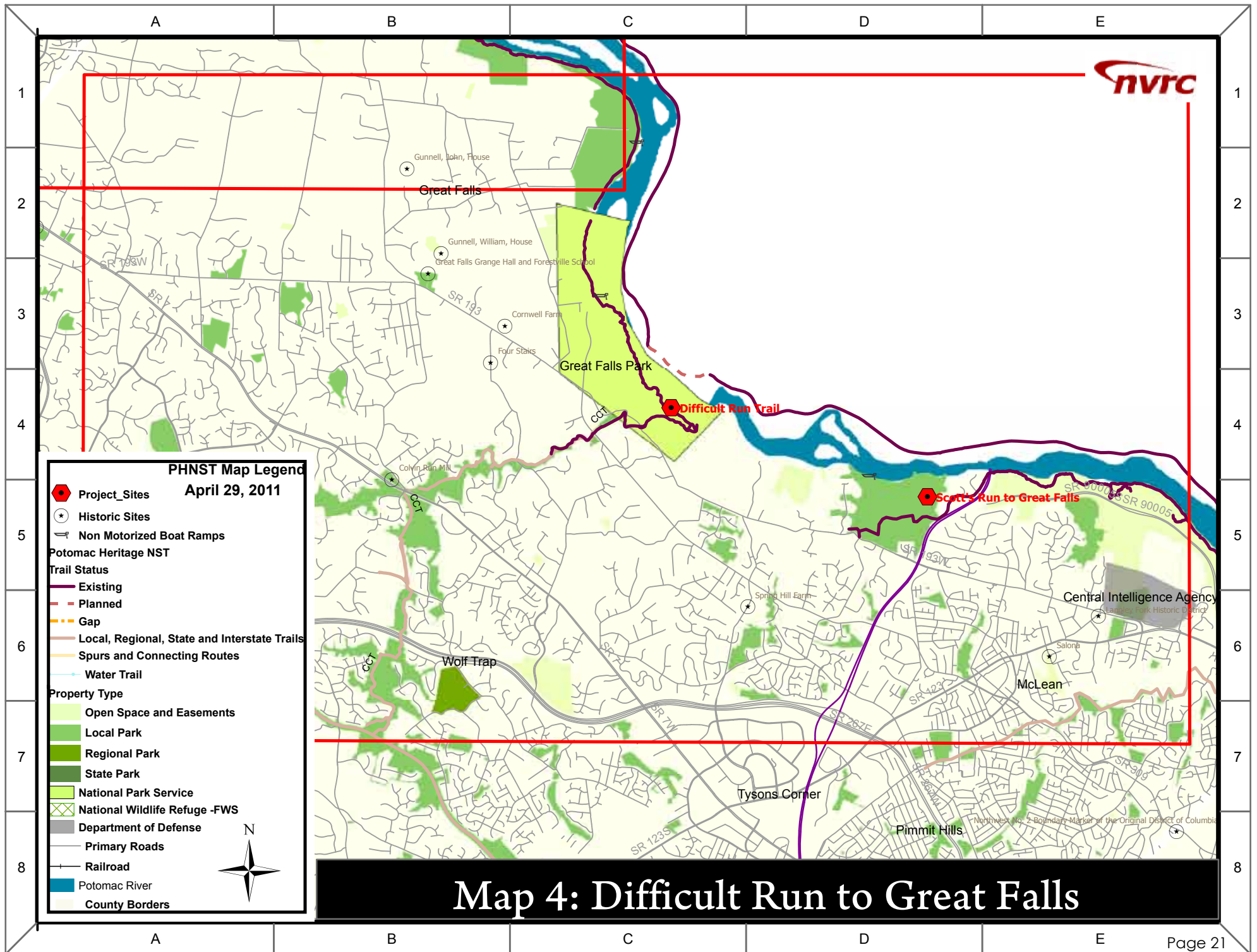
Arts Center, historic site, womens suffrage museum, prison life museum, performances.

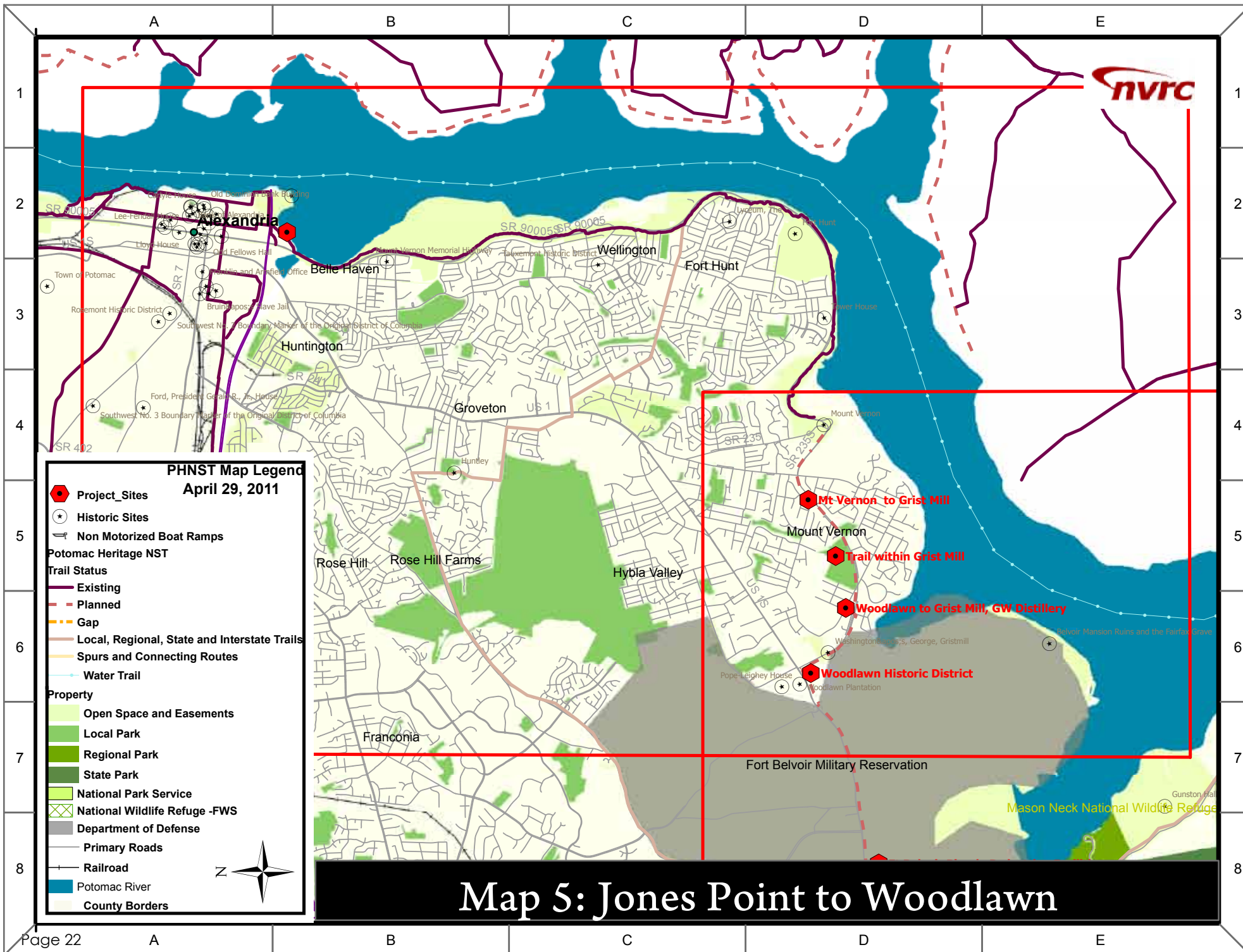


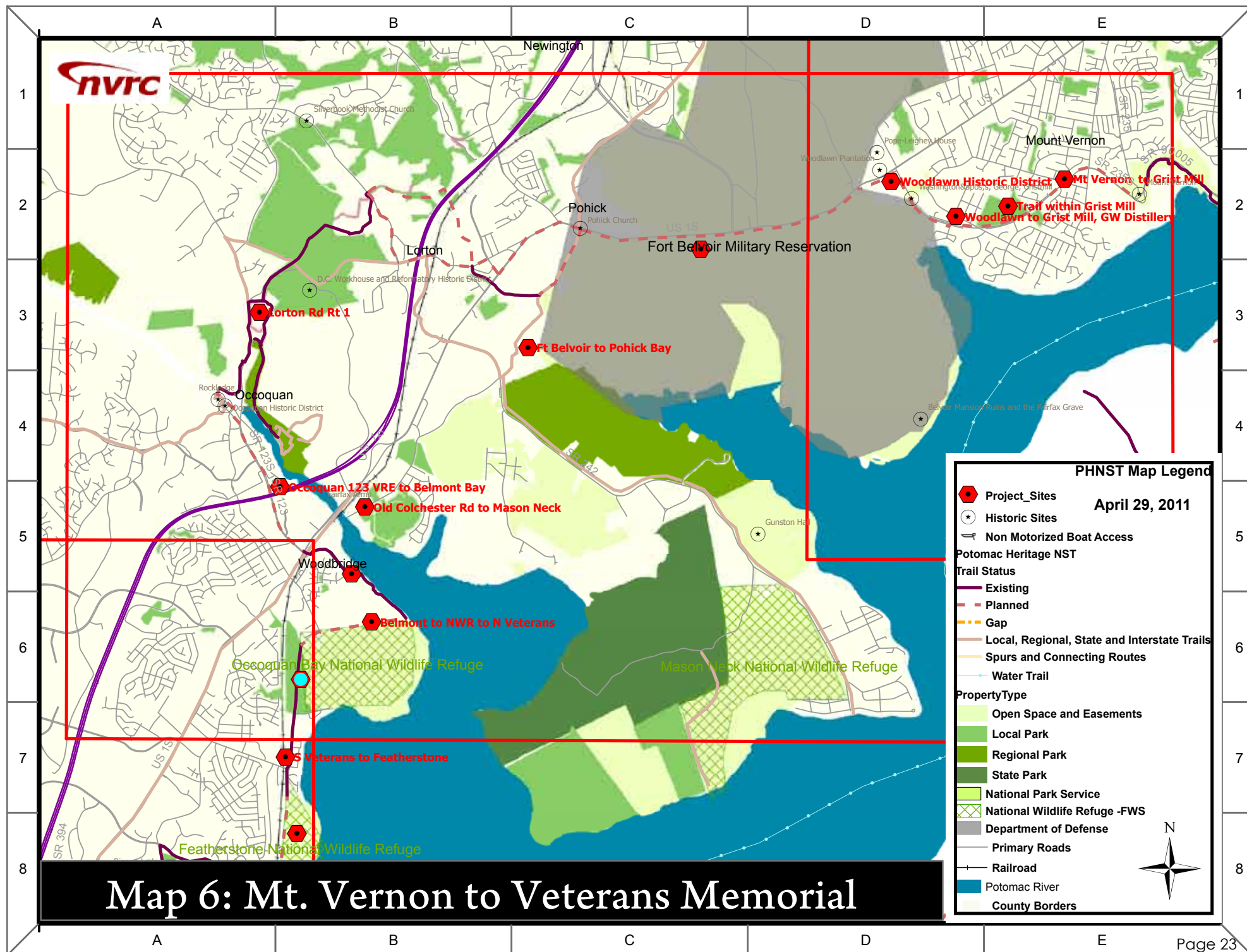
Pohick Bay Regional Park, Fairfax



Waterfront, Alexandria







Planned Fairfax Trail Improvements

Map, Loc	Trail Gap/Project Name	Priority	Length (l.f.)	Width (ft.)	Surface	Managed By	Issues and Comments
3, C4	Seneca Road Trailhead		2,700	4	natural surface	NVRPA	Construct trailhead and parking area for connector trail to PHNST segment from Seneca Road. Pending neighborhood and political support; existing shoulder parking causing erosion.
4, C4	Difficult Run Trail		2,200	8	natural surface	NPS	Rehabilitate Difficult Run Trail in Great Falls Park (George Washington Memorial Parkway). Use NPS PHNST ONPS funds in FY11 to obtain cost estimate; then GRFA PMIS request
4, D5	Scott's Run Nature Preserve to Great Falls Park		~ 12,000			Fairfax County	See NVRC/FFX County feasibility study for a trail facility along Georgetown Pike; note Madeira School proffered easement along Georgetown Pike corridor. Need to identify any facility on Georgetown Pike.
CITY OF ALEXANDRIA							
5, A2	Jones Point			10			Re-construct section of Mount Vernon Trail at Jones Point. Being completed by NPS pending final construction of WWBII. All reconstructed by the project. Joan Morse would have more information.
SOUTHERN FAIRFAX COUNTY							
5, D6 6, E2	Mount Vernon Memorial Highway (235) to Grist Mill Park	Medium	800			FFX County DOT	Improve and construct multi-use trail facility along Mount Vernon Memorial Highway (235) and Grist Mill Park See FHWA study (2004); still applicable. Mount Vernon Highway - 235 and Peachtree are incomplete. May have proffers before this gap. Woodlawn school to 7100, natural surface, bike pedestrian. North side of Route 1. Included in Fairfax County comprehensive plan. 2011 Engineering estimated \$500,662 for project completion.
5, D5 6, E2	Trail within Grist Mill Park		800			FCPA	Complete multi-use trail within Grist Mill Park. Awaiting bond issue funds.
5, D5 6, E2	Woodlawn to Grist Mill Park	Medium	7,500			Fairfax County DOT/VDOT; Mount Vernon Ladies Association	Complete multi-use trail facility along Mount Vernon Memorial Highway between Grist Mill Park - Woodlawn Historic District (includes GW Distillery & Grist Mill & Route 1/ Richmond Highway). Includes bridge over Dogue Creek; see FHWA study (2004); see FHWA Mulligan Road/Route 1 plan. April 2011 study estimates project cost \$1.36 million for completing work.
5, D6 6, D2	Woodlawn Historic District					National Trust for Historic Preservation	Mark route and implement wayside exhibit plan within Woodlawn Historic District (including Rte 1 crossings and facilities w/in Woodlawn Plantation) Part of current FHWA project to improve access to/from U.S. Army Garrison Fort Belvoir along Mulligan Road.

Map, Loc	Trail Gap/Project Name	Priority	Length (l.f.)	Width (ft.)	Surface	Managed By	Issues and Comments
6, C3	Along Route 1 Fort Belvoir	High	20,000			U.S. Army Garrison Fort Belvoir	Construct pedestrian & bicycle trail facilities within U.S. Army Garrison Fort Belvoir . See USACOE revised map (October 2010); consult with VDOT on Route 1 widening project.
6, B5	Old Colchestor to Mason Neck	Low				NVRPA, FCDOT, VDOT, US Army	Spur: connection between planned trails within Pohick Bay Regional Park and proposed PHNST segment in USAG Fort Belvoir. Use funds obligated through NPS-NVRPA Task Agreement to conduct feasibility study.
6, A3	Lorton Road and Route 1	High				FC DOT / FCPA / VDOT	Complete pedestrian and bicycle trail facilities between existing Trail segment at w. entrance to Noman Cole Pollution Control facility (on Route 1) - trailhead at entrance to Occoquan Regional Park Could be separate facilities for foot, bicycle and/or equestrian use (At ORP trailhead near Rte. 123, bicycle route uses roadway and pedestrian route uses footbridge into Town of Occoquan.)
6, B5	Old Colchester Road to Mason Neck					Fairfaax County DPW; NVRPA; BLM; VDCR	Spur: Complete construction of multi-use facility between Old Colchester Road & Mason Neck State Park boat launch Potential Trail connecting route; three segments, Fairfax County DPW has partial TE funding.



Ft Belvoir Trail Gap



Ft Belvoir, Route 1 Current Facilities

Fairfax County Project Descriptions

Mount Vernon Estate to Grist Mill Park

Map Reference: Map 5, D6 and Map 6, E2

Description: This project will complete the section of the Mount Vernon Highway (235) trail along the front of Grist Mill Park and provide a pedestrian crossing of Old Mill Rd. at its intersection with Mount Vernon Highway. April 2011 Engineering estimate for project.

Length: 800 LF

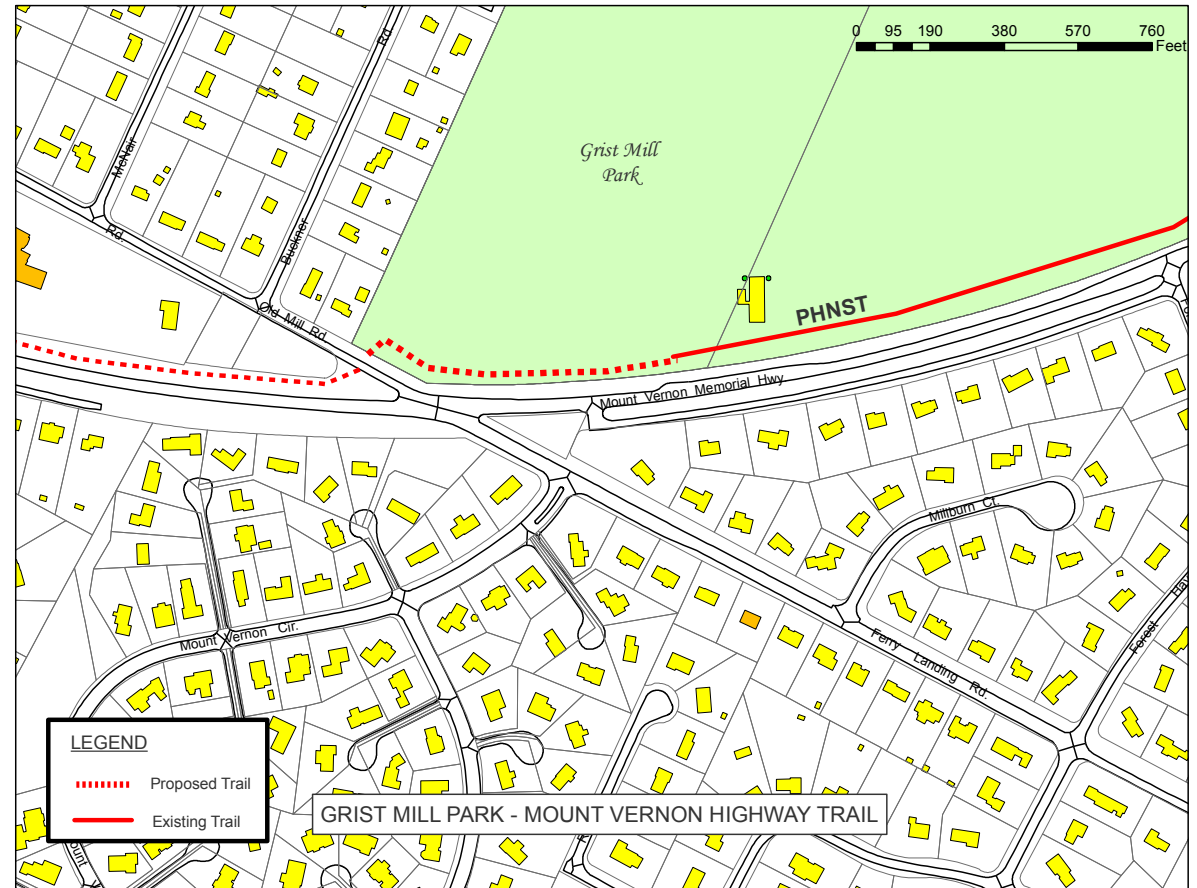
Priority: Medium

Cost: \$500,000

Connections: Provides continuity in the trail along Mount Vernon Highway between Mount Vernon and Route 1.

Benefits: Provides continuity and a safer crossing for Old Mill Rd.

Contact Information: Fairfax County Park Authority



Existing Grist Mill Park Trail

Mount Vernon Memorial Highway

Map Reference: Map 5, D5 Map 6, E2

Description: Connect existing trail sections along the historic Mount Vernon Highway between Mount Vernon and Route 1. This will require easement acquisition in several places and a bridge across Dogue Creek near the George Washington Grist Mill.

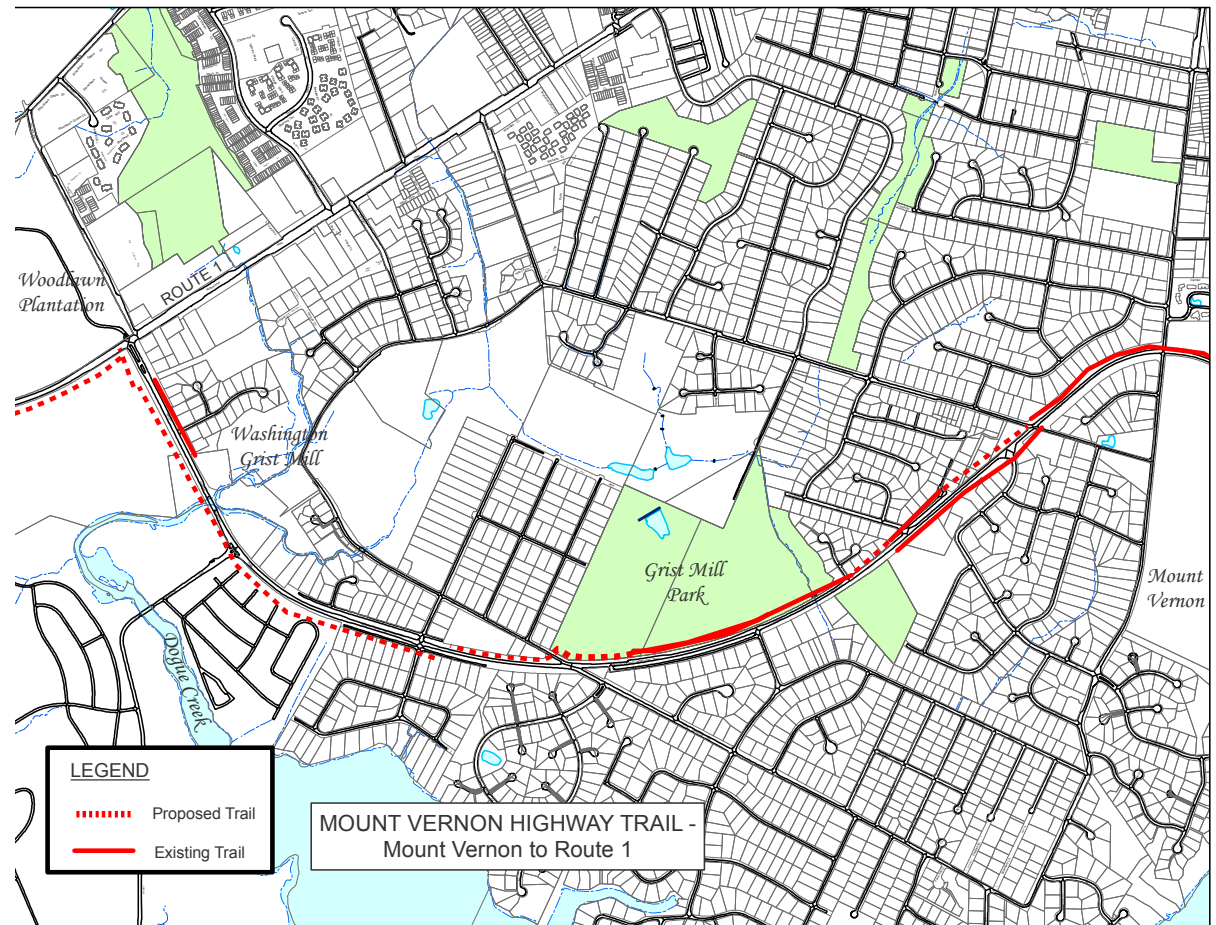
Length: 7500 LF new trail

Priority: Medium

Connections: Connects Mount Vernon to George Washington Grist Mill, Woodlawn Plantation.

Benefits: Provide safe pedestrian / bicycle route on scenic historic highway.

Contact Information: Fairfax County Department of Transportation / Virginia Department of Transportation



Route 1, Fairfax, Virginia



Rt 1 in front of Ft Belvoir

Route 1 – U.S. Army Garrison Fort Belvoir

Map Reference: Map 6, C3

Description: This project consists of a trail along Route 1 on Fort Belvoir's property connecting the Mount Vernon Highway segment to Lorton Road. An easement from Fort Belvoir will be needed.

Length: 20,000 LF new trail

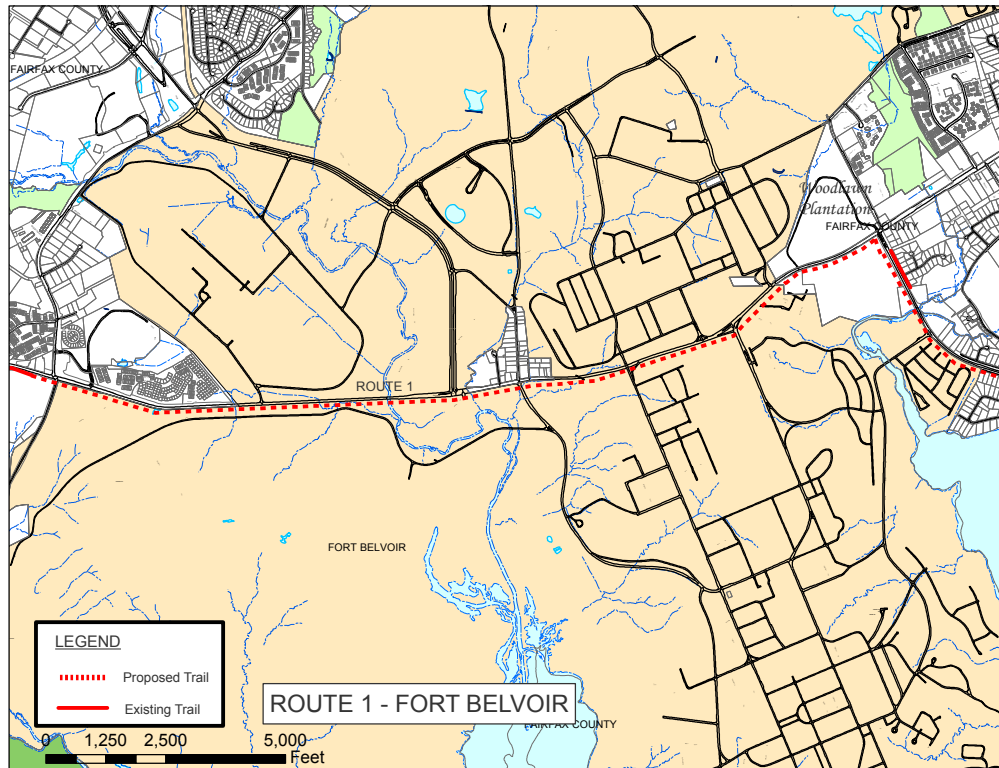
Priority: High

Cost: TBD

Connections: This is an important link in the trail connecting numerous historic sites in Southern Fairfax and will also provide a useful pedestrian and bicycle connection for people who commute in the Route 1 / I-95 corridor.

Benefits: Provide safe route of travel for pedestrians and cyclists.

Contact Information: Fort Belvoir Installation Command



Rt 1 Woodlawn Plantation Entrance

Fort Belvoir to Pohick Bay via Cross County Trail in Pohick Stream Valley

Map Reference: Map 6, B5

Description: This trail will provide an alternative route between Fort Belvoir and the Occoquan River where less of the trail is located adjacent to roads. It uses approximately 2.5 miles of the existing Laurel Hill Greenway section of the Cross County Trail. Trail easements will be needed as well as permission to cross under the I-95 and CSX railroad bridges.

Length: 7,000 LF new trail

Priority: Low

Cost:

Connections: This trail connects the Fort Belvoir trail to Route 123 through the Pohick Stream Valley and historic Laurel Hill Park and ultimately to Prince William County

Benefits: The project will be routed in the Pohick Stream Valley to provide a more scenic alternative to road side travel along Lorton Road.

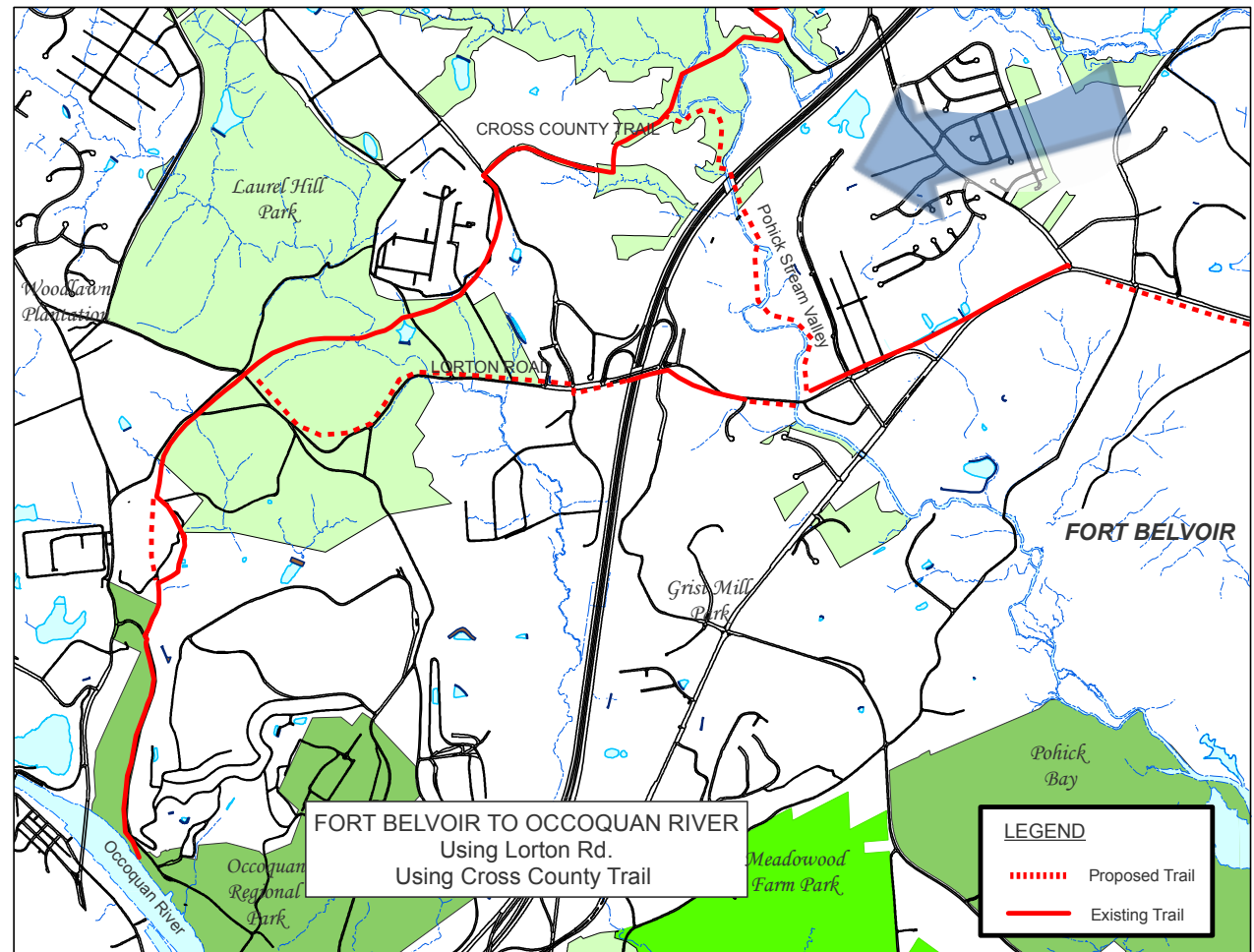
Contact Information: Fairfax County Department of Transportation / Fairfax County Park Authority



Along Pohick under CSX Railroad Bridge



Along Pohick under I-95



Lorton Rd and Route 1 Fort Belvoir to Occoquan River

Map Reference: Map 6, A3

Description: This route consists of roadside trail that is partially existing. Sections that are not yet built are along the new alignment for Lorton Road which is completely funded and scheduled to be completed in 2014.

Length: 10,000 LF new trail

Priority: High

Cost: TBD

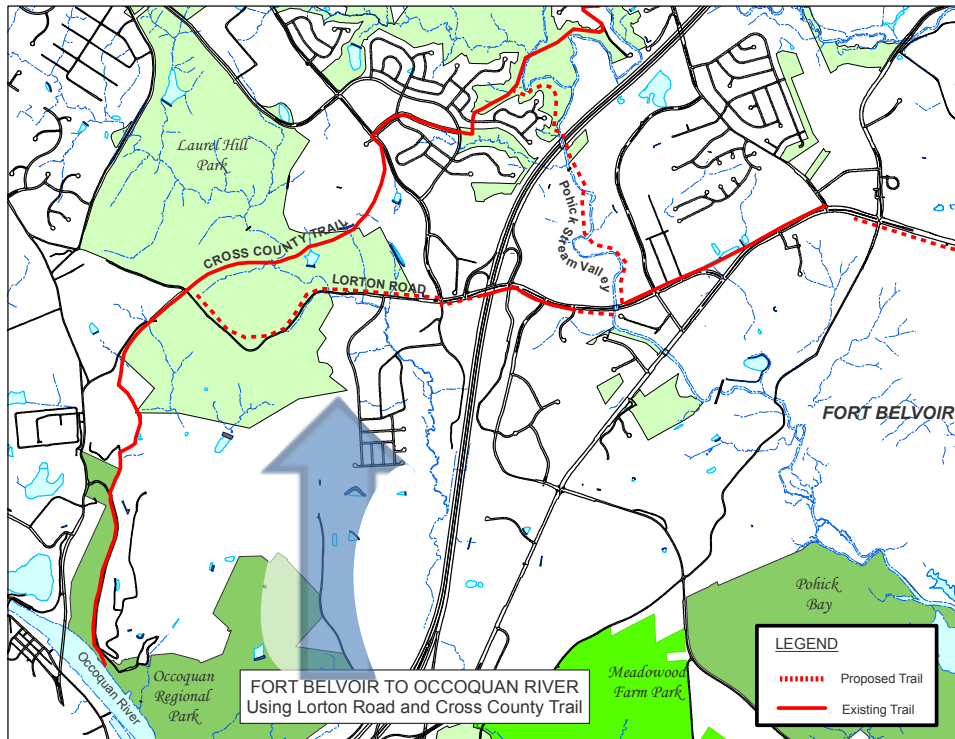
Connections: This trail will connect the Fort Belvoir trail to the Lorton Arts Foundation Center on Route 123 and ultimately to Prince William County.

Benefits: This road side trail will also serve as a bicycle commuter route.

Contact Information: Fairfax County Department of Transportation / Virginia Department of Transportation



Lorton Road I-95 Underpass, Fairfax County



Lorton Road near Ox Road

The Potomac Heritage Trail in Prince William County

Trail Corridor	Fairfax County Boundary to Stafford County	Public Park Linkages	Occoquan Bay National Wildlife Refuge, Veterans Memorial Park, Featherstone National Wildlife Refuge, Rippon Landing Park, Rippon Lodge Historic Site, Julie J. Metz Wetlands Bank, Leesylvania State Park, Prince William Forest Park, National Museum of the Marine Corps, Locust Shade Park
Length	Prince William - 42.7 miles with inland and waterfront alignments (20.8 miles existing; 21.9 miles planned)	Community Linkages	Towns of Occoquan, Dumfries and Quantico; Woodbridge, Rippon and Quantico VRE train stations; Schools: Belmont ES, Porter Traditional, Leesylvania ES, John F. Pattie ES, and Washington Reid ES; Belmont Bay Marina and future Town Center; Rippon Center
Trail Surface Type	7.1 miles paved 1.1 miles stonedust 12.6 miles natural surface Planned: 5.9 miles paved 2.8 miles stonedust 12.0 miles natural surface 1.2 miles boardwalk	Primary Trail Linkages	Occoquan Bay NWR, Proffered trail alignments in Belmont Bay, Eagle's Pointe, and Four Season's residential subdivisions, Veterans Memorial Park, Rippon Lodge Historic Site, Rippon Landing Park, Julie J. Metz Wetlands Bank, Leesylvania State Park, Prince William Forest Park, National Museum of the Marine Corps, Locust Shade Park
Major Existing Easements	Belmont Bay (pending); Occoquan Bay and Featherstone NWR (planned); Rippon Center subdivision (proffered); Port Potomac & Powell's Landing subdivisions (pending); Eagle's Pointe subdivision (proffered)	Prominent Heritage and Cultural Resources	Towns of Occoquan, Dumfries and Quantico, Rippon Landing Park, Rippon Lodge Historic Site, Leesylvania State Park, Prince William Forest Park, National Museum of the Marine Corps

Potomac Heritage National Scenic Trail Investments in Prince William County

Occoquan Bay Wildlife Refuge

NFWS

Visitor Center, parking, trails. Visitor center open weekends; VA Birding & Wildlife Trail site. 642 acres.

Veterans Memorial Park

Prince William County Park Authority (PWCPA)

Water, restrooms, food, visitors center. County park with ball fields, picnic areas, waterpark and trails. 107 acres.

Featherstone National Wildlife Refuge

NFWS

Closed to public. Future PHNST trail connections planned with public access. 325 acres.

Rippon Landing Park

PWCPA

Boat launch, parking, restrooms. County park with playground, picnic pavilion, and hand-carried launch on Neabsco Creek; portable toilets at parking area. 30 acres, 0.6 miles (inland route) of trail.

Rippon Lodge Historic Site

PWCPA

Parking, restroom, hiking. Open May – October, or by reservation; historic home (circa 1747) located on old King's Highway; 42 acre property.

Julie Metz Wetlands Bank

PWCPA

Parking, hiking. Observation platforms; VA Birding & Wildlife Trail site. 217 acres, 1.5 miles trail (Neabsco Creek).

Leesylvania State Park

VDCR

Boat launch, parking, water, restrooms, camping food, visitors center. Hiking, powerboating, paddling. Seasonal food and sailboat rentals, group tent camping. Year-round boat launch and store, picnic facilities and education center; group tent camping by reservation. 542 acres.

Prince William Forest Park

NPS

Water, restrooms, camping, visitors center. Hiking, bicycling. National park with hiking trails, camping and interpretive programs. 15,985 acres, 0 miles riverfront.

National Museum of the Marine Corps

USMC

Parking, water, restrooms, food, visitors center. Free facility open to the public from 9:00 a.m. – 5:00 p.m. daily; trail connection to Locust Shade Park. 134 acres.

Locust Shade Park

PWCPA

Parking, water, restrooms, hiking, paddling. County park with paddle boat rentals, stocked fishing pond, amphitheater, mini golf, hiking trails and picnic facilities. 290 acres.

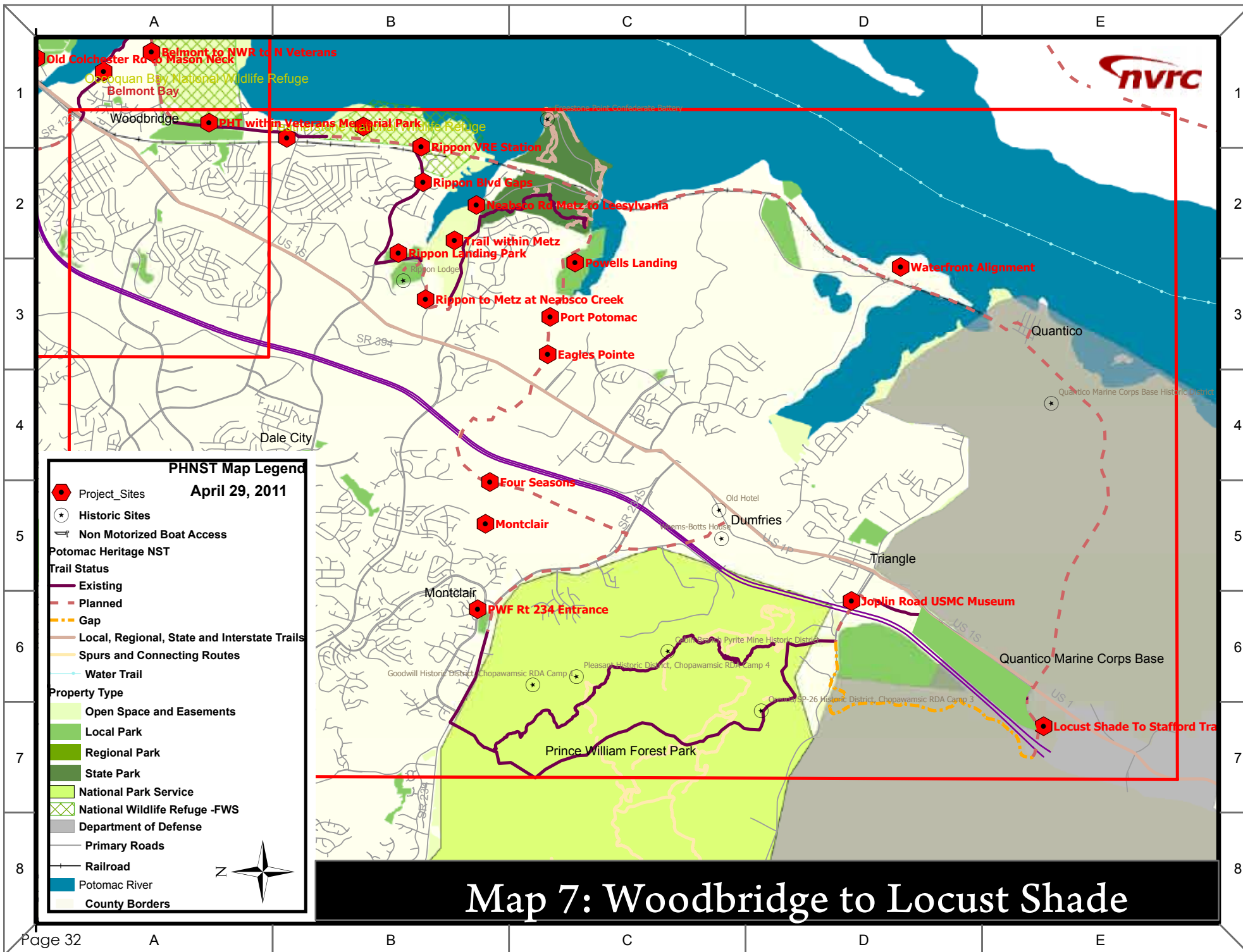


Table of Prince William County Projects

Map, Loc	Trail Gap/Project Name	Priority	Length (l.f.)	Width (ft.)	Surface	Managed By	Issues and Comments
6, B5	Town of Occoquan to Route 123 to Belmont Bay	Low	1.25 Miles	10	Asphalt or concrete	VDOT / PWC Transp	Town of Occoquan to Route 123 Woodbridge VRE & Belmont Bay PHT segment -- Follows Bike route 1 through Greenway. Consider switch to Occoquan Road. Consider separate routes for pedestrians, equestrians and bicyclists: Initially, need to consult with VDOT on facilities needed to construct a continuous route for bicycling between Rte. 123 and Belmont Bay; potential for pedestrian/equestrian routes needs additional research and evaluation. Occoquan River is also a water trail. The section from Route 123 to the Occoquan River is presently a sidewalk, but would be much better if it were a trail through or around the Water Authority and across the old 123 bridge into the town of Occoquan.
6, B6 7, A1	Within Belmont Bay	High	8,040	8	Asphalt	PWCPA / developer	90% existing; need connections to Belmont VRE and Occoquan Bay NWR
6, B6 7, A1	Belmont Bay to Occoquan Bay NWR	High	5,400	10	Asphalt or stonedust	PWCPA	Includes land within the NWR; need easement on NWR property; estimate could include fence realignment, etc.
6, B7 7, A1	Within Veterans Memorial Park	High	6,040	10	Stonedust	PWCPA	Needs improvements; 95% complete; use other funds to complete assessment and rehabilitation.
7, B1	Veterans Memorial Park to Featherstone NWR	Low	3,770	8	Asphalt or concrete	PWCPA / PWC DOT/ VDOT?	Includes Featherstone Drive and property adjacent to Veterans Park managed by PWCPA; consult w/VDOT. Existing concrete sidewalk needs improvements/ widening.
7, B2	Along Featherstone NWR	High	5,700	10	Stonedust	PWCPA	PWCPA to build w/NWR approval.
7, B2	Rippon VRE Station, Rippon Boulevard	Medium	1,900	8	Asphalt	PWCPA/ developer	Trail and access to VRE platform proffered with Rippon Center subdivision. Awaiting VRE/CSX concurrence
7, B2	Rippon Boulevard (gap only)	Low	1,877	8	Asphalt	PWC Transp	To be completed by PWC Transportation; project funded
7, B3	Rippon Landing Park	High	2,708	10	Stonedust	PWCPA	To be completed by PWC Service Authority; project funded/ nearly complete
7, B3	Rippon Landing Park to Julie J. Metz Wetlands Bank	High	2,650	10	Boardwalk	PWCPA	Rippon Landing Park to Julie J. Metz Wetlands Bank over Neabsco Creek. Current scope of work is adequate. Design funded by earmark funds; RFP for design to include cost estimate for boardwalk.

Map, Loc	Trail Gap/Project Name	Priority	Length (l.f.)	Width (ft.)	Surface	Managed By	Issues and Comments
7, B2	Trail within Julie J. Metz Wetlands Bank	Medium	3,600	8	Boardwalk/ natural surf.	PWCPA/ PWC Public Works	Existing trail upgrades. PWCPA will determine alignment and, if possible, construct trail for foot travel with assistance from volunteers.
7, B2	Metz- to Leesylvania State Park along Neabsco Road	High	1,204	10	Stonedust	PWCPA/VDOT	Discuss with VDOT; maintenance agreement with VDOT finalized; trail construction pending using volunteers.
7, C3	Within Powell's Landing proffered right-of-way	Medium	3,300	8	Natural surface	PWCPA/ developer	Easements from HOA and developer; trail construction with volunteers. Connects w/existing PHT segment in Leesylvania SP; trail development originally proffered by Kettler; need cost estimate for pedestrian trail (might require boardwalk)
7, C3	Port Potomac to Dumfries to PWF Park					VDOT / PWC Transp.	along Route 1?
7, C3	Port Potomac	Medium	9,261	8	Natural surface/ boardwalk	PWCPA/ developer	Easement from HOA and developer; PWCPA to construct trail with volunteers/other funds.
7, C3	Eagle's Pointe	Medium	9,900	8	Natural surface	PWCPA/ developer	Easement proffered; trail construction by PWCPA. Developer obligation.
7, C4	Four Seasons	Medium	5,126	8	Natural surface	PWC BOCS	PWCPA to construct w/volunteers/other funds.
7, C5	Montclair	Medium	5,400	5-8	Natural surf/ sidewalk	PWCPA	Need easement; request on hold per status of Four Seasons property.
7, C5	Prince William Forest Park. Rt. 234 entrance	Low	3,660	8	Asphalt	VDOT	Construct N entrance to Prince William Forest Park. Rt. 234 – Anne Wall Park to PWF entrance. 90% complete; surveys for trail extension pending; bicycle/pedestrian only entrance.
7, D6	Joplin Road to USMC Museum	Low	4,250	8	Asphalt	PWCPA/PWC Transp/VDOT	Joplin Road to USMC Museum to Entrance to Southern entrance Prince William Forest Park - trail system around National Museum of the Marine Corps Consult with VDOT; see NMMC Foundation trails plan.
7, E7	Locust Shade Park to Stafford County	Medium	11,500	8	Natural surface	PWCPA	Park is 90% complete; additional trails to be constructed with volunteers. Key gap is road crossing and access to Stafford County Trail. Obstacles include Chapasquanic creek and through Marine Corps property.
7, D3	Waterfront alignment	Low	2,100	Varies	Varies	PWCPA and others	Trail needed to maintain waterfront alignment and crossing of Neabsco, Powell's and Quantico creeks; Will require easements along CSX ROW and design of water crossings.

Prince William County Project Descriptions

Town of Occoquan to Route 123 to Belmont Bay

Map Reference: Map 6, B5

Description: Town of Occoquan/Rte. 123 - Woodbridge VRE & Belmont Bay PHT segment

Length: 1.25 miles (approximately 6,582 feet)

Priority: Low

Cost:

Connections:

Benefits:

Contact Information: Prince William County Park Authority



Pedestrian bridge, Town of Occoquan



VRE Station, Woodbridge



Rt 123, Woodbridge

Belmont Bay

Map Reference: Map 6, B6 and Map 7, A1

Description: Secure public access easement over trail segment constructed by developer. Construct connecting trail segment from Woodbridge VRE station to terminus of existing sidewalk on Express Drive; improve/expand signage and repair trail segments as necessary.

Length: 1.25 miles (approximately 6,582 feet)

Priority: Medium

Cost:

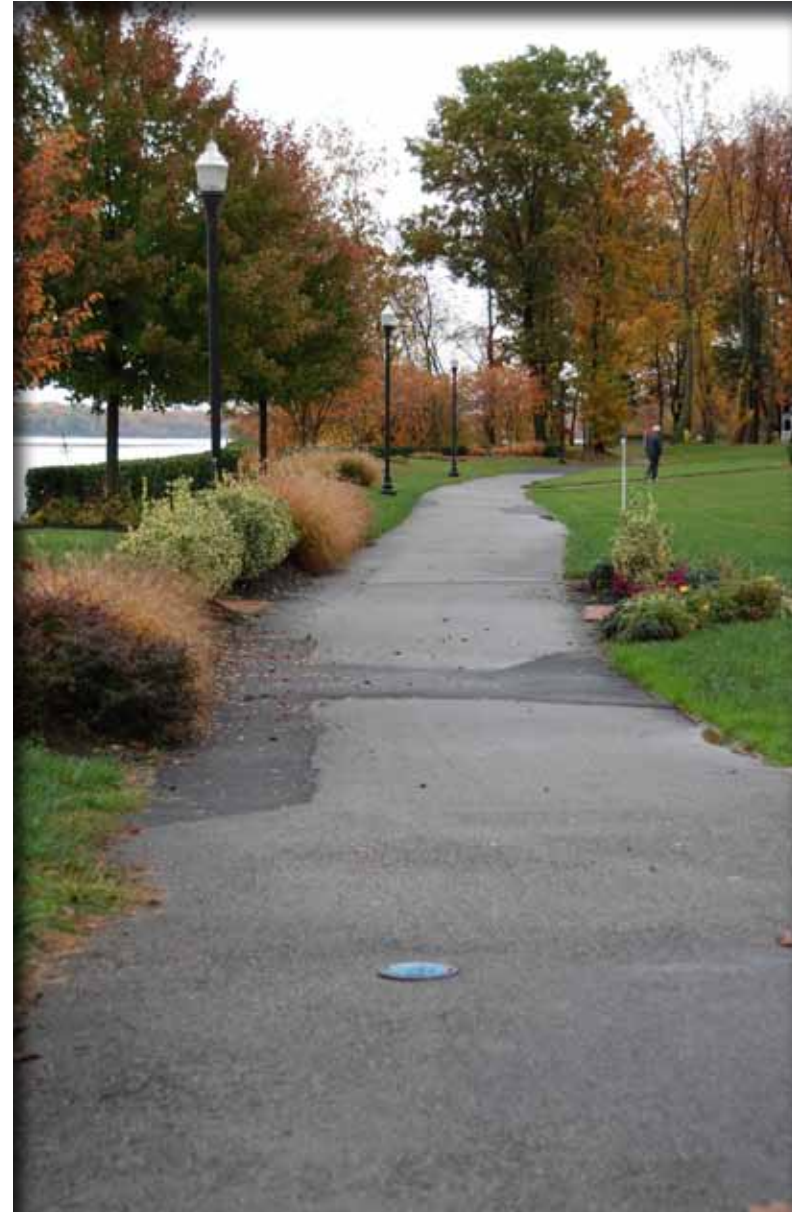
Connections: Woodbridge VRE station to Belmont Marina and Occoquan Bay NWR

Benefits: Provides connection to parking at Woodbridge VRE station; will provide dedicated public access through Belmont community

Contact Information: Prince William County Park Authority



Entrance to Belmont Bay community



Existing Path, Belmont Bay

Belmont Bay to Occoquan Bay NWR

Map Reference: Map 6, B6 and Map 7, A1

Description: Secure easement from USFWS for trail along northern boundary of property; design and construct trail within designated easement.

Length: 1.22 miles (approximately 6,464 feet)

Priority: High

Cost: \$523,000

Connections: Will connect Belmont Marina and residential community to Occoquan Bay Wildlife Refuge and Veterans Park.

Benefits: Creates designated public access through national wildlife refuge; separated trail from remainder of refuge amenities will allow for varied hours of operation/access.

Contact Information: Prince William County Park Authority; US Fish & Wildlife Service



National Wildlife Refuge Property



National Wildlife Refuge Property



National Wildlife Refuge Property near Belmont Bay

Occoquan Bay NWR to Veterans Memorial Park

Map Reference: Map 6, B7 Map 7, A1

Description: Identify location and design trail through park's Higham Property addition and adjacent County property; improve and widen existing trail and trail bridges within the park.

Length: 3,615 feet

Priority: New trail sections – high; Enhancements to existing trail – lower

Cost:

Connections: Connects to Occoquan Bay Wildlife Refuge trail segments and amenities in Veterans Park, including public parking

Benefits: Northernmost segment eliminates need for access through Industrial Park; enhancements will improve the existing trail in this park

Contact Information: Prince William County Park Authority



Veterans Park South



Veterans Park Easement to Wildlife Refuge

Veterans Park Improvements

Map Reference: Map 7, B1

Description: Widen park entrance road to create designated pedestrian connection from end of nature trail to park entrance at Featherstone Road.

Length: 1,981 feet

Priority: High

Cost: \$175,000

Connections: Will connect to amenities in Veterans Park, including public parking; provides designated pedestrian entrance for this regional park.

Benefits: Creates a designated pedestrian route where one does not currently exist; separates pedestrian traffic from vehicular traffic

Contact Information: Prince William County Park Authority

Featherstone Road

Map Reference: Map 7, B1

Description: Improve existing sidewalk to meet shared use path design guidelines, including improved railings/barriers at water crossings

Length: 2,839 feet

Priority: Low

Cost:

Connections: Provides connection between Veterans Park and Featherstone Wildlife Refuge.

Benefits: Creates a wider trail for improved two-directional bicycle and pedestrian traffic along a narrow street; will improve pedestrian and bicycle safety.

Contact Information: Prince William County Department of Transportation



Neighborhood adjacent to Wildlife Refuge



Existing sidewalk, Featherstone Road

Refuge South (Featherstone)

Map Reference: Map 7, B2

Description: Widen park entrance road to create designated pedestrian connection from end of nature trail to park entrance at Featherstone Road.

Length: 1,981 feet

Priority: High

Cost:

Connections: Will connect to amenities in Veterans Park, including public parking; provides designated pedestrian entrance for this regional park.

Benefits: Creates a designated pedestrian route where one does not currently exist; separates pedestrian traffic from vehicular traffic.

Contact Information: Prince William County Park Authority

Rippon VRE Station

Map Reference: Map 7, B2

Description: Secure public access easement and crossing of active railroad line; agreements needed with VRE and CSX, and possibly with adjacent gas company; construct trail in identified easement and construct access onto VRE passenger platform for trail users

Length: 150 feet

Priority: Medium

Cost:

Connections: Will connect Featherstone Wildlife Refuge and Rippon VRE Station which has public parking.

Benefits: With available parking, provides formal trailhead for trail and creates an access point for the Featherstone Wildlife Refuge.

Contact Information:

Rippon Center

Map Reference: Map 7, B2

Description: Trail to be constructed by developer as part of Rippon Center complex. Trail to be constructed as part of development with public access easement created/dedicated to Park Authority for PHNST.

Length: 1,898 feet

Priority: Dependent on developer; low Park Authority priority

Cost:

Connections: Adjacent to Rippon VRE station and access point for Featherstone Wildlife Refuge.

Benefits: This section of trail will be built by private developer and no public funding is currently requested.

Contact Information:



Rippon VRE Station

Rippon Boulevard (gap only)

Map Reference: Map 7, B2

Description: Complete missing section of shared use path parallel to Rippon Boulevard, between Marsh Overlook Drive and Wigeon Way (design, easements and construction).

Length: 1,877 feet

Priority: Low Park Authority priority; being addressed by PWC Transportation

Cost: \$750,000

Connections: Provides complete connection from Rippon Landing Park and Rippon Lodge to Rippon VRE Station.

Benefits: Completes shared use path and trail along Rippon Boulevard.

Contact Information: Prince William County Department of Transportation

Rippon Landing Park

Map Reference: Map 7, B3

Description: Improve existing trail (natural surface to stone dust trail surface) and make connection from Rippon Boulevard shared use path to trail within park

Length: 2,708 feet

Priority: Low Park Authority priority (majority of work to be completed by PWC Service Authority in conjunction with sewer line repairs)

Cost:

Connections: Connects Rippon Boulevard trail and Rippon Lodge to Julie J. Metz Wetlands Bank.

Benefits: Improves an existing trail segment.

Contact Information: Prince William County Park Authority



Location of proposed path between Marsh Overlook Drive and Wigeon Way

Rippon Landing Park to Julie J. Metz Wetlands Bank

Map Reference: Map 7, B3

Description: Design and construct boardwalk crossing of Neabsco Creek

Length: 1.05-miles (approximately 5,536 feet)

Priority: High

Cost:

Connections: Rippon Landing Park and Julie J. Metz Wetlands Bank

Benefits: Largest boardwalk section of trail in PWC; opportunity to provide access in area that is currently inaccessible.

Contact Information: Prince William County Park Authority



Site of planned Neabsco Creek boardwalk crossing

Neabsco Road

Map Reference: Map 7, B2

Description: Identify and design appropriate pedestrian crossing of Neabsco Road, connecting existing trail in Julie J. Metz Wetlands Bank to trail along shoulder of Neabsco Road and connection into Leesylvania State Park

Length: 1,204 feet

Priority: High

Cost:

Connections: Will connect trails in Julie J. Metz Wetlands bank to trail along shoulder of Neabsco Road that leads into Leesylvania State Park.

Benefits: Clearly defined route for pedestrians; safe crossing of Neabsco Road.

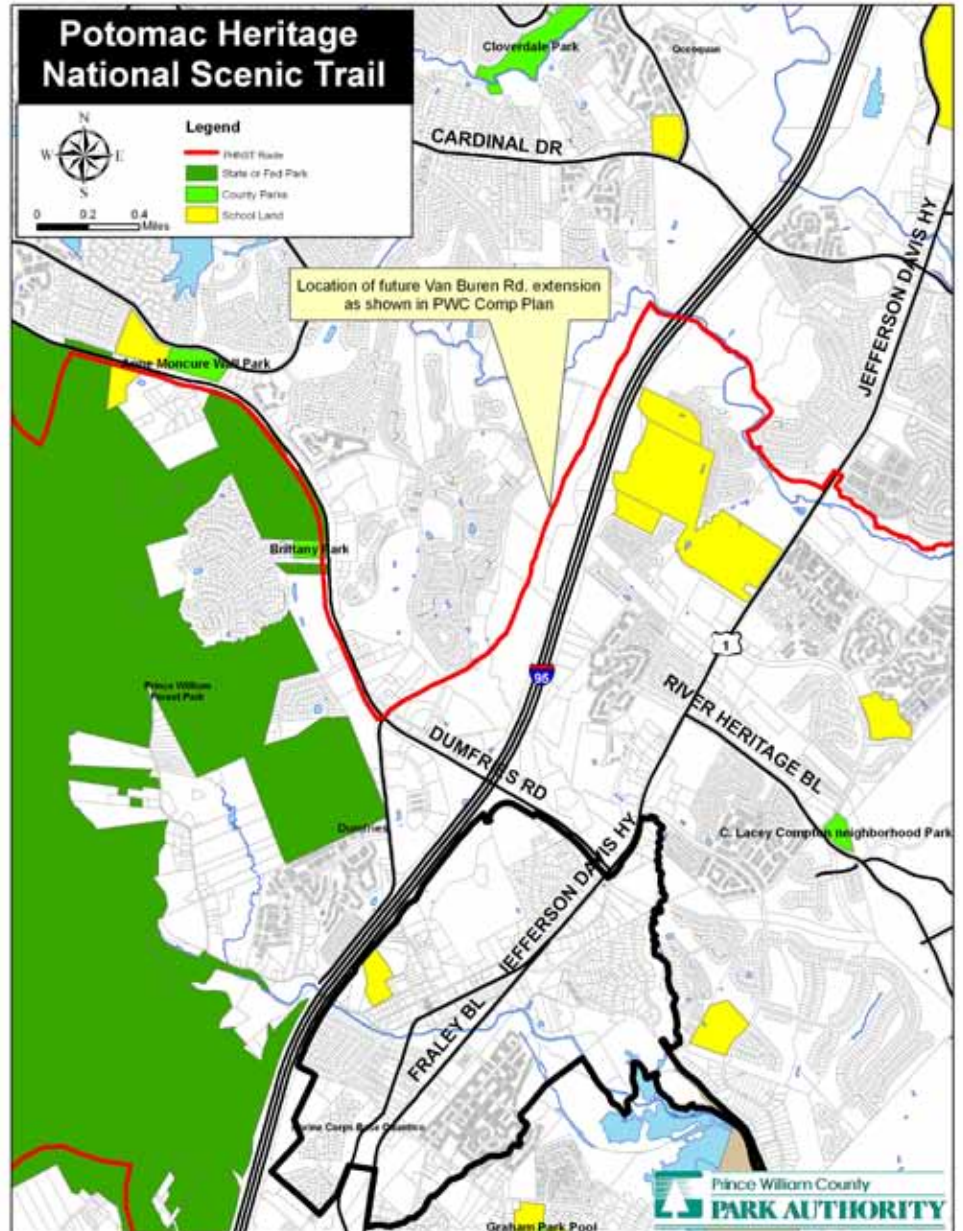
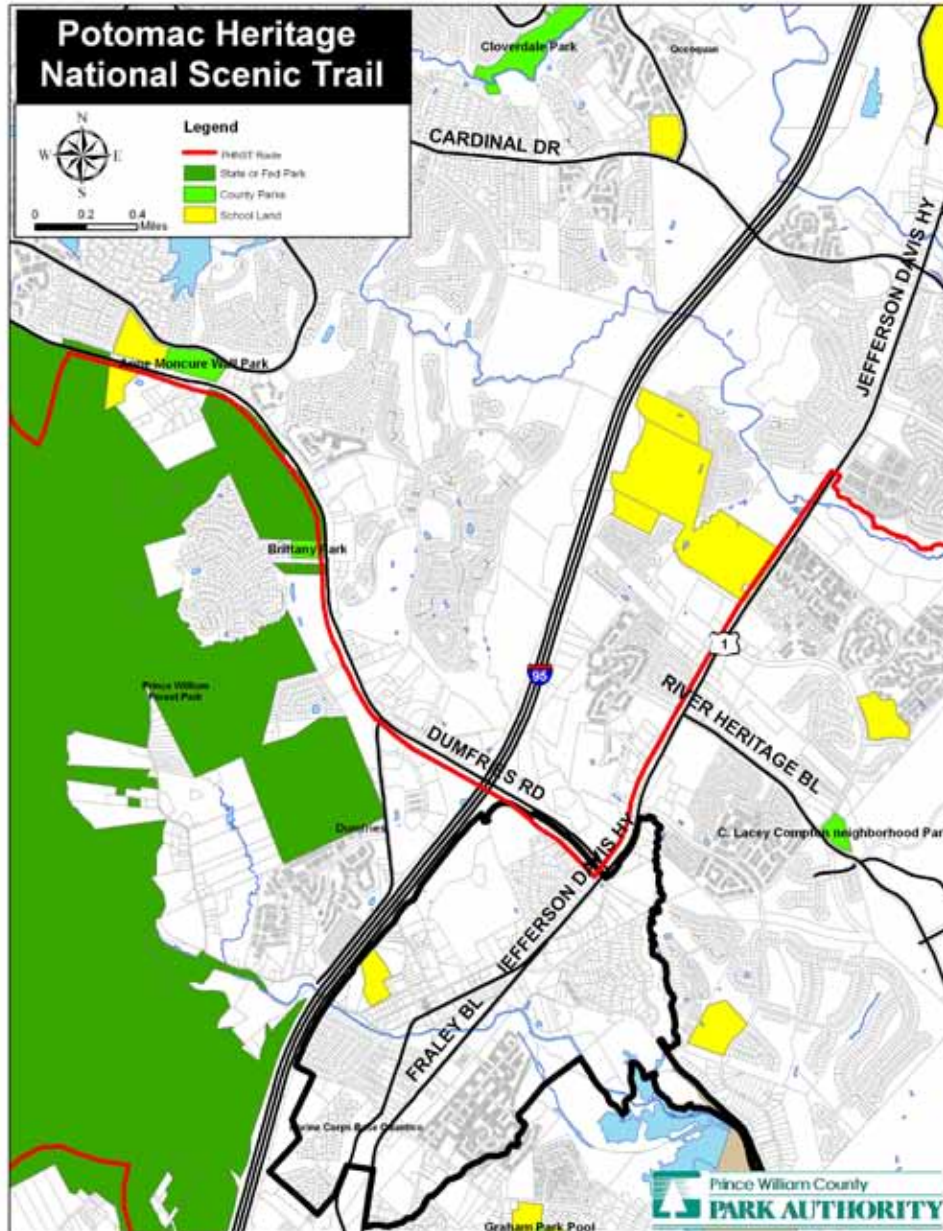
Contact Information: Prince William County Park Authority

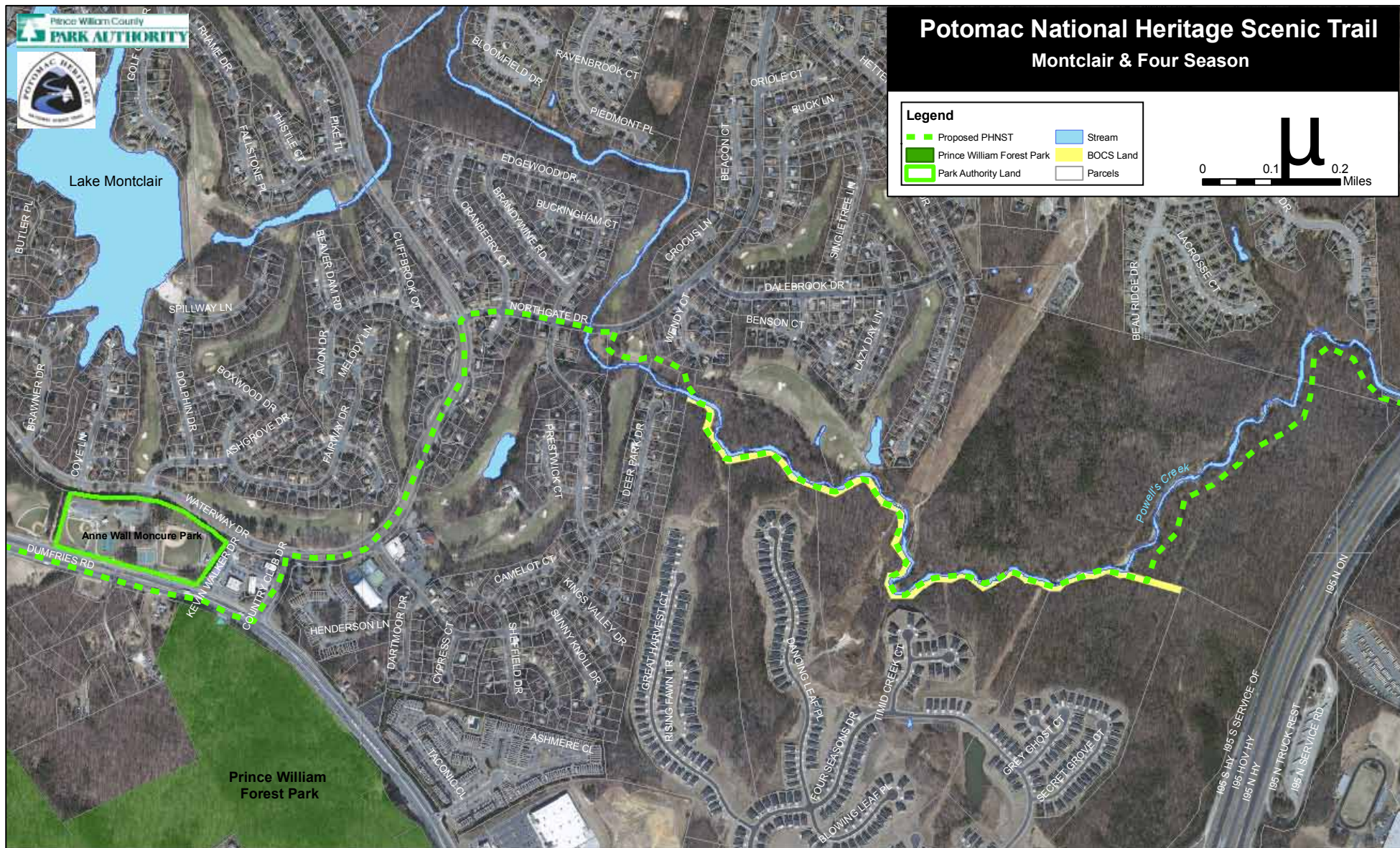


Proposed Road Crossing/trail extension Metz to Leesylvania State Park

Alignment Options for Powells Landing to Prince William Forest Park.

The Prince William County Park Authority has identified three different alignments for this section of the trail, connecting the Powells Landing, Port Potomac, Eagles Pointe, Four Seasons, Montclair, and the Prince William Forest entrance at Route 234. The three maps provide the alignment options, followed by brief project summaries.





Prince William County Priority Project Descriptions, Powell's Landing South

Powell's Landing

Map Reference: Map 7, C3

Description: Need to secure public trail easement through homeowner's association property and sign route for trail users; need to consider options to build trail in advance of developer, if allowed by homeowner's association

Length: 3,358 feet

Priority: High

Cost:

Connections: Leesylvania State Park to planned trail sections on adjacent County-owned property.

Benefits: Benefits: Public-private partnership to create a route through a private residential neighborhood; will partially utilize existing trails and sidewalks.

Contact Information: Contact Information: Prince William County Park Authority

Eagle's Pointe

Map Reference: Map 7, C3

Description: Need to secure proffered trail easement from developer

Length: 3,358 feet

Priority: Medium

Cost:

Connections: Jefferson Davis Highway (Rt. 1) to I-95, and west of I-95 to County-owned property adjacent to the Four Season's residential development.

Benefits: Proffers provide for dedicated public access.

Contact Information: Prince William County Park Authority

Port Potomac

Map Reference: Map 7, C3

Description: Need to secure public trail easement through homeowner's association property and construct trail. Trail easement and construction previously promised by developer, but no action due to economic decline. Park Authority will build trail if/when easement is secured.

Length: 1.75 miles (approximately 9,261 feet)

Priority: High

Cost:

Connections: Connects Leesylvania State Park to Jefferson Davis Highway (Route 1)

Benefits: Potential for public parking at retail/commercial development within Port Potomac; connections to shared use path along Route 1.

Contact Information: Prince William County Park Authority

Four Season's

Map Reference: Map 7, C4

Description: Design and construct trail segment on County-owned property adjacent to residential subdivision

Length: 5,126 feet

Priority: Medium

Cost:

Connections: Connects to planned trail segments in adjacent residential developments (i.e. Montclair and Eagle's Pointe).

Benefits: Property already dedicated to County for this trail segment; provides recreational amenity for adjacent development.

Contact Information: Prince William County Park Authority

Montclair

Map Reference: Map 7, C5

Description: Secure public trail easement through residential community and private golf course; design and construct trail segment within dedicated easement; large portion of trail to utilize existing sidewalk.

Length: 1.50 miles (approximately 7,739 feet)

Priority: Medium

Cost:

Connections: Connection in and between Montclair and Four Season's residential communities, and also a connection to Wall Park and the shared use path along Rt. 234.

Benefits: The addition of a nature trail along Powell's Creek for the residents of the adjacent communities; enhanced public access along this corridor.

Contact Information: Prince William County Park Authority

Joplin Road to USMC Museum

Map Reference: Map 7, D6

Description: Design and construct trail from Prince William Forest Park (operated by the National Park Service), along the shoulder of Joplin Road, connecting to the shared use path along Jefferson Davis Highway (Rt. 1) and/or to the trail system built on the National Museum of the Marine Corps site.

Length: 1.40miles (approximately 7,338 feet)

Priority: Low priority. (This alignment has not yet been designated; need to consider option of locating trail west along Joplin Road, through Quantico National Cemetery.)

Cost:

Connections: Will connect Prince William Forest Park to National Museum of the Marine Corps and existing shared use path along Route 1.

Benefits: Will result in new trail segment that provides safe pedestrian and bicycle access along Joplin Road.

Contact Information: Prince William County Park Authority

Locust Shade Park

Map Reference: Map 7, E7

Description: Design and construct trail from National Museum of the Marine Corps boundary to existing park trails; improve existing trails within the park as deemed necessary; design and construct trail from park interior to exit point on Russell Road (to be determined).

Length: 2.17 miles (approximately 11,500 feet)

Priority: Low priority. (This alignment has not yet been designated; need to consider options if trail is located through Quantico National Cemetery.)

Cost:

Connections: National Museum of the Marine Corps to Prince William County boundary

Benefits: Will result in new trail segments that complete southern terminus of trail in Prince William County; benefit for park if new trail segments are constructed within the park.

Contact Information: Prince William County Park Authority



National Museum of the Marine Corps

Appendix A: Resources and References

PHNST Program Contacts

Local Government

City of Alexandria Department of Transportation
Arlington County Transportation Office
Fairfax County Park Authority
Fairfax County Department of Transportation
Fairfax County Planning Office
Loudoun County Department of Parks and Recreation
Loudoun County Department of Transportation
Prince William County Department of Transportation
Prince William County Park Authority
Town of Leesburg Parks and Recreation Department

Regional Groups

Northern Virginia Regional Commission
Northern Virginia Regional Park Authority

Federal and State

National Park Service Potomac Heritage National
Scenic Trail Potomac Heritage Trail Program
U.S. Fish and Wildlife Service
Bureau of Land Management Eastern Lands Division
Prince William Forest Park
George Washington Park
Great Falls Park
Federal Highway Administration
State Resources:
Virginia Department of Conservation and Recreation
Virginia Department of Transportation, Northern
Region Bicycle Pedestrian Office
Leesylvania State Park
Mason Neck Regional Park
Virginia Department of Forestry and Inland Fisheries

Other Trail Experts

East Coast Greenways
Fairfax Trails and Streams
Potomac Heritage Trail Association
Prince William County Trails and Streams
Prince William Trails Council

Document notes and references

Trail Benefits (pp 8-9)

Bowker, The Washington & Old Dominion Trail: An Assessment of User Demographics, Preferences, and Economics, 2004, http://www.dcr.virginia.gov/recreational_planning/documents/userdems_wod.pdf.

Campos Inc., The Great Allegheny Passage Economic Impact Study (2007–2008), 2008 <http://www.atatrail.org/docs/GAPeconomicImpactStudy200809.pdf>.

East Coast Greenway Alliance, Local and Tourism Use of the East Coast Greenway, 2001, <http://www.greenway.org/pdf/localtourismECG.pdf>

Economic Impacts of Protection Rivers, Trails, and Greenway Corridors, 1995, http://www.nps.gov/pwro/rtrca/econ_index.htm

David P. Racca and Amardeep Dhanju, U Delaware, Project Report for Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas, November 2006, <http://128.175.63.72/projects/DOCUMENTS/bikepathfinal.pdf>

National Trails Training Partnership, <http://www.americantrails.org/resources/health/index.htm>

CDC, Active Environments, http://www.cdc.gov/nccdphp/dnpa/physical/health_professionals/active_environments/trails.html

The Economic Benefits of Open Space, Recreation

Facilities and Walkable Community Design: Research Synthesis, May 2010 ; Active Living Research, http://www.activelivingresearch.org/files/Synthesis_Shoup-Ewing_March2010.pdf

(Nowak, David J. "Air Pollution Removal by Chicago's Urban Forest," Chicago Urban Forest Ecosystem: Results of the Chicago Urban Forest Climate Project, USFS, 1994.) [Deb, you may want to substitute the above with something from NVRC GI program]

Read more about how greenways work at

Virginia DCR, Virginia Outdoors Plan, 2007 http://www.dcr.virginia.gov/recreational_planning/vop.shtml

Trail Related Plans

Potomac Heritage National Scenic Trail

Development and Management Plan for the Potomac Heritage National Scenic Trail in Virginia, February 2006. Prepared by NVRC and the National Park Service. <http://www.novaregion.org/index.aspx?nid=299>

Implementation Plan for the Potomac Heritage National Scenic Trail in Fairfax County, September 2002. Prepared by NVRC for the Fairfax County Park Authority. <http://www.novaregion.org/index.aspx?nid=299>

Implementation Plan for the Potomac Heritage National Scenic Trail in Loudoun County, July 2002. Prepared by NVRC for the Loudoun County Parks and Recreation Department. <http://www.novaregion.org/index.aspx?nid=299>

Implementation Plan for the Potomac Heritage National Scenic Trail in Prince William County, September 2002. Prepared by NVRC for the Prince William Park Authority. <http://www.novaregion.org/index.aspx?nid=299>

Potomac Trail Council, Corridor Inventory of the Potomac Heritage National Scenic Trail, August 2011.

A Foundation for Administration, Planning, Management and Interpretation of Potomac Heritage National Scenic Trail Segments and for Coordination among Trail Management Partners: DRAFT. <http://www.nps.gov/pohe/parkmgmt/loader.cfm?csModule=security/getfile&PageID=152781>.

Potomac Heritage NST Interpretive Concept Plan. <http://www.nps.gov/pohe/parkmgmt/planning.htm>

City of Alexandria

City of Alexandria Master Plan. <http://alexandriava.gov/planning/info/default.aspx?id=7518>

Alexandria Open Space Plan, 2002, <http://alexandriava.gov/uploadedfiles/recreation/info/OpenSpacePlan.pdf>

Open Space Priorities & Opportunities, 2004 – lists , prioritizes and assesses specific open space opportunities; prepared by Alexandria Open Space Steering Committee

Guide to Open Space in Alexandria – summarizes city open space and open space efforts

Arlington County

Arlington County Comprehensive Plan <http://www.arlingtonva.us/departments/CPHD/planning/plan/CPHDPlanningPlanMain.aspx>

Public Spaces Master Plan 2005 (previously known as Open Space Master Plan) <http://www.arlingtonva.us/departments/ParksRecreation/forums/openspace/publicspaces/PublicSpaceMain.aspx>

Fairfax County

Fairfax Co. Comprehensive Plan 2007 Edition <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/>

Loudoun County

Loudoun County Revised General Plan. <http://www.loudoun.gov/Default.aspx?tabid=327&fmppath=/omp%20Plan>.

Loudoun County PRCS Strategic Plan 2010-2015.

Prince William County

2008 Prince William County Comprehensive Plan, Parks, Open Space & Trails Chapter

Prince William County Park Authority Comprehensive Plan, 2010 – 2030

2002 Implementation Plan for the Potomac Heritage National Scenic Trail in Prince William County

1993 Prince William County Park Authority Greenways & Trails Plan

Regional Park Authority

Northern Virginia Regional Park Authority: Capital improvement Program: [http://www.nvrpa.org/uploads/Files/content/CIP%20handbook\(3\).pdf](http://www.nvrpa.org/uploads/Files/content/CIP%20handbook(3).pdf)

Northern Virginia Regional Park Authority Strategic Plan. <http://www.nvrpa.org/uploads/Files/content/StrategicPlan.pdf>

Statewide Plans

Virginia DCR, Virginia Outdoors Plan, 2007 http://www.dcr.virginia.gov/recreational_planning/vop.shtml

NVRC, February 2006, A Development and Management Plan for the Potomac Heritage National Scenic Trail in Virginia.

Appendix B: Funding Resources and References

Transportation Funding¹

The Safe Accountable Efficient Transportation Act, (SAFETEA-LU), the most recent federal transportation funding law, includes funds for trail construction and improvements. Many programs are managed by state agencies, and in Virginia, the Commonwealth Transportation Board is responsible for selecting many projects for funding.² In addition, most granting programs require a 20 percent match and operate on a reimbursable basis (i.e., after a project is approved, the organization or agency is required to submit invoices to receive funds). The following programs that could be used to support trail projects:

Transportation Enhancements Program (TE): TE activities are projects that, according to the National Transportation Enhancements Clearinghouse (NTEC), "expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure." As 10 percent of the Surface Transportation Program, TE is a large potential source of funding for trail projects: <http://www.virginiadot.org/business/prehancegrants.asp>.

- *In Virginia, the application deadline is usually the end of November / early December.*
- *Grants range from \$50,000 to \$1,000,000.*

Safe Routes to School (SRTS) The purpose of this program is to improve the safety and availability of bicycle and pedestrian facilities to primary and middle school students. As with the Recreational Trails Program, state coordinators are responsible for program management; as of late 2010, though, Virginia lacks a program trainer. http://www.vdot.virginia.gov/programs/ted_Rt2_school_pro.asp

- *Deadlines for applications are usually in early/late fall.*
- *Grants range from \$12,000 to \$500,000.*

Recreational Trails Program: Managed in Virginia by the Department of Conservation and Recreation (VDCR), the program is very competitive and based on guidance from the Virginia Recreational Trails Advisory Committee. Funds are provided on a reimbursable basis; may not be used for planning; and may be used for maintenance and restoration of existing trails; development or rehabilitation of trailside and trailhead facilities and linkages; acquisition of necessary easements; associated administrative costs; new trails; and educational programs. Funds may be awarded to non-profit organizations, city governments, county governments, or other government entities. Federal program requirements mandate that 30% of RTP funds be used for motorized recreational trail uses, 30% for non-

motorized recreational trails, and 40% for trails with the greatest number of compatible recreational purposes and/or those that provide for innovative recreational trail corridor sharing (multiple-use trails). At least 30% of all funds must be used for motorized trails. http://www.dcr.virginia.gov/recreational_planning/trailrnd.shtml

- *Grant deadlines are generally the end of July.*
- *Project size ranges from \$25,000 to \$100,000.*

Transit Enhancement Funds: The Federal Transit Agency (FTA) requires that at least 1% of transit expenditures for urbanized areas of more than 200,000 people (known as 5307 formula funds) go to projects that improve access to transit services. Many of these projects focus on bicycling and walking. The program in Virginia is administered by the Department of Rail and Public Transportation, with funds awarded to transit authorities and MPOs; Northern Virginia is portioned with DC through MWCOG. In 2009, MWCOG received approximately \$13 million. <http://www.drpt.virginia.gov/grants/pt.asp> February.

Congestion Mitigation and Air Quality Program (CMAQ): CMAQ is jointly administered nationally by FHWA and the FTA. Funding is available for both "nonattainment areas" that do not meet federal air quality standards as well as "maintenance areas" -- former nonattainment areas that are now in compliance with air quality standards. CMAQ provides more than \$8.6 billion to state departments of transportation, MPOs, and transit agencies for projects that improve air quality. <http://www.fhwa.dot.gov/environment/cmaqpgs>

Transportation, Community and System Preservation Program (TCSP): Administered by FHWA, grants may be awarded to states, MPOs, local governments, and tribal governments--nonprofit groups may collaborate with eligible recipients--to improve the efficiency of the transportation system, reduce the impacts of transportation on the environment, reduce the need for costly future public infrastructure, ensure efficient access to jobs, services and centers of trade, and encourage private sector development patterns. Trails are an eligible use of program funds; in FY 2008, eight trail projects received a total of \$5,365,500 in TCSP funds. This discretionary funding source is usually requested through elected congressional officials (earmarks). Virginia did not receive funding in 2010.

Federal Lands Highway Program (FLHP): FLHP projects promote "recreational travel and tourism, protect and enhance natural resources, provide sustained economic development in rural areas, and provide needed transportation access for Native Americans" mostly on federal lands. Trails can fulfill the recreational travel and tourism requirement of the program. Projects range up to \$10,000,000 allocated to U.S. Army Garrison Fort Belvoir in 2010. <http://www.efl.fhwa.dot.gov/programs/tip-fs.aspx>

National Scenic Byways Program: A discretionary grant program, eligible uses include projects that improve bicycle and pedestrian safety along the byway corridor for designated FHWA "national scenic byways." Applications for national byway status are submitted to state departments

¹ This summary is not comprehensive and has culled information from a number of state, federal, and nonprofit sources as of October 2010. One excellent source of information is the rails to trails website: www.railstotrails.org. Much of this information is from the Rails to Trails website: http://www.railstotrails.org/ourwork/trailbuilding/toolbox/informationsummaries/funding_financing.html

² A governor appointed body to prioritize and allocate projects: <http://www.ctb.virginia.gov/>

of transportation and then forwarded to FHWA in a competitive process. Virginia hosts five byways: Blue Ridge Parkway, Colonial Parkway, George Washington Memorial Parkway, Journey through Hallowed Ground Byway, and Skyline Drive. Most of the jurisdictions in Northern Virginia host scenic byways. <http://www.byways.org/learn/program.htm>

- *February deadline*

Alternative Transportation in Parks and Public Lands (ATPPL): Administered by FTA with the Department of the Interior and the USDA Forest Service, this relatively new program (also known as "Transit in the Parks") funds planning and capital expenses for "alternative transportation" in or near national parks and public lands. http://www.fta.dot.gov/funding/grants/grants_financing_6106.html

Park Roads and Parkways Program (PRPP): Jointly administered by FHWA and the National Park Service (NPS), PRPP includes three categories of spending; Category 3 is dedicated to Alternative Transportation Systems, including trails. This program is not a grant program but is meant for use by FHWA and NPS for projects within parks. <http://flh.fhwa.dot.gov/>

Historic Preservation Funding Sources

American Battlefield Protection Program (ABPP). Managed by NPS primarily for conservation purposes. <http://www.nps.gov/history/hps/abpp/> for current guidelines.

Preserve America is a 50/50 grant program that will match non-federal funds. Administered by the NPS and focusing on education and heritage tourism, grants are awarded only to designated Preserve America communities and state historic preservation offices (SHPOs). <http://www.nps.gov/history/hps/hpg/PreserveAmerica/>. Trails are a common recipient of Preserve America grants.

Save America's Treasures grants only preserve properties and sites listed in the National Register of Historic Places that are of national significance or designated as a National Historic Landmark. <http://www.nps.gov/history/hps/treasures/>

Other Federal Funding and Assistance

Chesapeake Bay Gateways and Water Trail Program, Chesapeake Bay Gateways and Watertrails Network (CBGN) financial assistance awards assist projects at designated Gateways. The awards require a 1:1 match with eligible non-federal agencies. The awards assist designated Gateways in implementing high-quality public access, stewardship and interpretive and educational projects that advance Network goals: provide public access to special places and resources within the watershed; help people understand the Chesapeake Bay and its watershed through its special places and stories; enhance conservation stewardship and motivate people to support Bay restoration efforts. <http://www.baygateways.net/>

- *Application deadline in March*
- *Grants from \$10,000 to 250,000*
-

Rivers, Trails, and Conservation Assistance Program (RTCA): Though not a source of funding, RTCA is a technical assistance arm of the National Park

Service dedicated to helping local groups and communities preserve and develop open space, trails and greenways. RTCA is an important resource center for many trail builders in urban, rural and suburban areas. RTCA supplies a staff person with extensive experience in community-based conservation to work with a local group on a project. <http://www.nps.gov/ncrc/programs/rtca/index.htm>

Land and Water Conservation Fund (LWCF): This 50/50 matching grant program is administered by state agencies in cooperation with the National Park Service. Program funds are intended for the acquisition and development of outdoor recreation areas; trails are one priority of this program. <http://www.nps.gov/lwcf/>

Energy Efficiency and Conservation Block Grant (EECBG): This Department of Energy program was funded for the first time under the American Recovery and Reinvestment Act of 2009. Provides funds to units of local and state government, Indian tribes, and territories to develop and implement projects to improve energy efficiency and reduce energy use and fossil fuel emissions in their communities. <http://www1.eere.energy.gov/wip/eeecbg.html>

Community Development Block Grant Program (CDBG): Providing annual grants on a formula basis to local governments and states for a wide range of community planning initiatives, CDBG monies have been used for trails and trail construction. CDBG projects must be used for activities that benefit low- and moderate-income persons, prevent or eliminate slums or blight, and address community development needs having a particular urgency. <http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

Urban and Community Forestry (UCF): A program of the USDA Forest Service, UCF "provides technical, financial, research and educational services to local government, nonprofit organizations, community groups, educational institutions, and tribal governments." Trails and greenways are a key part of the program. <http://www.fs.fed.us/ucf/program.html>

Public Works and Economic Development Program (PWED): One of a few investment programs administered by the Economic Development Administration of the US Department of Commerce, PWED is meant to provide funding for "construction or rehabilitation of essential public infrastructure and facilities" that, among other things, can help to "redevelop Brownfield sites and provide eco-industrial development." <http://www.eda.gov/InvestmentsGrants/Grant%20Process.xml>

Brownfield Funding Sources: Brownfield funding remediates areas contaminated from years of industrial use. Trails can benefit from federal and state funding sources available to remediate brownfield environmental pollution. The Environmental Protection Agency offers funding and financing information for brownfield properties. http://www.epa.gov/brownfields/grant_info/index.htm.

Wetlands Restoration Funding Sources:

National Coastal Wetlands Conservation Grant Program is a matching grant program designed to assist states in the "acquisition, restoration, management or enhancement of coastal wetlands." <http://www.fws.gov/coastal/CoastalGrants>. States bordering the Atlantic, Pacific, Gulf of Mexico or Great

Lakes are eligible. Although trails cannot be the primary beneficiary of these funds, the program has been used to work on trail infrastructure.

Corporate Wetlands Restoration Partnership, a source of private money for wetlands restoration, <http://cwrp.org/>

Natural Resources Conservation Service of the US Department of Agriculture offers technical and financial assistance programs to restore and protect natural resources and wildlife. <http://www.nrcs.usda.gov/programs/>

U.S. EPA list of federal funding sources for watershed protection. <http://cfpub.epa.gov/fedfund/list.cfm>

USDA Rural Information Center Guide to Funding sources <http://www.nal.usda.gov/ric/ricpubs/funding/fundguide.htm>

Other programs:

Virginia Tourism Corporation (VTC) Marketing Leverage Program is designed to stimulate the creation of tourism marketing initiatives throughout the Commonwealth. The program supports only those marketing efforts undertaken by partnerships constituted by three or more Local and regional tourism destinations, marketing organizations, museums, state and local attractions, businesses, chambers of commerce, and economic development organizations. Two tiers for funding: tier 1: Up to \$5,000, maximum award of \$5,000 with a 1:1 match required; tier \$5,001 to \$25,000 a 2:1 match required (two dollars from partners matched by one dollar from VTC). www.vatc.org.

- *Application due by January 5. However, in order to be considered for funding, applicants must submit a letter of intent prior to August 30.*

Virginia Community Capital <http://www.vacommunitycapital.org>

Virginia Office of Community Capacity Building Non-Profit Funding Search Request <http://www.dhcd.virginia.gov/CommunityCapacityBuilding/PDFs/FundingRequestForm.pdf>

Virginia Small Business Financing Authority http://www.dba.state.va.us/financing_business.shtml

Virginia Enterprise Zone www.dhcd.virginia.gov/EZones

Center for Community Development, Inc. <http://www.ccdi-vi.net>

Private Resources

Healthy Youth anti obesity grants, include funding for trail planning. <http://www.healthyyouthva.org/funding.asp>,

- *August Deadline,*
- *Smaller grants up to \$60,000.*

National Park Foundation: http://www.nps.gov/partnerships/NPF_grants_and_prgs.htm

- *Grants up to \$10,000*

Rails to Trails Clearinghouse: <http://www.railstotrails.org/ourwork/trailbuilding/toolbox/index.htm>

American Trails Clearinghouse Resources for planning and construction, news items: <http://www.americantrails.org/resources/funding/index.html>

National Geographic Conservation Trust Grants

<http://www.nationalgeographic.com/research/grant/rg2.html>

The Federal Appropriations Process

Congress "earmarks" funding directly to organizations through the 13 appropriations bills it passes each year. Congress cannot spend money without authorization from the committees that have jurisdiction over the various policy areas (such as SAFETEA-LU). Although appropriations committees cannot create new programs, they have considerable latitude in deciding where the money is spent within those existing programs. Through the appropriations process, members may gather enough votes to specify that a specific sum of money be spent for a specific purpose (earmark) within a larger appropriations bill.

Appropriations Schedule:

October - December: Project Development

Determine projects are best suited for a federal appropriations funding strategy. Requires planning leaders and community supporters to prioritize and recommend projects. Members of Congress act on requests and issues on behalf of their constituents.

January - April: Submission of Requests to Congress

Once the project(s) is identified, the next step is to complete all required forms, letters and paperwork required for submission to congressional delegations office(s), including a letter to congressional members requesting funding and a project description.

May - June: Initial Committee Hearings

The House Appropriations process occurs between the middle of May and early June, voting on appropriations bills in July. After House action, the Senate considers appropriations bills in July.

September - October: Final Conference Committee Hearings

After the traditional August recess, final consideration of spending bills – appropriations bills – In "conference committees" – meetings between House members and Senators to reconcile the differences between the House and Senate-passed bills.

November - December: Grant Release

If the President signs the bill containing the congressional set aside into law, funds are disbursed through a grant release process. This process varies by agency and requires award recipients to work with program agency officials to release funding approved by Congress or federal agency.

Appendix C: Map Explanation

Purpose:

The Gap Document Maps feature the locations of project sites that are identified gaps of the Potomac Heritage National Scenic Trail across the Northern Virginia landscape, along with features that give context to support the completion of the projects.

This map may serve as a reference for park and trail planners to depict the location of PHNST project sites, as well as additional PHNST needs across the Northern Virginia region. It may be used to help prioritize projects, based on unique or multiple benefits to the trail system as a whole.

Data:

Layer	Source	Source Year
Overlay Layers		
Project Sites	NVRC	2011
Non-Motorized Boat Ramps	NPS	2011
Submap Frames	NVRC	2011
Trails • PHNST ◦ Existing, Planned, Gap – as identified by NPS • Local, Regional, State, Interstate Trails • Cross County Trail • Water Trail	NPS Modified NPS Layer Modified NPS Layer Modified NPS Layer	2009 2009 2009 2009
Historic Sites	NVRC	
Non-motorized Boat Access	NPS, NVRC	2011
Potomac River	Modified ESRI base data	2011
Property Type • Open Space and Easements • Local Parks, Regional Parks, State Parks • Department of Defense • National Park Service • National Wildlife Refuge	Layers created by NVRC utilizing Virginia DCR - DNR Data and local data sources	various
Transit • Primary and Secondary Roads • Railroads	VDOT VGIN	2008 2002

Appendix D: Trail Construction Cost Estimate Methodology and Background

NVRC contracted with Paciulli, Simmons & Associates, Ltd¹, to develop cost estimates for selected projects within the Northern Virginia Corridor. This section outlines the PSA approach to developing trail project estimates.

Construction costs for the priority projects listed in this report are derived primarily from standards and specifications contained in the National Park Service Cost Estimating Requirements Handbook dated February 2011 for Class C Construction Cost Estimates. The level of design detail used for the basis of the estimates is consistent with Pre-Design (PD) Submittal documents, and is further supplemented by field investigation and research for each project, from a variety of Geographic Information System (G.I.S.) database resources and information provided by the assigned Potomac Heritage National Scenic Trail (PHNST) Land Managers in each jurisdiction applicable to each trail project segment.

Cost factors considered in the Class C construction cost estimate include specific project locations, remoteness, design contingencies, construction contract general conditions, overhead, and profit. All project priority trail segments estimated used a standard design-bid-build contracting method adjustment factor. Individual priority projects were estimated as stand-alone projects, and packaging of multiple priority projects in each jurisdiction was not considered. Any other type of contracting method used for the construction of the priority projects should provide a contracting method adjustment factor appropriately. An inflation escalation factor used for the projects estimated is included in the project contingency and would need to be adjusted if project design and construction is delayed two years beyond the date of this report. Based on the conceptual level of design detail, right-

of-way and/or easement acquisition costs were not considered and are not provided as part of the cost estimate methodology.

Development of the cost estimate methodology for the priority projects contained in the Corridor Analysis generally includes the following work tasks.

1. Review of available information provided by Owner/Participating Agency/Land Management Staff, including
 - G.I.S. project data available for use in preparation of project deliverables
 - Previous concept or preliminary design and/or construction documents for various trail segments in each jurisdiction
 - Prior project budget estimates or schedule of values prepared for recently constructed trail segments
 - Aerial Photographic Imagery
2. Consolidation of information from other sources including, but not limited to County & Municipal G.I.S. mapping, National Park Service records, local and regional park authority records, VDOT right-of-way plans, Comprehensive Trail Master Plan documents from the various Northern Virginia jurisdictions, military base records and plans from Quantico and Ft. Belvoir, site or subdivision plans showing portions of proffered trail construction components associated with private development plans, jurisdictional land records, available archeological and environmental documentation and available utility records.
3. Coordination with project stakeholders including the Northern Virginia Regional Commission (NVRC) / Land Manager/Participating Locality/ National Park Service (NPS) project kick-off meeting and site visit(s).
4. Compilation of project data obtained from available records above and prepare preliminary outline of individual project features including right-of way assessment, environmental documentation, evaluation of flood hazard and wetlands encroachment,

resource protection areas, site topography, heritage and archeological features, evaluation and confirmation of trail design standards, typical sections and attributes, stream crossings, bridges, and major storm drainage features, soils mapping, trail connections to intersecting roads and public right of way, and accessibility restrictions. Data obtained or provided by others is used in developing project memoranda.

5. Confirmation of all jurisdictional requirements for each project relative to design, construction, project approvals and permitting.
6. Edit and update individual project base mapping from information obtained above for individual priority projects selected by the Northern Virginia Regional Commission (NVRC) and National Park Service (NPS). Base maps to be used in subsequent phase for development of project estimates, concept plans and diagrams, and quantity take-offs. Base map deliverables will be prepared from G.I.S. data and aerial photographic imagery provided by the Land Managers in each jurisdiction.
7. Upon completion of the field investigation phase, project documentation, confirmation of typical trail sections, other construction and jurisdictional requirements and special provisions, the individual project quantity take-offs and construction unit costs were developed. Project memoranda noting significant features and planning and design assumptions used in the development of the cost estimate methodology, along with updated GIS base mapping are provided for reference.

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Appendix E: Public Meeting on Corridor Analysis and Potomac Heritage Scenic Trail



Closing the Gaps in the Potomac Heritage National Scenic Trail

between Mount Vernon Estate & Locust Shade Park

Held at Osprey's Landing, Belmont Bay

http://www.ospreysgolf.com/Directions_3cc92b1ce.html

Register: www.novaregion.org/trails

May 4, 2011 WORKSHOP AGENDA

9:15 – 10:00	SIGN IN
10:00 – 10:30	WELCOME
	<i>Overview of the Workshop</i>
	Aimee Vosper, Northern Virginia Regional Commission
	The Honorable Frank Principi, Woodbridge District Supervisor, Prince William County
10:30 – Noon	COMPLETING THE TRAIL NETWORK IN SOUTHERN FAIRFAX AND PRINCE WILLIAM COUNTIES
	<i>Overview of the Trail Concept</i>
	Don Briggs, National Park Service
	<i>Connecting Our Commonwealth...</i>
	Jennifer Wampler, Virginia Dept. of Conservation and Recreation
	<i>Results of Trail corridor analysis...</i>
	Debbie Spiliotopoulos, Northern Virginia Regional Commission
	60-second updates:
	Liz Cronauer, Fairfax County Park Authority
	Charlie Strunk, Fairfax Dept. Public Works
	Jack Van Dop, Federal Highway Administration
	Jay Ellington, Prince William County Park Authority
	others?
	Related Projects, Programs and Initiatives:
	Joe DiBello, Washington-Rochambeau Revolutionary Route
	National Historic Trail
	David Brickley, East Coast Greenway Alliance
	Brendan Hanafin, Heritage Tourism in Prince William County
	Rick Cochran, National Museum of the Marine Corps
	Jennifer Wampler, VDCR (Virginia Outdoors Plan)
Noon - 12:30	LUNCH
12:30 - 1:30	IDENTIFY ACTIONS
	Mount Vernon
	Occoquan/Woodbridge
	Dumfries
1:45-2:00	BREAK
2:00-2:45	SUMMARY



May 4, 2011 Potomac Heritage National Scenic Trail Workshop Participants

First Name	Last Name	Organization/Affiliation
Debbie	Andrew	Prince William Park Authority
Daniel	Biggs	Toole Design Group
David	Brickley	Prince William Trails Council
Donald	Briggs	National Park Service
Peter	Christensen	Fairfax County Trails & Sidewalk Committee
Rick	Cochran	National Museum of the Marine Corps
Liz	Cronauer	Fairfax County Park Authority
John "Bud"	Cunnally	PATC-District Manager for Greater Manassas
Collin	Davenport	Rep. Gerry Connolly
Barbara	DeChene	Woodbridge District
Michael	DePue	PWC Park Authority
Joe	DiBello	National Park Service
Patrick	Durany	Neabsco District Supervisor, representing Supervisor John Jenkins
Jay	Ellington	PWC Park Authority
Cindy	Engelhart	VDOT
Michael	Farrell	Metropolitan Washington Council of Governments
Bill	Ference	Town of Leesburg
Charles	Grymes	Prince William Conservation Alliance
David	Hayes	National Park Service
Jeffrey	Hermann	Fairfax County Dept. of Transportation
Franklin	Holley	Southern Maryland RC&D/So MD PHNST
Steve	Hundley	Marine Corps Base Quantico, Installation & Environment Division
Cheryl	Kelly	National Capital Planning Commission
Ryan	Kimberley	Federal Highway Administration
Elizabeth	Kimmerly	Marine Corps Base, Quantico
Samantha	Kinzer	NVRC
Tod	Kolankiewicz	Paciulli, Simmons & Associates, Ltd.
Ursula	Lemanski	National Park Service, RTCA
George	Liffert	NPS - Prince William Forest Park
Jess	Lowry	Virginia State Park, Mason Neck

First Name	Last Name	Organization/Affiliation
Jeff	McCusker	USDOI-BLM
David	McGettigan	Prince William County Planning Office
William	Niedringhaus	Potomac Heritage Trail Assoc.
Earnie	Porta	Mayor, Town of Occoquan
Frank	Principi	Woodbridge District Supervisor
Kate	Rudacille	NVRPA
Debbie	Spiliotopoulos	NVRC
Charlie	Strunk	Fairfax County Dept. of Transportation
Mike	Tutor	Woodbridge Magisterial District
Zoe	Vitter	Prince William Trails and Streams Coalition
Aimee	Vosper	NVRC
Jennifer	Wampler	State Agency
Greg	Weiler	US Fish and Wildlife Service



June 2011

