

Potomac Heritage National Scenic Trail Feasibility Study

Stakeholder Meeting for Gap 1 – Belmont Bay to
Town of Occoquan

February 12, 2025

MEET THE STAFF

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Identified Gap Areas

- The Study focused on three gap areas located along Interstate 95 within Prince William County



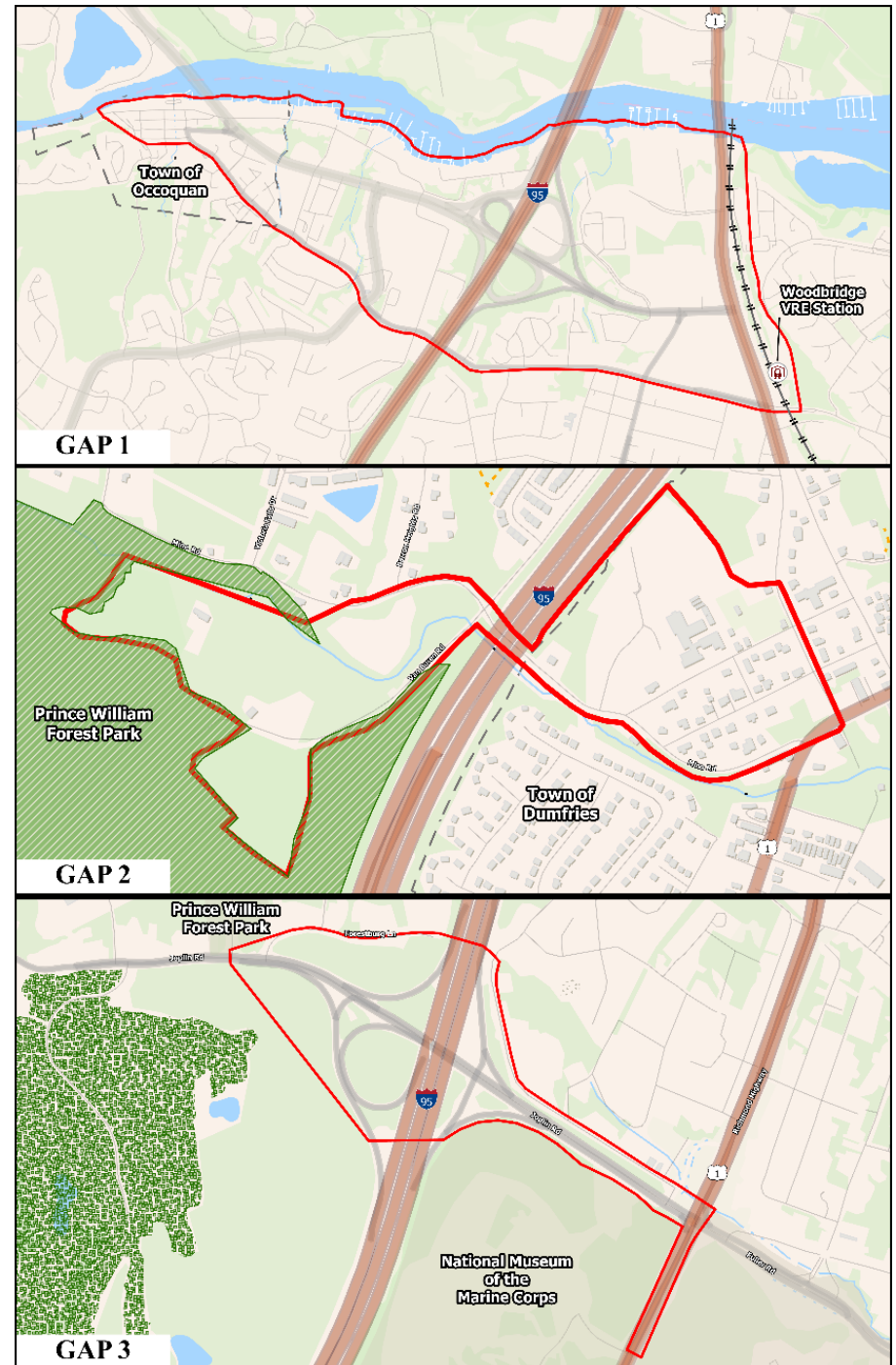
Gap Area 1 begins around the Town of Occoquan in the north and continues south along the Occoquan River / the Fairfax County line in the east and Occoquan Road to the west eventually ending south of Route 1 near the Town of Woodbridge



Gap Area 2 is located around the town of Dumfries and includes portions of the town with an easternmost boundary following Duke Street and Mine Roads before crossing under I-95 and following Van Buren Road towards Prince William Forest Park.



Gap Area 3 is located around the interchange of I-95 and Joplin Road beginning in the west at the entrance to Prince William Forest Park and continuing east along Joplin Road before moving South along Route 1 and terminating at the National Museum of the Marine Corps.





Introduction

- This Study will support NPS's goals of closing gaps in the Potomac Heritage National Scenic Trail network, allowing visitors and residents continuous access and enjoyment of the trail.
- The Study will identify a planned alignment for each gap area that provides:
 - Access and Mobility
 - Health, Safety, and Quality of life
 - Economic Benefits

PRINCE WILLIAM

—Parks & Recreation





Where We Stand

- Existing Conditions Evaluated
- Stakeholder Meeting Held Sept. 18, 2024
- Alternative Alignments Developed
 - Three for each Gap Study Area
- Alternative Alignments Screened
- Alternative Alignments Currently Under Evaluation



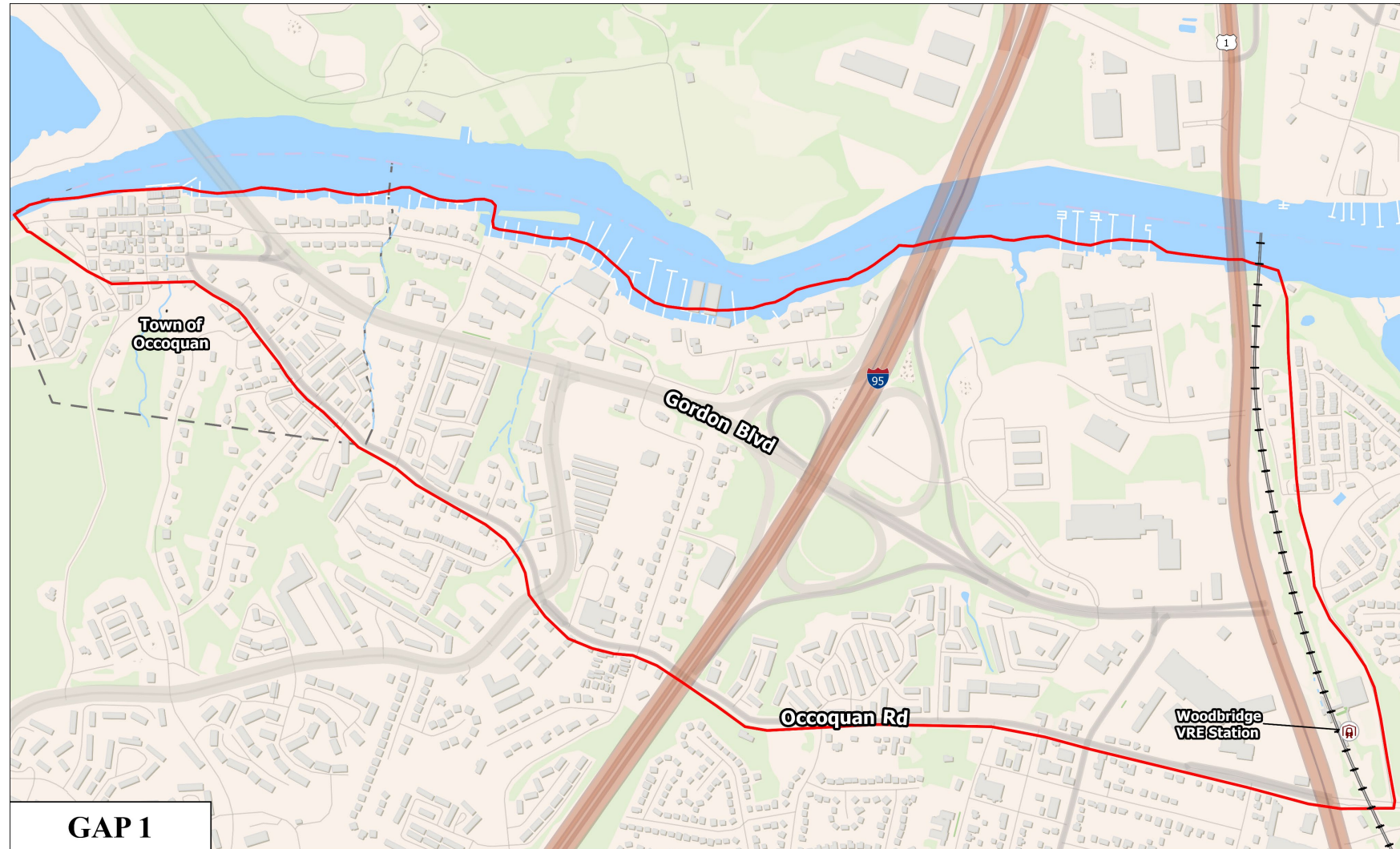


Gap Area 1

Challenges Identified

- Major Crossings:
 - I-95
 - Route 1
 - CSX Railroad
- I-95/Rt. 123 Interchange
- Private Property
 - Residential along the River
 - Destination Place Development
 - Vulcan Materials
 - Marina
- Navigating Historic Town of Occoquan

Gap Area 1 begins around the Town of Occoquan in the north and continues south along the Occoquan River / the Fairfax County line in the east and Occoquan Road to the west eventually ending south of Route 1 near the Town of Woodbridge.





Alignment 1.1

Key Features

- Crosses under existing under Route 1 bridge
- Runs along Annapolis Way and Marina Way to serve existing and planned development between Route 1 and I-95
- Returns to Gordon Blvd/Route 123 to use planned Shared Use Path to cross I-95 and highway ramps
- Follows Sea Ray Lane and Poplar Lane to Town of Occoquan





Alignment 1.2

Key Features

- Crosses under existing under Route 1 bridge
- Runs along Annapolis Way and Marina Way to serve existing and planned development between Route 1 and I-95
- Crosses under I-95 at base of bridge embankment
- Connects to Swan Point Lane and follows Swan Point Lane to the west
- Follows Devils Reach Rd. to Sea Ray Lane
- Follows Sea Ray Lane and Poplar Lane to Town of Occoquan

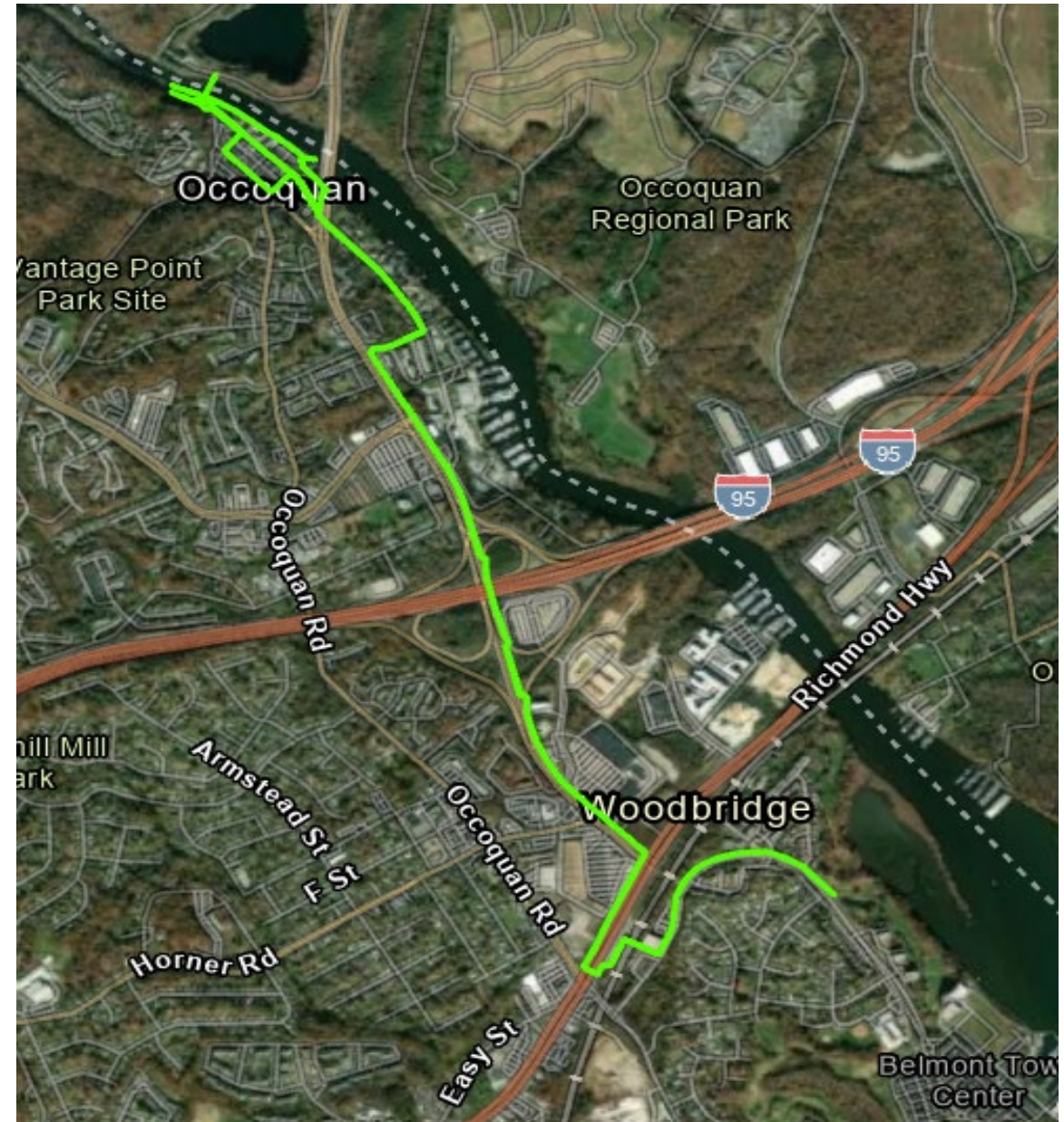




Alignment 1.3

Key Features

- Follows Express Way south to the VRE Station
- Utilizes existing and planned pedestrian bridges to cross CSX tracks and Route 1
- Runs north along Route 1 to Gordon Blvd/Route 123
- Runs along Gordon Blvd. to Riverview Lane
- Runs along Polar Lane into Town of Occoquan





Purpose and Need

Alternatives were screened to determine whether they fully met the project's Purpose and Need identified below:

1. Access and Mobility
 - Provide interconnected multimodal trail network
 - Provide access to alternative means of transportation for residents and visitors

2. Health, Safety, and Quality of Life
 - Encourage physical activity such as walking and biking
 - Provide safe crossings
 - Minimize exposure to heavy traffic

3. Economic Benefits
 - Enhance access to businesses along trail
 - Attract visitors who will spend at local businesses
 - Allow opportunity for special events along trail





Screening

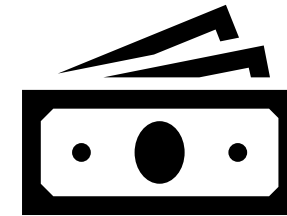
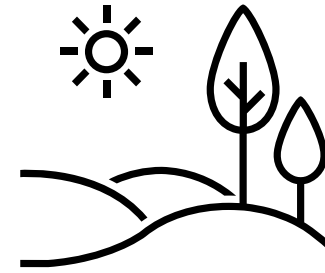
- **Alternatives 1.1 and 1.2** were retained for further evaluation as fully meeting Purpose and Need.
- **Alternative 1.3** was eliminated from further evaluation because it did not meet the need to increase health, safety, and quality of life.

Gap Area	Alternative	Provides Access and Mobility	Increases Health, Safety, and Quality of Life	Provides Economic Benefits
1	1.1	Yes	Yes	Yes
	1.2	Yes	Yes	Yes
	1.3	Yes	No	Yes



Evaluation Factors

- Detailed Evaluation Included:
 - Environmental Impacts
 - Right-of-Way
 - Safety
 - Cost of Construction





Evaluation

Environmental Impacts

Resource	Alternative 1.1	Alternative 1.2
T&E Species Potential Habitat	Yes	Yes
Wetlands (acres)	0.4	8.9
Streams (linear feet)	2,037	2,677
Floodplains (acres)	4.93	9.28
RPAs (Acres)	3.94	1.89
Hazardous Materials Sites	25	26
Historic Architectural Properties	1	1
Section 4(f) Properties	0	0
Section 6(f) Properties	0	0



Evaluation

Right-of-Way

	Alternative 1.1	Alternative 1.2
Right-of-Way Impacts (acres)	75 (9.50)	80 (8.85)

Safety

	Alternative 1.1	Alternative 1.2
Major Road Crossings	4	0

Cost of Construction

	Alternative 1.1	Alternative 1.2
Cost	\$4.1 Million	9.9 Million



Preferred Alternative

- Following evaluation, a preferred alternative was selected based upon its ability to meet the needs of the project while also balancing overall impacts and cost.
- **Alternative 1.1** was selected based its ability to best meet these criteria.

	Alternative 1.1	Alternative 1.2
Environmental Impacts		
Right-of-Way		
Safety		
Cost of Construction		

Favorable

Neutral

Unfavorable



Interactive Web Map



Thank you

Contact David Kroeger (dkroeger@pwcgov.org) with questions or comments.