

Potomac Heritage National Scenic Trail Feasibility Study

Stakeholder Meeting for Gaps 2 & 3 – Town of Dumfries and Joplin
Road/Marine Corps Museum

February 20, 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

1

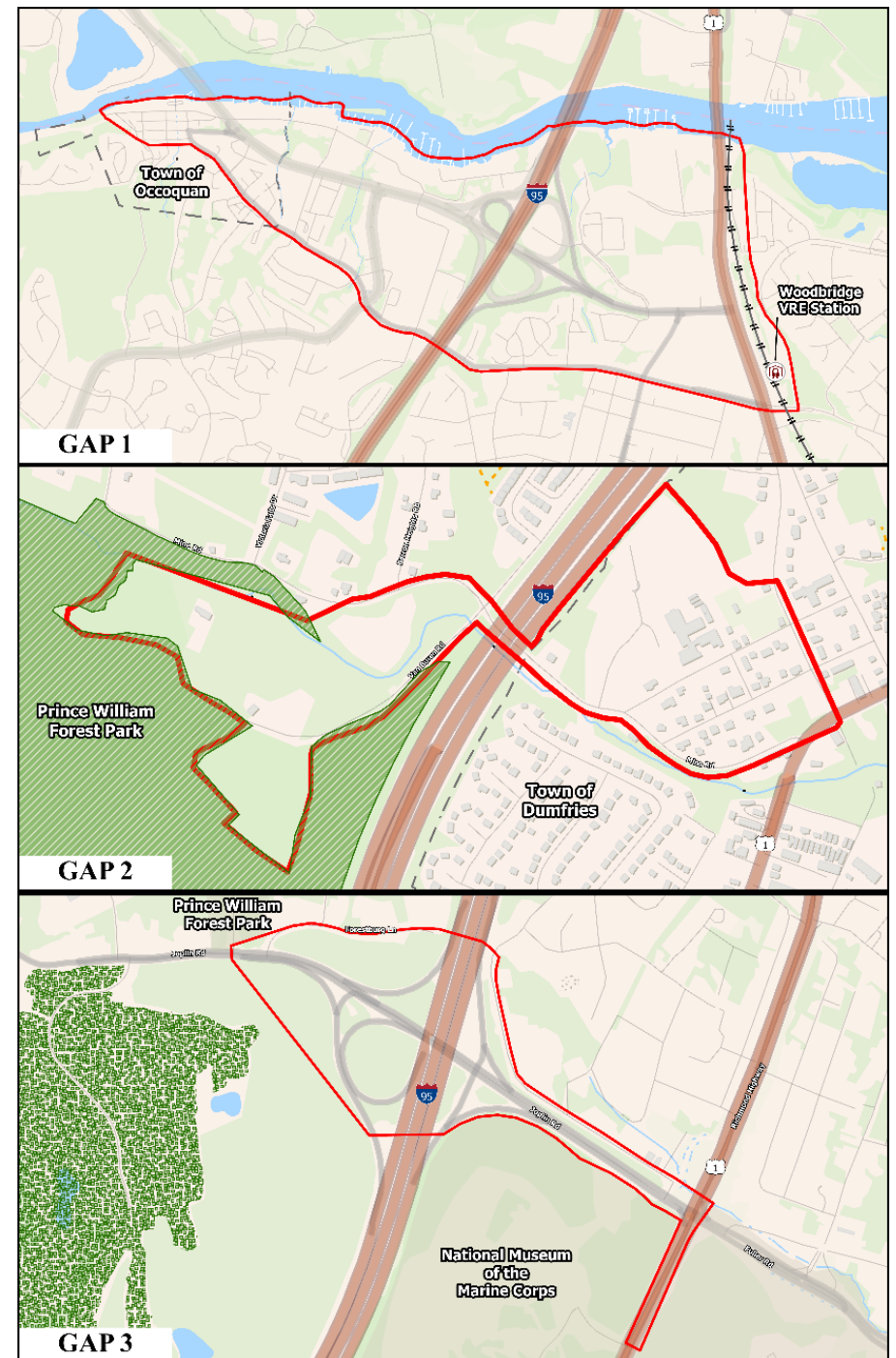
Gap Area 1 begins around the Town of Occoquan in the north and continues south along the Occoquan River / the Fairfax County line in the east and Occoquan Road to the west eventually ending south of Route 1 near the Town of Woodbridge

2

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

3

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 to the intersection at Richmond Highway (Rt. 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. 25, 2024
- Alternative Alignments Developed
 - Three for each Gap Study Area
- Alternative Alignments Screened
- Alternative Alignments Currently Under Evaluation



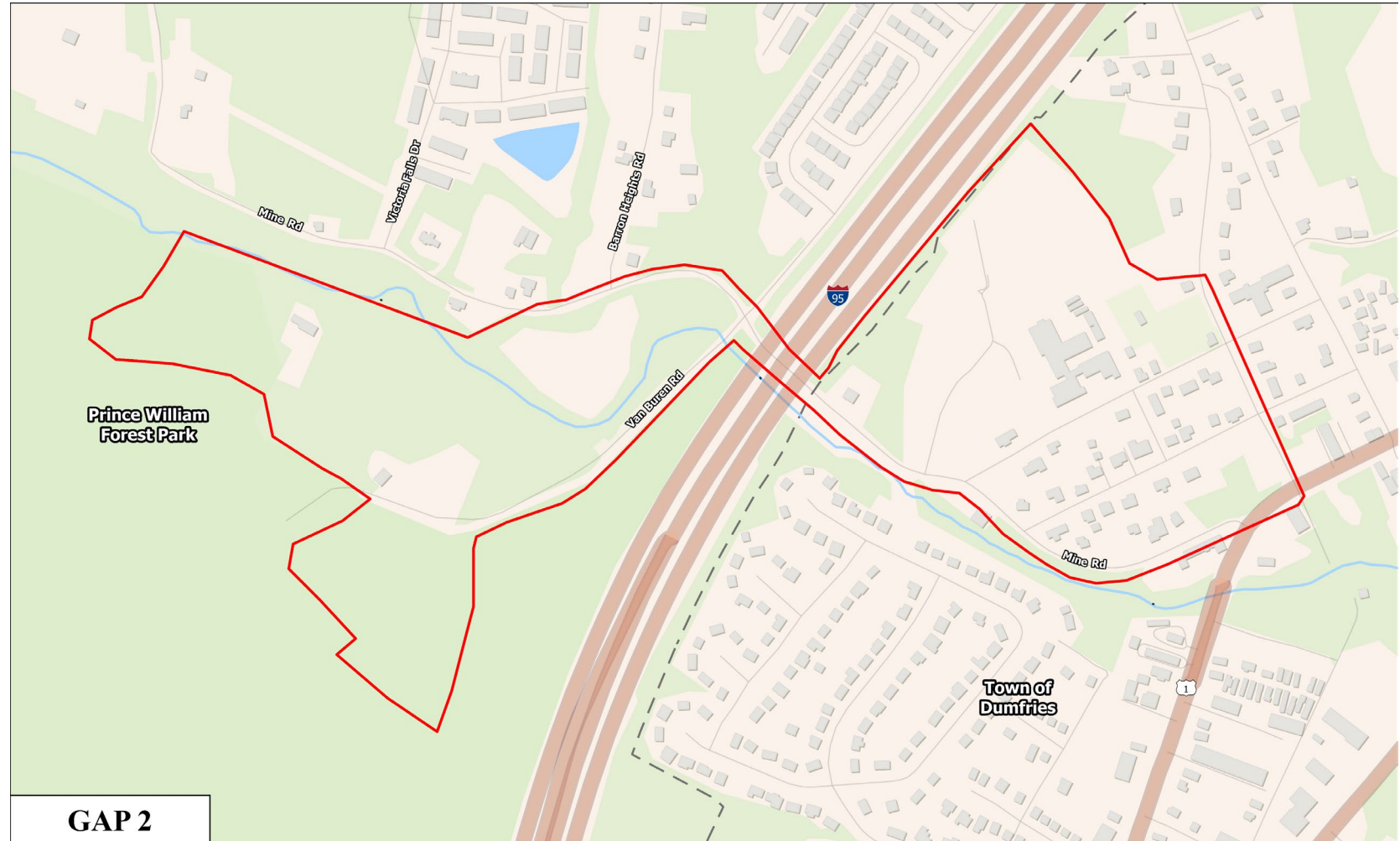


Gap Area 2

Challenges Identified

- Aligning with Plans for Town of Dumfries
- Serving Community Amenities in Town of Dumfries
- Connectivity to Other Trails

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

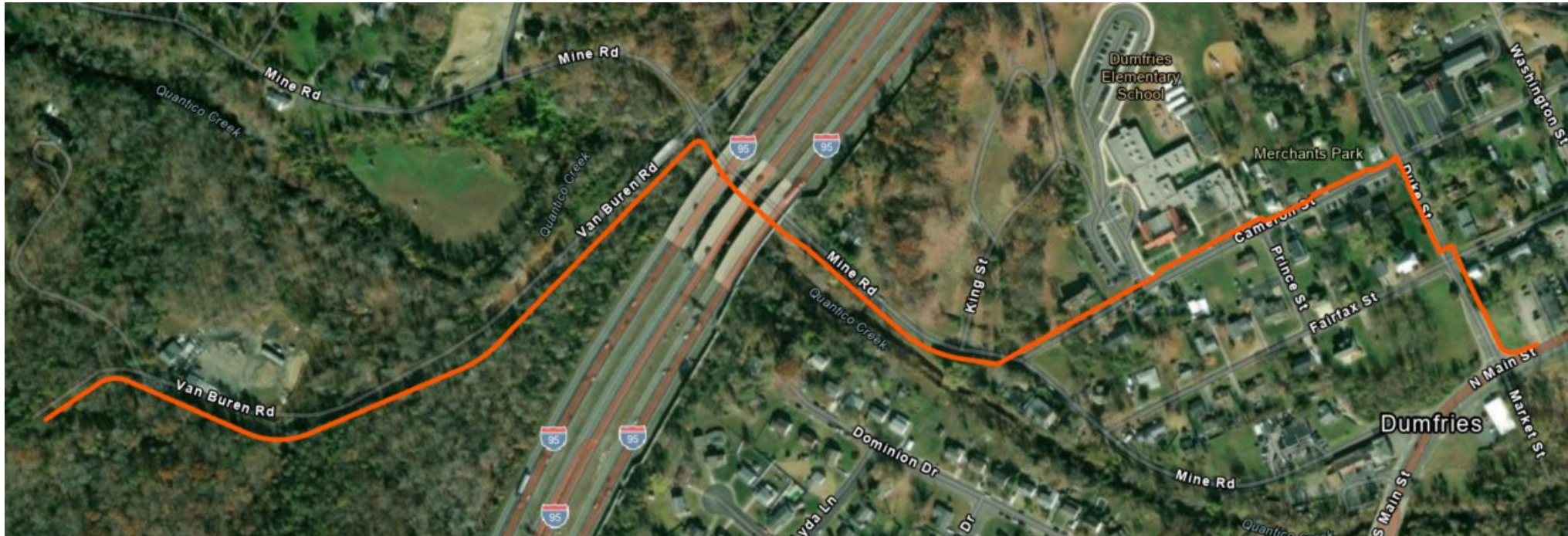




Alignment 2.1

Key Features

- Directly Serves Community Facilities: Merchant Park, Weems-Botts Museum, Dumfries Elementary School
- Alignment is on less trafficked streets to the maximum extent possible: Duke St., Cameron St.
- Alignment is on south side of Batestown Rd. under I-95
- Alignment is on east side of Van Buren Rd.
- Separate Trail Bridge adjacent to Van Buren Rd. bridge over Quantico Creek
- Connects to future trails in Prince William Forest Park (all alignments)

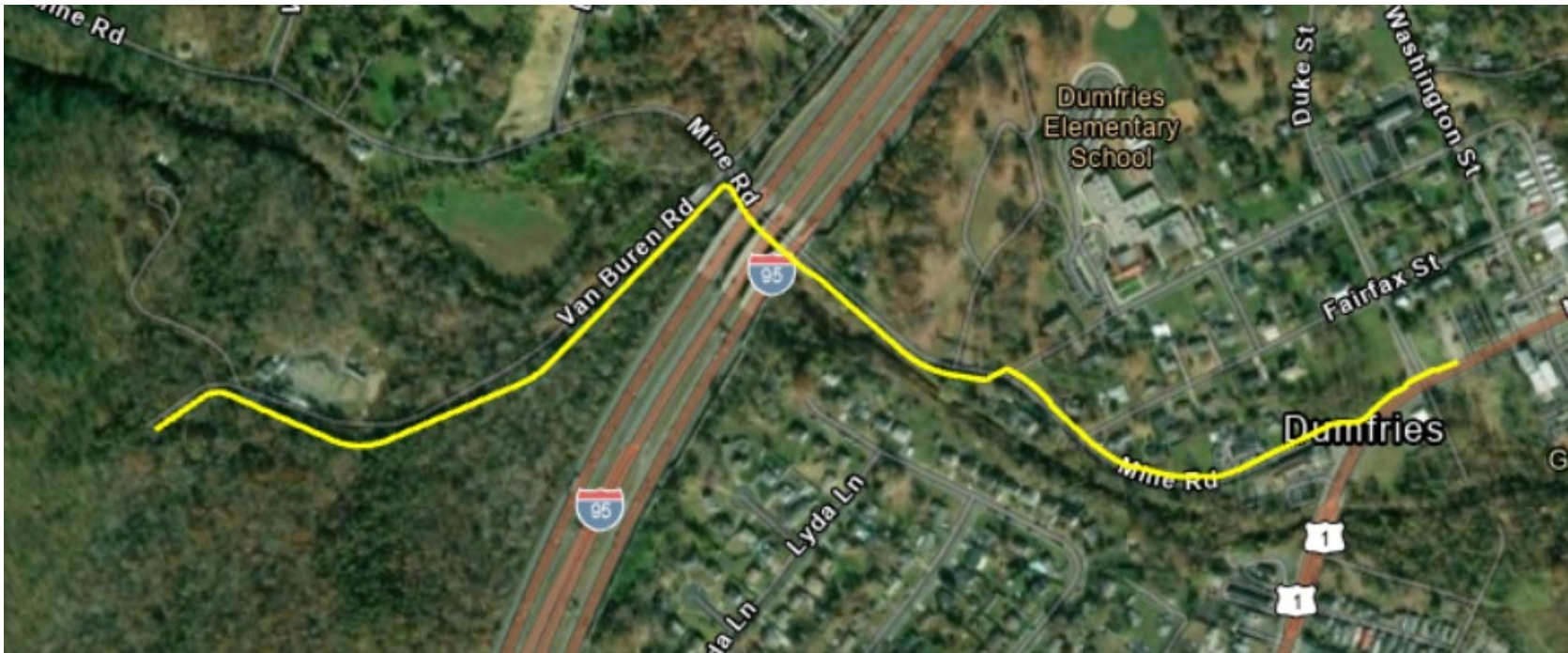




Alignment 2.2

Key Features

- Follows Main St. and Batestown Rd. (Aligns with major roads)
- On north side of Batestown Rd. east of Cameron St. before crossing to south side
- Alignment is on south side of Batestown Rd. under I-95
- Alignment is on east side of Van Buren Rd.
- Separate Trail Bridge adjacent to Van Buren Rd. bridge over Quantico Creek
- Connects to future trails in Prince William Forest Park (all alignments)





Alignment 2.3

Key Features

- Alignment follows Main St. until it reaches Quantico Creek
- Alignment follows south side of Quantico Creek under I-95 to Van Buren Rd.
- Alignment is on east side of Van Buren Rd.
- Connects to future trails in Prince William Forest Park (all alignments)



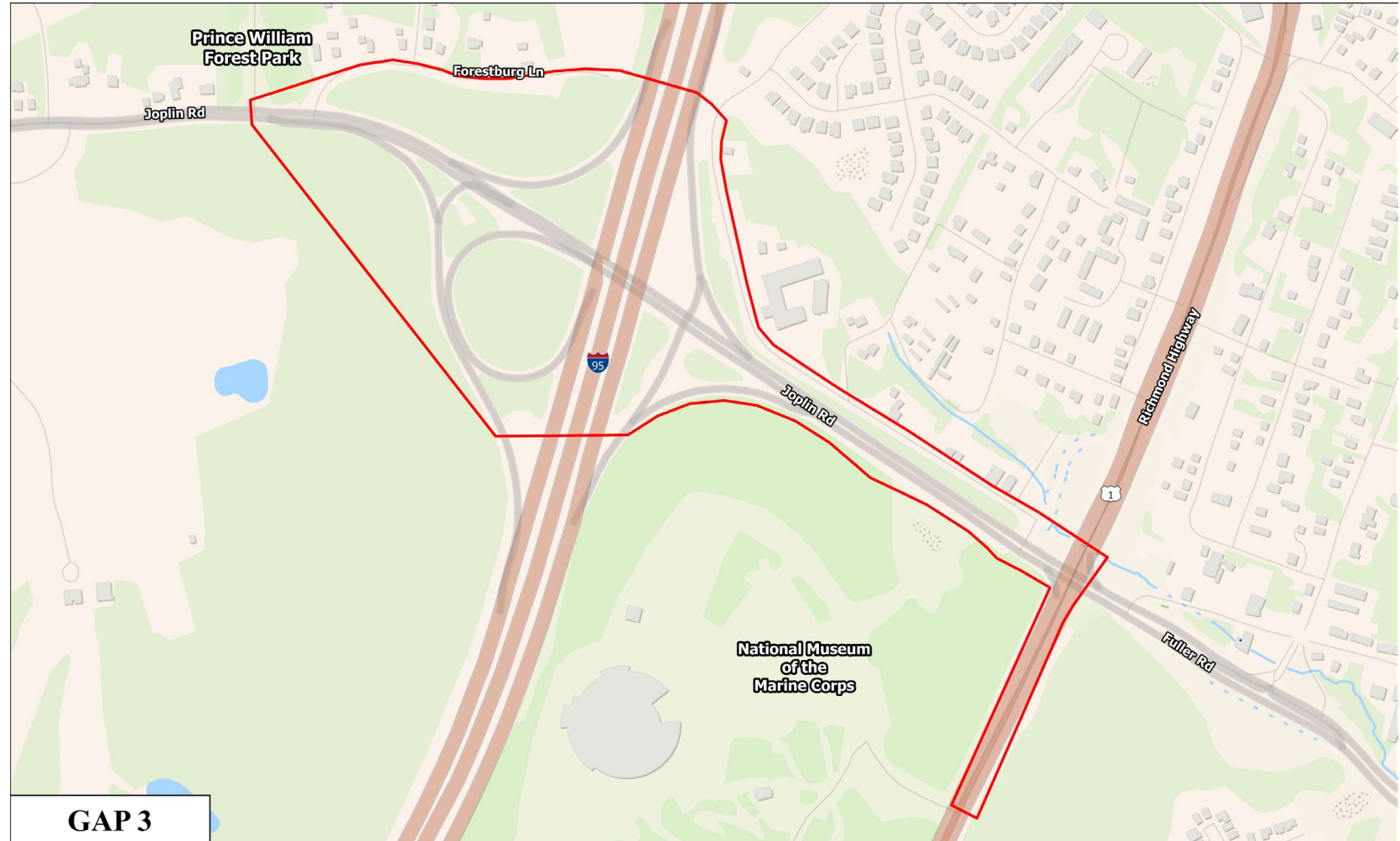


Gap Area 3

Challenges Identified

- Safe Crossing of Joplin Rd. at Park Entrance
- I-95/Rt. Joplin Rd. Interchange Ramps
- Connection to Marine Corps Museum

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.

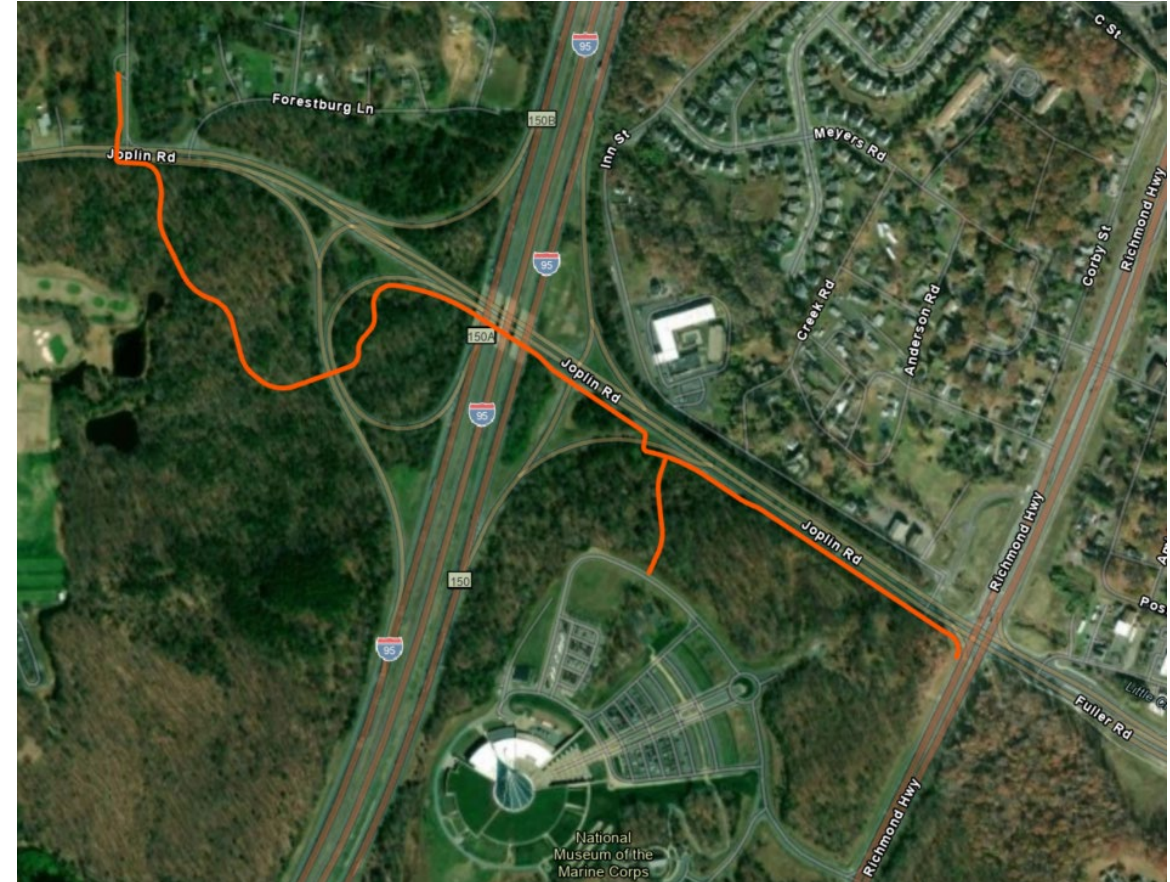




Alignment 3.1

Key Features

- Crosses to south side of Joplin Road at Park entrance (all alignments)
- Deviates from Joplin Road and I-95 ramps utilizing the Forest Greens Golf Club
- Uses new trail tunnel under all I-95 ramps west of highway
- Crosses ramps east of I-95 at grade (all alignments)
- Connects to Marine Corps Museum at northwest corner of property (all alignments)
- Spur connects to Route 1 (all alignments)





Alignment 3.2

Key Features

- Crosses to south side of Joplin Road at Park entrance (all alignments)
- Follows ramp southbound I-95 ramp alignment from Joplin Road
- Uses new trail tunnel under all I-95 ramps west of highway
- Crosses ramps east of I-95 at grade (all alignments)
- Connects to Marine Corps Museum at northwest corner of property (all alignments)
- Spur connects to Route 1 (all alignments)

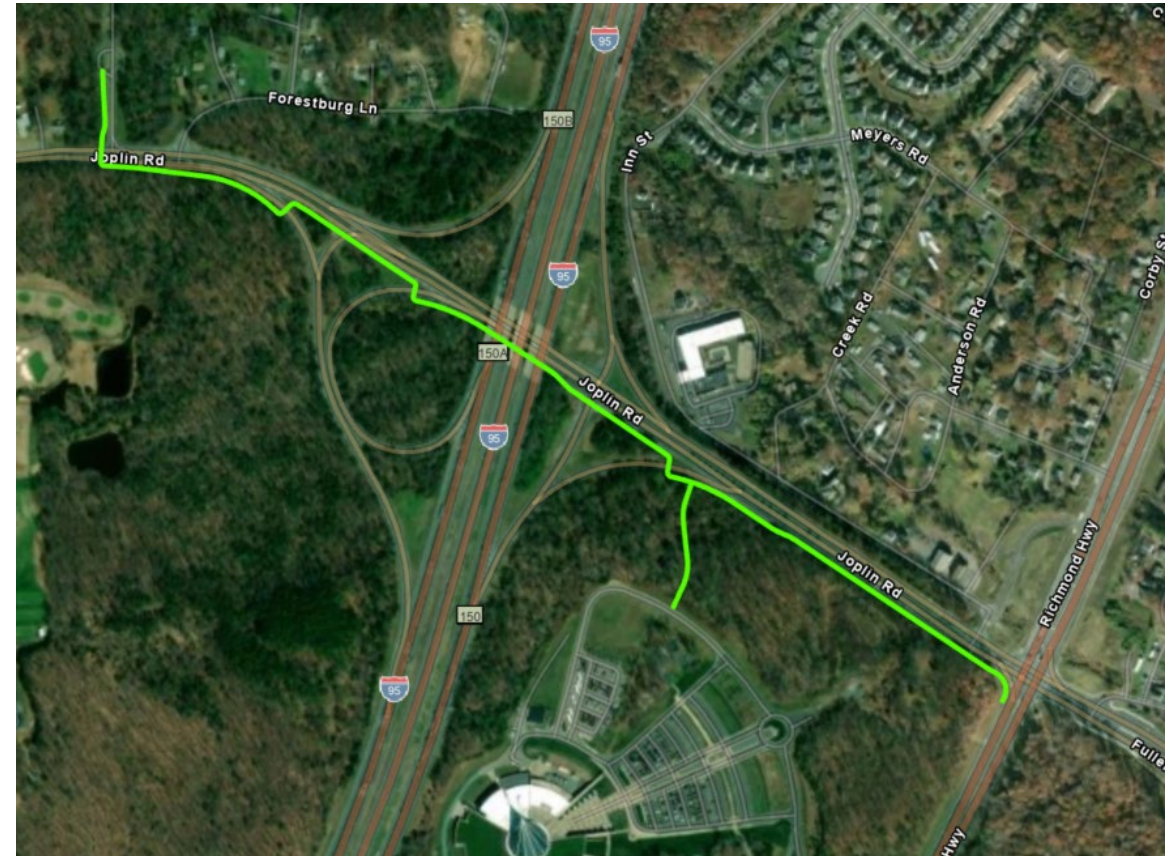




Alignment 3.3

Key Features

- Crosses to south side of Joplin Road at Park entrance (all alignments)
- Alignment follows Joplin Road
- Crosses all I-95 ramps at grade (3 ramps west of I-95 and 2 ramps east of I-95)
- Connects to Marine Corps Museum at northwest corner of property (all alignments)
- Spur connects to Route 1 (all alignments)





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

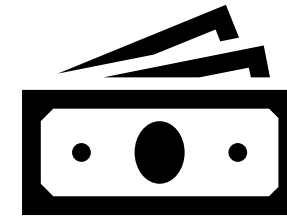
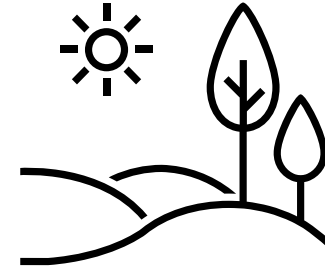
- **Alternatives 2.1, 3.1, and 3.2** were retained for further evaluation as fully meeting Purpose and Need.

Gap Area	Alternative	Provides Access and Mobility	Increases Health, Safety, and Quality of Life	Provides Economic Benefits
2	2.1	Yes	Yes	Yes
	2.2	No	No	No
	2.3	No	No	No
3	3.1	Yes	Yes	Yes
	3.2	Yes	Yes	Yes
	3.3	Yes	No	Yes



Evaluation Factors

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





GAP 2 Alternative

Alternative 2.1





Evaluation

Gap Area 2 Environmental Impacts

Resource	Alternative 2.1
T&E Species Potential Habitat	Yes
Wetlands (acres)	0
Streams (linear feet)	1,421
Floodplains (acres)	9.33
RPAs (Acres)	2.31
Hazardous Materials Sites	3
Historic Architectural Properties	2
Section 4(f) Properties	0
Section 6(f) Properties	0



Evaluation

Gap Area 2 Right-of-Way

	Alternative 2.1
Right-of-Way Impacts (acres)	19 (3.03)

Gap Area 2 Safety

	Alternative 2.1
Major Road Crossings	1





Gap Area 2 Cost of Construction

	Alternative 2.1
Cost	\$3.1 Million



Preferred Alternative

- Alternative 2.1 was selected as best meeting Purpose and Need.
- Following evaluation, Alternative 2.1 is recommended as the Preferred Alternative based upon its ability to meet the needs of the project while also balancing overall impacts and cost.

Gap Area 2	Alternative 2.1
Environmental Impacts	
Right-of-Way	
Safety	
Cost of Construction	



Favorable



Neutral

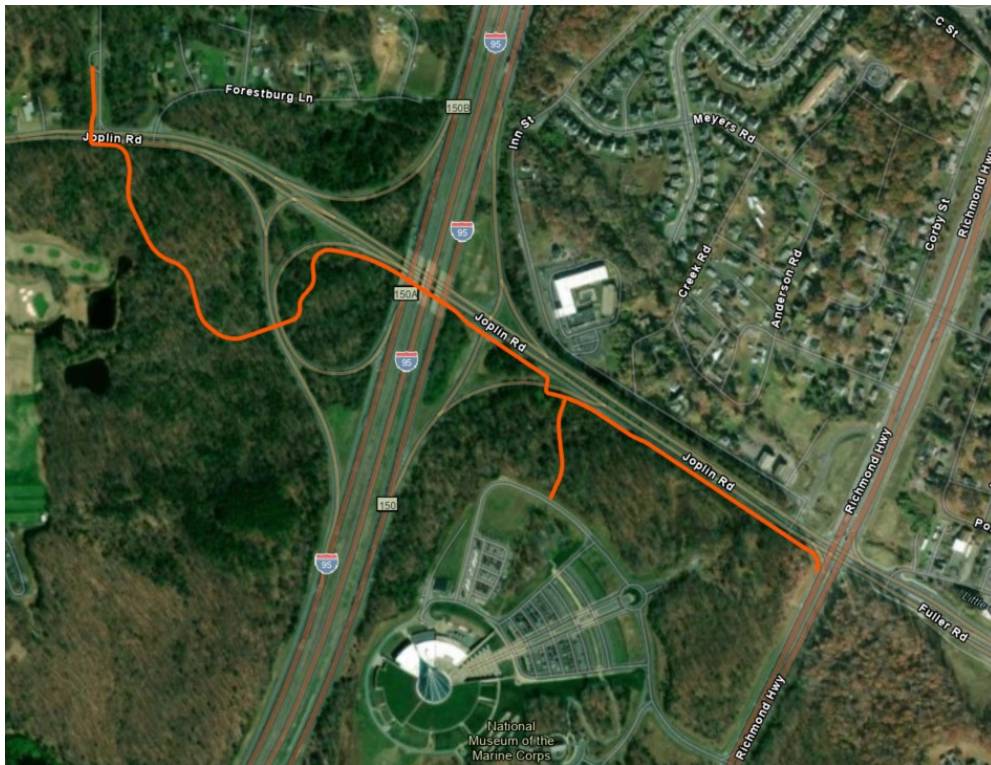


Unfavorable



GAP 3 Alternatives

Alternative 3.1



Alternative 3.2





Evaluation

Gap Area 3 Environmental Impacts

Resource	Alternative 3.1	Alternative 3.2
T&E Species Potential Habitat	Yes	Yes
Wetlands (acres)	0.14	0.05
Streams (linear feet)	2,290	2,385
Floodplains (acres)	0.05	0.05
RPAs (Acres)	1.28	1.06
Hazardous Materials Sites	1	1
Historic Architectural Properties	1	1
Section 4(f) Properties	1	1
Section 6(f) Properties	0	0



Evaluation

Gap Area 3 Right-of-Way

	Alternative 3.1	Alternative 3.2
Right-of-Way Impacts (acres)	3 (1.91)	3 (1.14)

Gap Area 3 Safety

	Alternative 3.1	Alternative 3.2
Major Road Crossings	2	2

Gap Area 3 Cost of Construction

	Alternative 3.1	Alternative 3.2
Cost	\$5 Million	\$5 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 3.1** was selected based on its ability to best meet these criteria.

Gap Area 3	Alternative 3.1	Alternative 3.2
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.