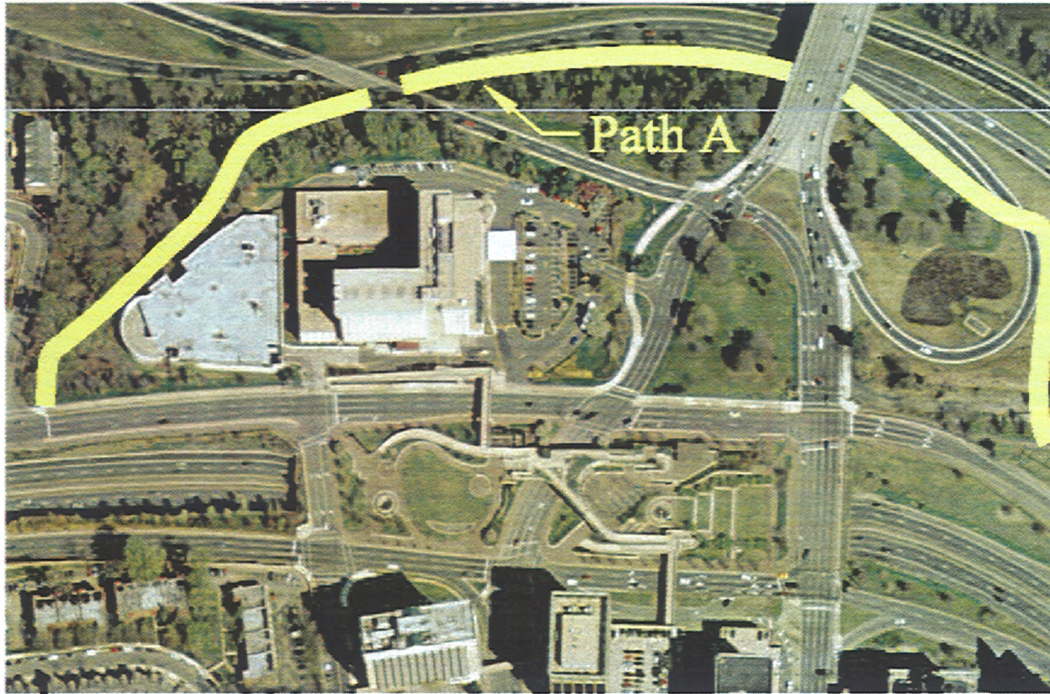


**APPENDIX B:**

**TRAIL  
RELOCATION  
ALTERNATIVES**

## Path A



### Description:

- Begins at N. Oak and westbound Lee Highway,
- Avoids problematic intersection of N. Lynn Street and westbound Lee Highway,
- Requires 7% grade resulting in the most direct route to get under ramp to westbound George Washington Parkway,
- Runs adjacent to eastbound George Washington Parkway under Key Bridge,
- Requires at-grade crossing of ramp from eastbound George Washington Parkway to Key Bridge.

### Design Features:

- Trail is located in an area of steep slope,
- Significant grading required,
- Use of 10 to 15 feet retaining walls,
- At-grade crossing of eastbound ramp from George Washington Parkway.

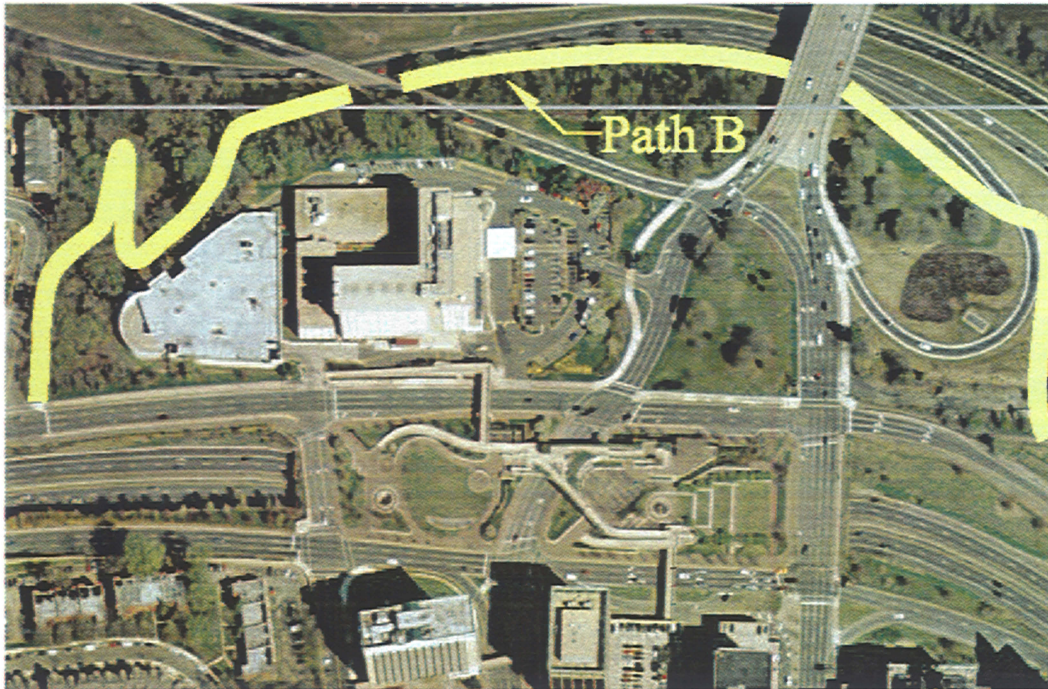
### Directness of Route:

- Route adds 600 feet to existing route from N. Oak Street,
- Total proposed route approximately 2,200 feet.

### General Comments:

- 7% grade is too steep for an extended distance,
- A large amount of clearing and grading would be required.

## Path B



### Description:

- Begins at N. Oak Street and westbound Lee Highway,
- Avoids problematic intersection of N. Lynn Street and westbound Lee Highway,
- Requires 5% grade using a switchback,
- Crosses over valley between east and west sides of the hill, requiring a short bridge,
- Runs adjacent to eastbound George Washington Parkway under Key Bridge,
- Requires at-grade crossing of ramp from eastbound George Washington Parkway to Key Bridge.

### Design Features:

- Trail is located in an area of steep slope,
- Significant grading required,
- Use of 10 to 15 foot retaining walls,
- At-grade crossing of eastbound ramp from George Washington Parkway.

### Directness of Route:

- Route adds 1,200 feet to existing route from N. Oak Street,
- Total proposed route approximately 2,800 feet.

### General Comments:

- 5% grade is acceptable,
- Large amount of clearing and grading would be required.

## Path C



### Description:

- Begins at N. Oak Street and westbound Lee Highway,
- Avoids problematic intersection of N. Lynn Street and westbound Lee Highway,
- Path provides 5% grade using switchback located on eastern side of hill,
- Runs adjacent to eastbound George Washington Parkway under Key Bridge,
- Requires at-grade crossing of ramp from eastbound George Washington Parkway to Key Bridge.

### Design Features:

- Trail is located in an area of steep slope,
- Significant grading required,
- Use of 10 to 15 foot retaining walls,
- At-grade crossing of eastbound ramp from George Washington Parkway.

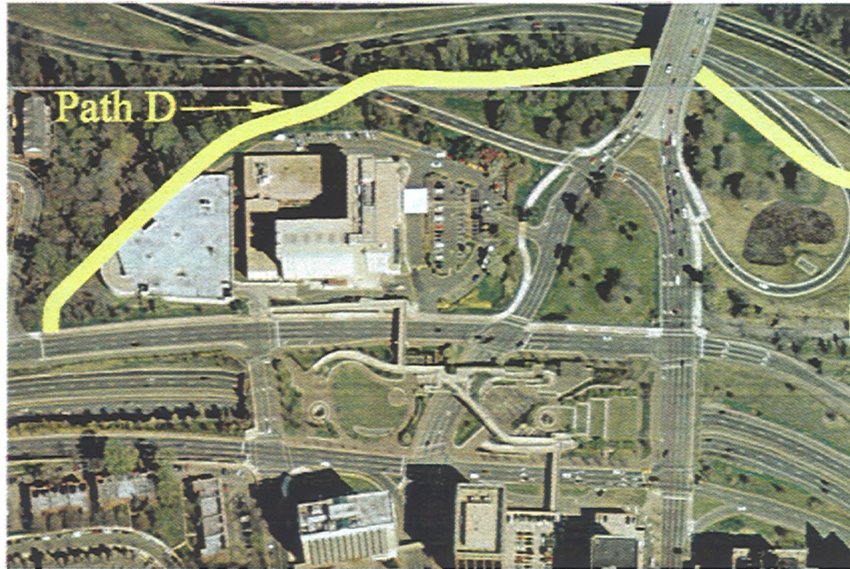
### Directness of Route:

- Route adds 900 feet to existing route from N. Oak Street,
- Total proposed route approximately 2,500 feet.

### General Comments:

- 5% grade is acceptable,
- Large amount of clearing and grading would be required.

## Path D



### Description:

- Begins at N. Oak Street and westbound Lee Highway,
- Avoids problematic intersection of N. Lynn Street and westbound Lee Highway,
- Follows top of hill adjacent to Marriott parking garage,
- Requires bridge over ramp to westbound George Washington Parkway,
- 8% grade to reach road level and pass under Key Bridge after crossing over ramp to westbound George Washington Parkway,
- Runs adjacent to eastbound George Washington Parkway under Key Bridge,
- Requires at-grade crossing of ramp from eastbound George Washington Parkway to Key Bridge.

### Design Features:

- Trail is constrained at the top of slope by the Marriott facility,
- Height over ramp to westbound George Washington Parkway causes an excessive grade to Key Bridge,
- Use of 10 to 15 foot retaining walls.

### Directness of Route:

- Route adds 600 feet to existing route from N. Oak Street,
- Total proposed route approximately 2,200 feet.

### General Comments:

- 8% grade necessary to get roadway level at the Key Bridge is too steep for an extended distance,
- This alternative would require a large amount of clearing and grading west of Key Bridge.

## Path E



### Description:

- Begins at Fort Myer Drive and westbound Lee Highway,
- Relocated trail utilizes a tunnel beneath N. Lynn Street.

### Design Features:

- 5% grade is maintained on the path by meandering the trail,
- The existing downhill grade east of N. Lynn Street accommodates a shorter connection from the tunnel to the existing trail.

### Directness of Route:

- This route would add between 120 and 240 feet or 20 and 40 seconds (for a bicyclist),
- The increased time would be less than a cycle length at the N. Lynn Street/westbound Lee Highway traffic signal.

### General Comments:

- Often, tunnels are associated with unsafe conditions,
- High usage during peak periods should be enough to increase security,
- Closed Circuit TV and “Panic Buttons” may be integrated into the design,
- Police input is required.

## Path F



### Description:

- Begins on the Skywalk adjacent to the eastern Marriott entrance on westbound Lee Highway,
- Extend the Skywalk along westbound Lee Highway,
- Ramps down to meet existing sidewalk.

### Design Features:

- Skywalk would be extended 600 feet to east side of N. Lynn Street,
- A ramp at 5% grade approximately 400 feet long would be required to descend back to street level,
- Shorter ramps require steeper grades.

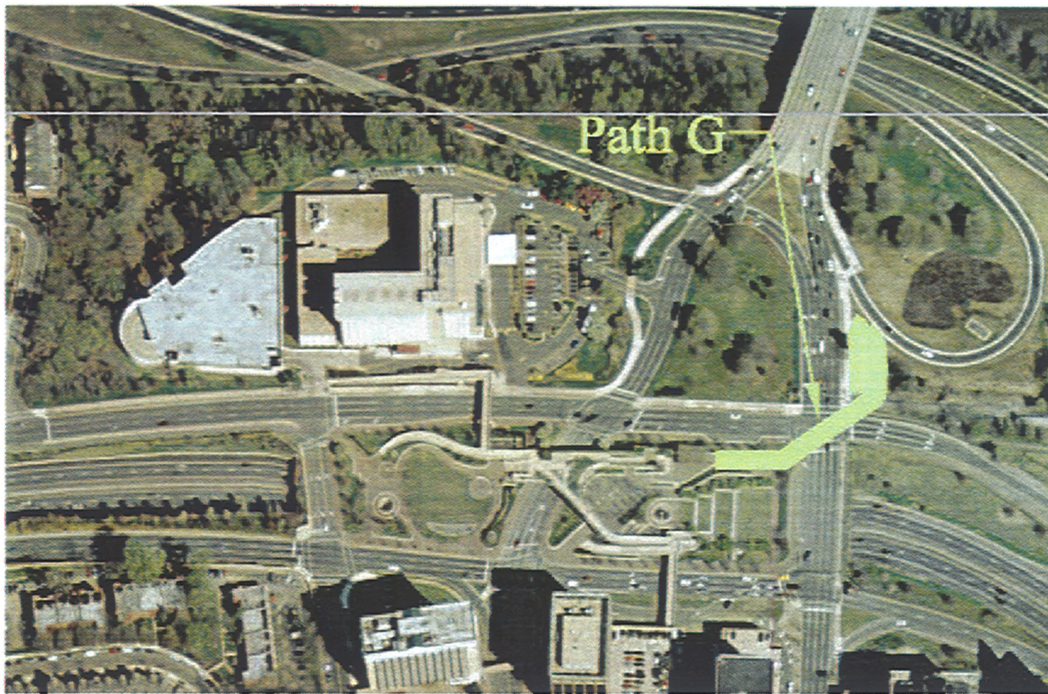
### Directness of Route:

- Increases route 240 feet to return to street level from Skywalk.

### General Comments:

- High costs and aesthetic features must be evaluated with this concept,
- Return to street level and existing grade would be accomplished with a switchback or circular ramp.

## Path G



### Description:

- Begins on the in Gateway Park,
- Extends Skywalk along south side of Gateway Park and over N. Lynn Street diagonally,
- Ramps down to meet existing sidewalk.

### Design Features:

- Skywalk would be extended by approximately 4400 feet to cross east side of N. Lynn Street,
- A ramp at 5% grade approximately 400 feet long would be required to descend back to street level,
- Shorter ramps require steeper grades.

### Directness of Route:

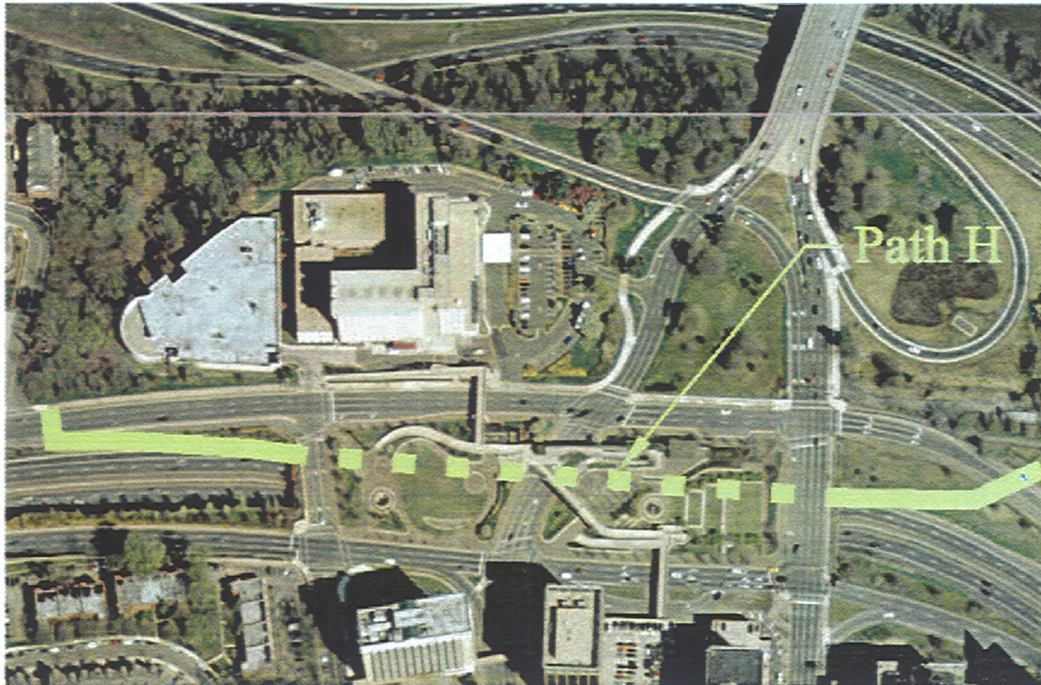
- Increases route 240 feet to cross east side of N. Lynn Street/westbound Lee Highway,
- Increases route 400 feet to return to street level from Skywalk,
- Total route increase of 640 feet.

### General Comments:

- High costs and aesthetic features must be evaluated with this concept,
- Return to street level and existing grade would be accomplished with a switchback or circular ramp.



## Path H



### Description:

- Begins at N. Oak Street and westbound Lee Highway crossing over westbound Lee Highway,
- Trail runs adjacent to I-66 and under Gateway Park and under the westbound I-66 exit ramp.

### Design Features:

- The grade and excessive shoulder make the approach to I-66 not feasible,
- Sufficient shoulder is not provided along I-66 under Gateway Park.

### Directness of Route:

- Route adds approximately 240 feet to the through-route.

### General Comments:

- A lack of sufficient shoulder along I-66 under Gateway park makes this location impractical.