

National Park Service
U.S. Department of the Interior

Chesapeake and Ohio Canal National Historical Park
Harpers Ferry National Historical Park
Appalachian National Scenic Trail



Goodloe Byron Memorial Footbridge Trail Connection

EXPERIENCE YOUR AMERICA

Background

- The current condition of the spiral staircase is poor and does not facilitate conveyance of bicycles and bike trailers
- MDOT provided funding to NPS to “provide direct and safe bicycle access” between the C&O Canal NHP and the Byron pedestrian walkway



EXISTING CONDITIONS



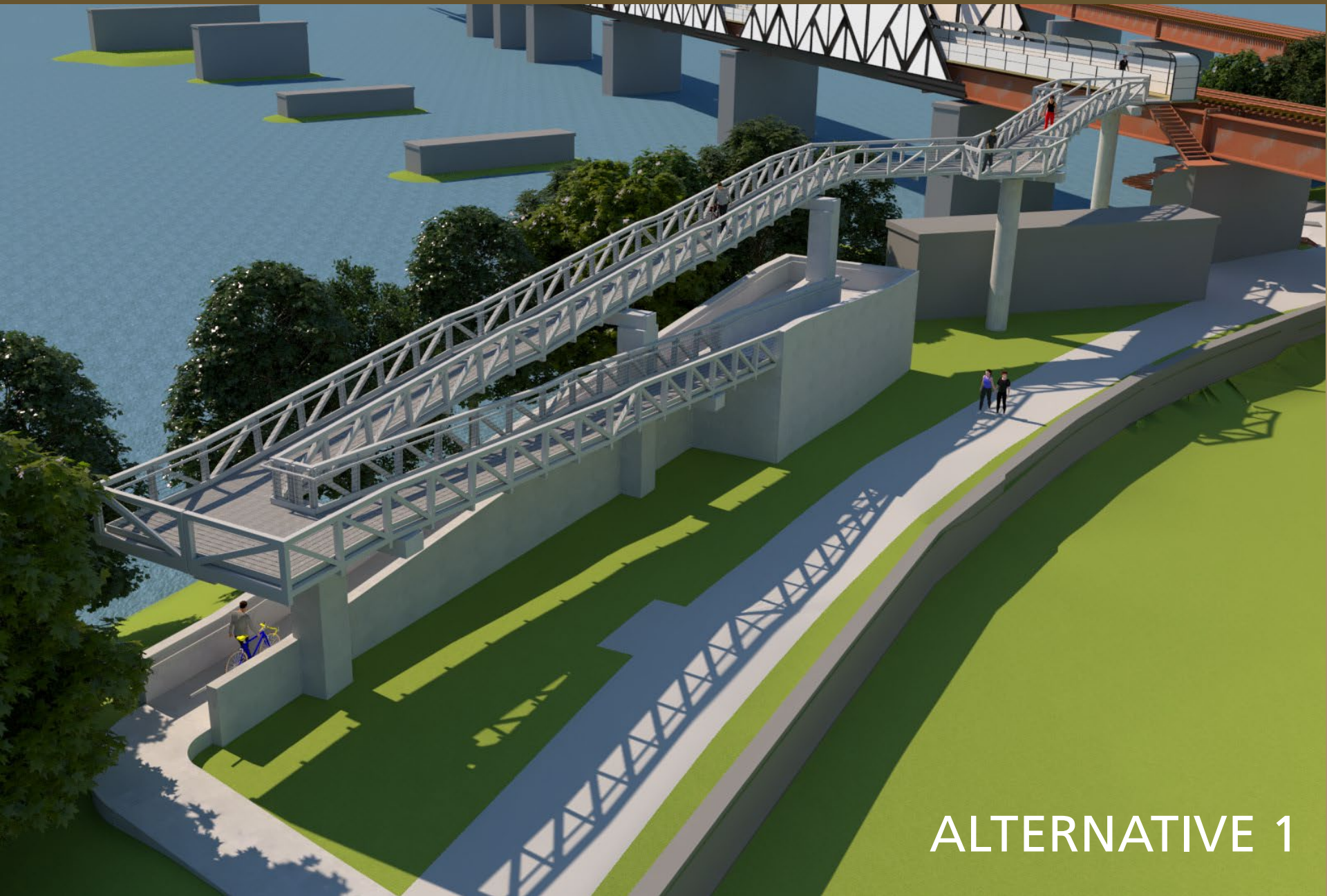
EXISTING CONDITIONS



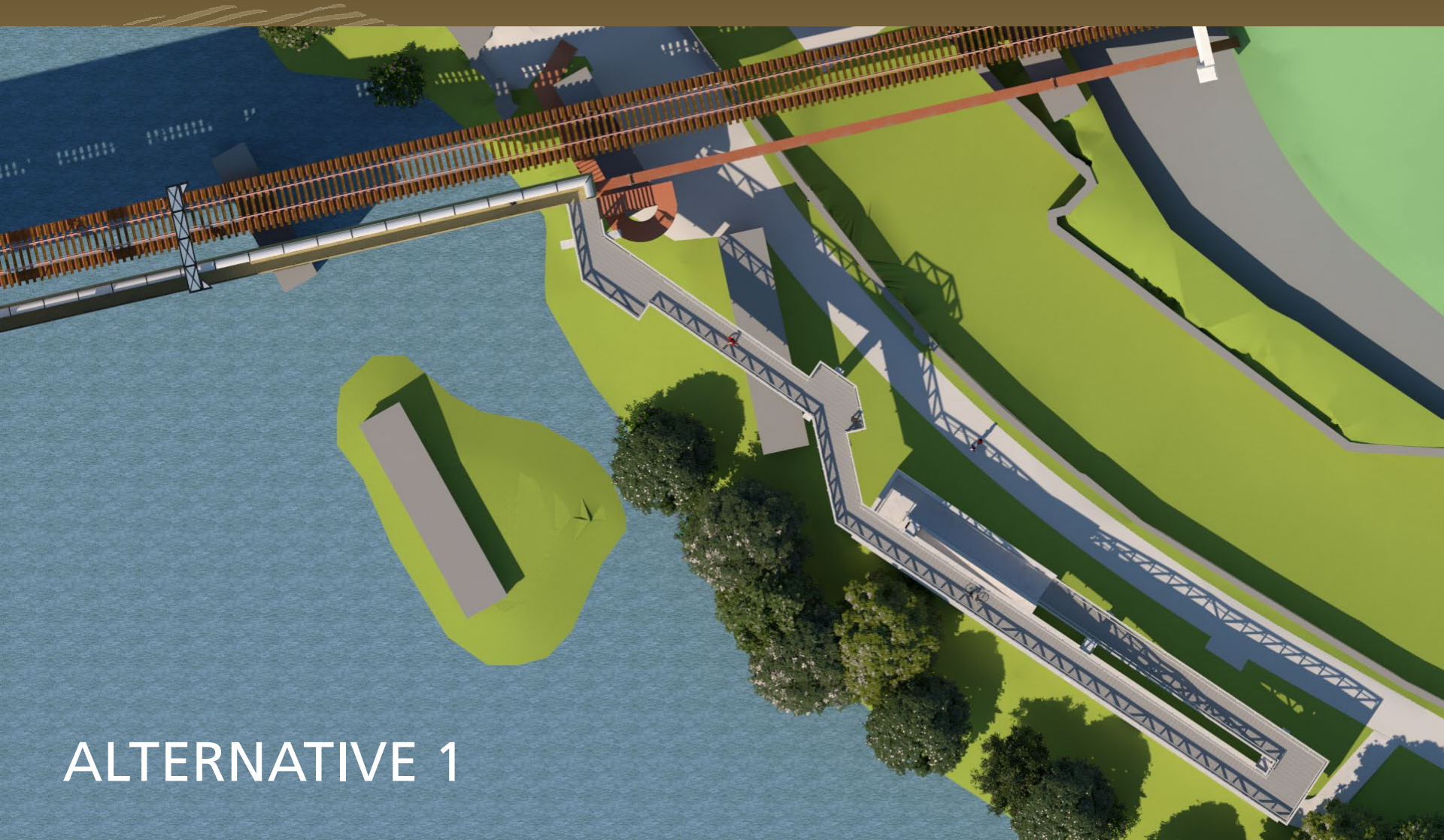
EXISTING CONDITIONS

Background

- Federal agencies must determine if a project would comply with various Federal, State, and local laws, regulations, and policies
 - National Environmental Policy Act (NEPA)
 - National Historic Preservation Act (NHPA)
 - And others
- As part of this process, the parks have worked through various iterations of design and impact analysis



ALTERNATIVE 1



ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 3



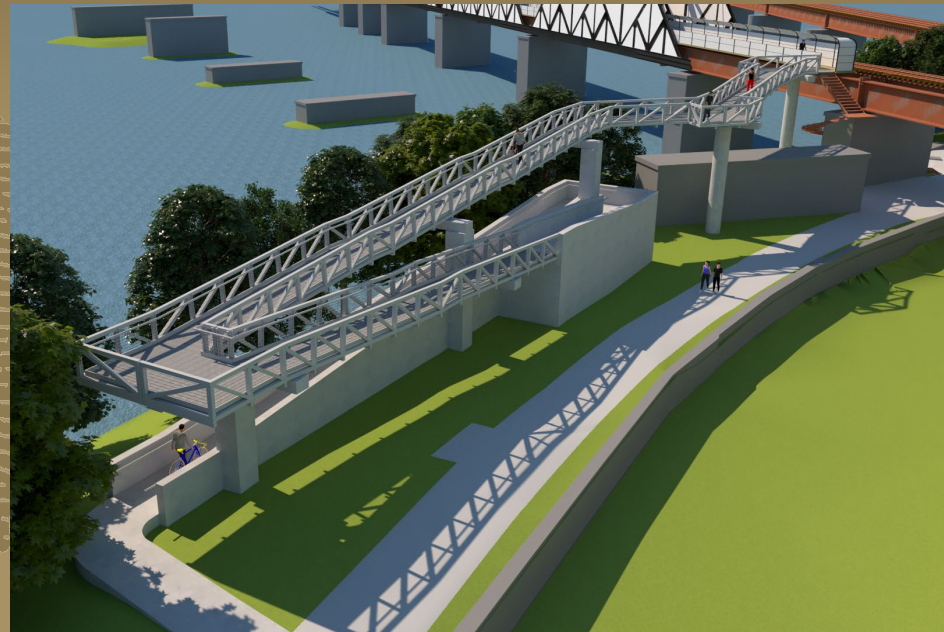
ALTERNATIVE 4



ALTERNATIVE 4

ALTERNATIVE 1

- Facilitates flow of 2-way traffic
- Meets mobility standards*
- Safe from flooding
- Construction access
- Expensive
- *However, in consultation with National Center on Accessibility and NPS Accessibility Coordinators, Alternative 1 would not be considered truly accessible for nonambulatory visitors



- Dismissed as impactful to historic properties and cultural landscapes

ALTERNATIVE 2

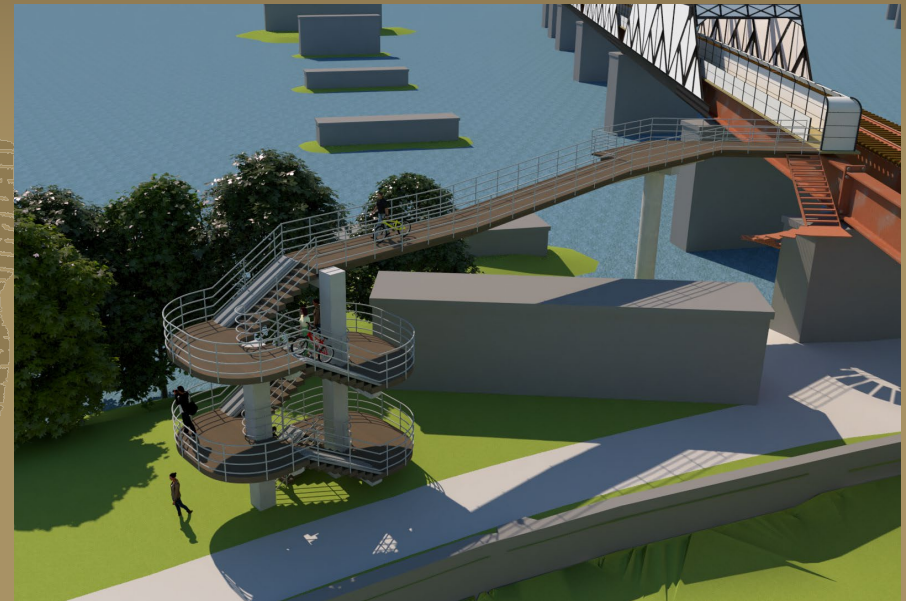
- Minimal footprint and visual impact
- Closest to replace-in-kind – no visual impact
- Build off-site
- Potentially susceptible to flooding
- 1-way traffic



- Dismissed as bicycle trailers would need to be disconnected

ALTERNATIVE 4

- Resilient to flooding
- Build (mostly) off-site
- Large footprint and visual impact (similar to Alternative 1)
- 1-way traffic



- Dismissed as impactful to historic properties and cultural landscapes

ALTERNATIVE 3

- Small footprint and visual impact
- 2-way traffic
- Build off-site
- Potentially susceptible to flooding



- Selected as less impactful yet able to provide appropriate access

NEXT STEPS

- Initiate consultation with State Historic Preservation Offices (MD, WV, VA)
- Conduct hydraulic modeling for river flood stages
- Develop design and construction drawings from schematic designs
- Undertake construction