

CANAL ROAD ENTRANCE TO GEORGETOWN UNIVERSITY
ROADWAY IMPROVEMENTS
Georgetown area of Washington, DC

Report to the Federal Highway Administration

May 3, 2001

Abstract

The Federal Highway Administration has submitted roadway improvements to the Canal Road entrance to Georgetown University (GU) and land conveyances that will be needed to accomplish the road construction. The project consists of installing a signalized intersection and a new two-lane entrance road at the Canal Road entrance to GU. Approximately one half acre of parkland under the jurisdiction of the National Park Service (NPS) will be conveyed for road construction, partially to GU (fee simple) and partially to the District of Columbia Department of Public Works (transfer of jurisdiction for road construction purposes). In exchange, GU will convey a scenic easement to NPS over approximately one acre of land. As the local match contribution to secure the federal funding, GU, on behalf of the District of Columbia, will convey a scenic easement over an additional 2.5 acres of land to NPS. Traffic studies indicate that the proposed project will not decrease the level-of-service on Canal Road within the study area.

Authority

Section 5 of the National Capital Planning Act of 1952, as amended (40 U.S.C. 71d) and D.C. Code Section 8-111, and 40 U.S.C 74 (a).

*Commission Action***s**

The Commission:

- **Approves** the final design plans for the improvements to the Canal Road entrance to Georgetown University, the exchange of federal parkland for scenic easements between the National Park Service and Georgetown University, and the transfer of jurisdiction between

the National Park Service and the District of Columbia Department of Public Works for road construction purposes, as shown on NCPC Map File No. 71.00 (38.00)-40826.

- **Requires** that all mitigation measures identified below and in the Final Environmental Impact Statement shall be implemented prior to the operational activation of the Canal Road traffic signals, including requirements that:
 - The Prospect Street entrance to and exit from Georgetown University (GU) shall continue to remain open following completion of the Canal Road project.
 - A two-lane road will be constructed from and adjacent to Canal Road, approximately 300 feet east of the GU entrance to a point south of Lot 822 (the Washington Metropolitan Area Transit Authority property), where it will connect to the existing GU entrance road.
 - A deceleration lane, approximately 150 feet in length, will be constructed on westbound Canal Road for traffic entering the university.
 - A new right-turn-only lane, approximately 140 feet in length, will be constructed on eastbound Canal Road at the Canal Road/Whitehurst Freeway intersection; and a portion of the existing upper Canal Road retaining wall, along eastbound Canal Road, will be relocated approximately 6.5 feet to the south to accommodate this new lane.
 - The new traffic signals that will be installed at the new entrance to allow left turns onto eastbound Canal Road will be designed to prohibit such left turns exiting the university during the morning rush hour period.
 - The new traffic signals and controls will be fully capable of sensing demand both for through traffic along Canal Road in both directions and for traffic exiting from and entering the university with movements that cross Canal Road, and thereby eliminate or reduce to a minimum the dedicated left turn signal time when the needs of through traffic dictate.
 - All construction for the Canal Road project which requires any temporary closing or restriction on the number of travel lanes along Canal Road in either direction shall be performed before and after peak period traffic, and, to the extent possible, without blockage to traffic flow along Canal Road.
- **Requires** that the Federal Highway Administration evaluate the effectiveness of the project one year after activation of the traffic signal, and submit a report of the evaluation to the Commission for review. In recognition that this is a demonstration project, the Commission reserves the right at that time to require further mitigating measures, including further restrictions upon the use of the Canal Road traffic signals.

* * *

BACKGROUND AND STAFF EVALUATION

DESCRIPTION OF PROPOSAL

The Federal Highway Administration (FHWA) has submitted final design plans for improving the Canal Road entrance to Georgetown University (GU). The project consists of installing an

at-grade-signalized intersection at the Canal Road entrance to GU and providing improvements to Canal Road at its intersection with Whitehurst Freeway. Under this scenario, the Prospect Street entrance to GU would remain open. The purpose of the project is to provide full turning movements from Canal Road to Georgetown University and to limit university-related traffic on nearby Georgetown neighborhood streets, particularly Prospect and 34th Streets.

Currently, a raised median separates the two eastbound and the two westbound lanes of Canal Road, thereby allowing only right turns to and from westbound Canal Road. Since drivers cannot turn left from Canal Road into the university, or from the university entrance to eastbound Canal Road, many use the existing Prospect Street gate that provides access to the southern section of the GU campus. The proposed project is on the south side of the university, between the Whitehurst Freeway and Foxhall Road.

Canal Road is an east-west commuter route, carrying residents of Northwest D.C., Maryland, and Virginia to and from downtown office centers and the Rosslyn and Crystal City business districts in Arlington County. From the university entrance, Canal Road proceeds westward to MacArthur Boulevard and Foxhall Road in the District, and parallels the Potomac River to connect to the Clara Barton Parkway in Maryland. From the university entrance eastward, Canal Road leads to M Street, the Whitehurst Freeway, and Virginia via the Key Bridge.

Project History and Legislation

Upgrade proposals for the Canal Road entrance to GU have been considered for more than two decades. In 1976, Congress authorized a study of this intersection using Urban Mass Transportation Administration funds. A 1982 Environmental Assessment recommended an at-grade-signalized intersection, which analysis concluded, would not significantly affect Canal Road traffic. Residents' concerns about traffic backups caused by morning peak hour eastbound, left-turning traffic onto Canal Road shelved this plan.

In 1987, Congress authorized the current project in the Surface Transportation and Uniform Relocation Assistance Act of 1987 as a "demonstration project in the vicinity of the C&O Canal in the District of Columbia for the purpose of substantially improving motor vehicle access at a major traffic generator without decreasing the efficiency of a Federal-aid primary highway."

Proposed Road Improvements

The project consists of installing a signalized intersection and a new entrance road at the Canal Road entrance to GU.

- A two-lane road will be constructed from and adjacent to Canal Road, approximately 300 feet east of the GU entrance to a point south of Lot 822 (the Washington Metropolitan Area Transit Authority property), where it will connect to the existing GU entrance road.
- A 250-foot-long left turn storage lane will be constructed on eastbound Canal Road.

- A deceleration lane, 150 feet in length, will be constructed on westbound Canal Road for traffic entering the university.
- New traffic signals will be installed at the new entrance to allow left turns onto eastbound Canal Road (except during AM peak period) and to allow left turns from eastbound Canal Road onto the new entrance road.
- To mitigate potential traffic back-ups on Canal Road, the project includes a new right-turn-only lane, approximately 140 feet in length, to eastbound Canal Road at the Canal Road/Whitehurst Freeway intersection.
- A portion of the existing upper Canal Road retaining wall, along eastbound Canal Road, will be relocated approximately 6.5 feet to the south to accommodate the new right turn lane.

Land Conveyances

Land that is currently owned by the U.S. Government under NPS jurisdiction is needed to construct the proposed project.

- Approximately one-third of an acre of land (0.373 acres) that is part of the Potomac Palisades is needed to construct the new entrance road. The National Park Service will convey this land, in fee simple, to Georgetown University.
- The jurisdiction of approximately one-fifth of an acre of land (0.222 acres) will be transferred from the National Park Service to the District of Columbia Department of Public Works for road construction purposes.
- In exchange for the land conveyances mentioned above, Georgetown University will convey a scenic easement over almost one acre (0.995 acres) of land within the Potomac Palisades to the National Park Service. As the local match contribution to secure federal funding, and on behalf of the District of Columbia, Georgetown University will convey a scenic easement over an additional 2.5 acres of land to the National Park Service.

Traffic

As part of the environmental impact evaluation of this project, FHWA evaluated the traffic impacts for various design alternatives. The alternatives evaluated included the proposed “Build” alternative (2A-Modified) and the “No Build” alternative. For each of these alternatives, traffic impacts were evaluated in both directions, in both the AM and PM peak hours, for the years 1998 and 2016.

In an effort to assess the impact of the proposed project on traffic flow, traffic speeds and delay were evaluated from the intersection of Canal Road/Foxhall Road to the west, and Canal Road/Whitehurst Freeway to the east of the proposed improvements. NETSIM, a standard

network simulation-modeling tool, was used to conduct this evaluation. NETSIM is a program that models traffic flow and measures anticipated traffic speeds and average vehicle travel time.

Factors incorporated into the evaluation included:

- The Build alternative maintained the same configurations for the area traffic as the No Build with the exception of eastbound Canal Road at Whitehurst Freeway. The approach to this intersection added an eastbound lane of approximately 140 feet, with new lane designations to include an exclusive right-turn-only lane, a shared through/right lane, and a through-only lane.
- To provide a direct comparison between the scenarios, the same signal timings were used in both the No Build and Build conditions with the exception of the timings at the intersection of Whitehurst Freeway and Canal Road (due to the additional turning lane).

Some conclusions from the NETSIM analysis include:

- The Build alternative results in a slight reduction in travel time for eastbound traffic. As left turns will not be permitted out of Georgetown University in the AM peak hour, eastbound Canal Road traffic will not be required to stop at the new signalized intersection during this time period. The additional turning lane provided at the intersection with Whitehurst Freeway will improve eastbound traffic flow. The eastbound movement of Canal Road in the PM is off-peak traffic flow; although a slight delay is predicted, it is minimal.
- The Build alternative will result in a slight increase in travel time for westbound traffic in the AM peak hour. This is due to the need to allow eastbound traffic to enter Georgetown University at the new signalized intersection. The westbound movement on Canal Road in the AM is “off-peak” traffic flow and the additional delay is minimal.
- The Build and No Build alternatives will operate at essentially the same level of delay in the westbound PM peak hour. Due to the existing delays at the Foxhall Road intersection, delays at the proposed new signal will not increase the corridor travel time.

Tables 5-1 and 5-2 from the Final Environmental Impact Statement (Final EIS), which summarize the NETSIM intersection Level of Service (LOS) analysis and the corridor travel time and speed analysis, are included below.

TABLE 5-1

NETSIM Summary of Intersection Levels of Service/Delay (Seconds)

INTERSECTION		1998		2016	
		NO BUILD	2A-MOD.	NO BUILD	2A-MOD.
Reservoir Road & Foxhall Road	AM	E / 45.3	D / 38.0	D / 39.8	E+ / 40.0
	PM	F / 76.3	F / 86.0	F / #	F / #
MacArthur Road & Foxhall Road	AM	C / 20.1	C / 18.8	E+ / 42.8	E / 48.5
	PM	C+ / 15.7	B / 14.8	C / 19.7	C / 19.9
Canal Road & Foxhall Road	AM	C / 21.5	C / 20.9	E / 45.5	E+ / 42.0
	PM	C / 24.4	C / 24.5	B / 13.6	B / 13.7
Canal Road & G.U. Entrance	AM	N/A	A / 0.1	N/A	A / 0.4
	PM	N/A	A / 2.1	N/A	A / 1.7
Canal Road & Whitehurst Fwy.	AM	B+ / 7.2	B+ / 5.5	B / 8.4	B+ / 6.7
	PM	C / 23.2	C / 20.4	F / 66.9	F / 67.0
Canal Road & Key Bridge	AM	C / 20.1	C / 18.9	D / 34.6	D / 35.4
	PM	B / 15.0	B / 11.4	F / 80.2	F / 86.4

Note: Entire table is new to FEIS.

Note: # - Indicates Extreme Delays

TABLE 5-2

**NETSIM Summary of Average Corridor Travel Time and Speed
Federal-aid Primary Route**

		1998		2016	
		NO BUILD	2A-MODIFIED	NO BUILD	2A-MODIFIED
EASTBOUND	AM	152.1 sec	141.9 sec	296.4 sec	238.7 sec
	PM	145.6 sec	127.0 sec	128.7 sec	116.6 sec
WESTBOUND	AM	82.9 sec	82.4 sec	171.9 sec	183.4 sec
	PM	210.3 sec	210.8 sec	362.9 sec	360.5 sec
EASTBOUND	AM	19.7 MPH	21.0 MPH	10.1 MPH	12.5 MPH
	PM	17.2 MPH	19.7 MPH	19.5 MPH	21.5 MPH
WESTBOUND	AM	37.9 MPH	38.2 MPH	19.0 MPH	17.3 MPH
	PM	17.2 MPH	17.2 MPH	10.0 MPH	10.1 MPH

Notes:

- Entire table is new to FEIS. Time is in seconds. Speed is in miles per hour.
- Eastbound AM extends from 700' west of Foxhall Road on Canal Road to just south of the Key Bridge
- Eastbound PM extends from the stopbar on Foxhall Road at Canal Road to just south of the Key Bridge
- Westbound AM extends from just west of the Key Bridge to the stopbar on Foxhall Road at Canal Road
- Westbound PM extends from just west of the Key Bridge to 700' west of Foxhall Road on Canal Road

PREVIOUS COMMISSION ACTION

At its meeting of November 2, 1995, the Commission authorized transmittal of a letter to FHWA commenting on the Draft Environmental Impact Statement (Draft EIS) for the Canal Road Entrance to GU. The letter requested that a Supplemental Draft EIS be prepared to study three additional alternatives. The letter also identified 16 issues/concerns.

In July of 1996, FHWA responded to the Commission's letter stating that the additional alternatives did not satisfy project needs and that a Supplemental Draft EIS was not needed. The letter addressed the Commission's 16 identified issues/concerns.

At its meeting on October 3, 1996, the Commission concurred with FHWA's determination that a Supplemental Draft EIS was not needed and agreed that FHWA could proceed directly to the Final EIS. The Commission restated its concern about possible development of the WMATA parcel of land, stating: "we reiterate our previous position opposing any alternative that could adversely affect the scenic environment and ecology of the Palisades through the facilitation of more intense development."

At its meeting on December 2, 1999 the Commission:

- Approved the preliminary site development plans;
- Requested that the project plans submitted to the Commission for final approval include design plans for the new retaining wall, a landscape plan, and design plans for the repair of the façade of the Canal Road retaining wall at the Whitehurst Freeway;
- Required that all the mitigation measures discussed in the FEIS be incorporated in the project;
- Required that FHWA establish criteria to evaluate the project's effectiveness prior to final approval; and
- Required that FHWA evaluate the effectiveness of the project and report to the Commission one year after the construction project is finished.

RESPONSE TO COMMISSION ACTION

- In response to the Commission FHWA provided a landscape plan for the entire project area.
- The proposed site grading was changed so that a retaining wall is no longer needed.
- After holding a public meeting, FHWA developed a proposal for evaluating the effectiveness of the demonstration project, which includes counting traffic on two weekdays, and using the numbers in the NETSIM computer model.
- The National Park Service and Georgetown University together prepared the land conveyance documents as requested. The exchange of interests in land results in no net loss of federal parkland; and the scenic easement is located adjacent to existing parkland.

- Design details for the repair of the canal wall near the Whitehurst freeway were prepared and approved by the State Historic Preservation Officer in May of 2000, consistent with the Memorandum of Agreement that resulted from the Section 106 review process.

EVALUATION

The Design Plans

Staff recommends that the Commission approve the final design plans. Traffic studies indicate that the proposed roadway changes will improve vehicle access to GU while reducing the traffic congestion on some of the streets in Georgetown near the university. The level-of-service on Canal Road in the project area will not decrease as a result of the addition of the proposed at-grade-signalized intersection.

When compared to all other Build alternatives that were studied, the proposed design results in the least impact to federal parklands, the Potomac Palisades, the Georgetown Historic District, and the C&O Canal Historic Park. The amount of parkland needed for road construction is just over one half acre, which will be replaced with a scenic easement of nearly one acre on Georgetown University property. A small portion of the Palisades will be cut away to allow room for the new entrance road, and disturbance in this area will be minimized without the need to construct the retaining wall, as originally planned.

The landscape plan appropriately uses native species to reforest areas that are disturbed by necessary grading. Ornamental trees and shrubs will be provided in the island between Canal Road and the new entrance road. These will add visual interest to this portion of Canal Road. Vegetative groundcover will help stabilize the steep slopes along the palisades. Approximately 120 linear feet of the Canal Road retaining wall in the C&O Canal Historic Park will be relocated 6.5 feet to the south to provide room for the new turning lane accessing the Whitehurst Freeway. This disturbance to the C&O Canal Historic Park will be negligible.

The Land Conveyances

The Commission is interested in retaining federal parkland within the National Capital Region. Since the proposed project would use parkland for road construction purposes, the Commission stipulated at the time of preliminary review that no net loss of parkland occur. The Commission also suggested that the scenic easement should be located adjacent to existing parkland in areas where intense development is likely to occur. The scenic easements as proposed meet this goal. They are adjacent to federal parkland, and the 2.5-acre portion that was given as the local match contribution is next to the developed edge of the Georgetown campus. In a letter signed by both the National Park Service and Georgetown University, conditions for the preservation of the land within the easements are set forth. The conditions include no loss of vegetation, no structures, and permit a road to continue in the same or nearly the same alignment as exists today, but expressly prohibit the use of the land for a road that would provide a vehicular connection between the north and south regions of the campus.

COORDINATION

Coordinating Committee

The Coordinating Committee reviewed this item at its meeting on April 11, 2001, and forwarded the proposal to the Commission with the statement that the project has been coordinated with all agencies participating. The participating agencies were NCPC; the District of Columbia Office of Planning; the Fire Department; the Department of Public Works; and the General Services Administration.

Commission of Fine Arts

The Commission of Fine Arts approved the preliminary design plans on November 18, 1999, and the final design plans on July 5, 2000.

CONFORMANCE

Comprehensive Plan

Canal Road is designated as a Special Street in the Preservation and Historic Features Element of the Comprehensive Plan. The Parks, Open Space and Natural Features Element designates Canal Road as a Gateway to the Nation's Capital and the adjoining Palisades as a Natural Feature and the C&O Canal as a Historic Park. The Canal Road entrance is also located in the Georgetown Historic District. The proposed project would provide needed road improvements that would facilitate more efficient and safer ingress and egress to and from the university. The proposed road improvements would minimize environmental and esthetic impacts on the federal properties that would be affected as well as on the Historic District and would not be inconsistent with applicable policies in the Comprehensive Plan.

National Environmental Policy Act

- Pursuant to the National Environmental Policy Act (NEPA) an Environmental Impact Statement (EIS) by FHWA, the District of Columbia's Department of Public Works (DC DPW), and the National Park Service (NPS) was developed in December 1998. This document finalized the NEPA evaluation initiated in 1995.
- In accordance with NEPA, FHWA issued a Record of Decision (ROD) on the project in September 1999. The selected alternative identified in the ROD (at-grade-signalized intersection) is the submitted project now before the Commission.
- When compared to all other Build alternatives that were studied in the EIS, the proposed design results in the least impact to federal parklands, the Potomac Palisades, the Georgetown Historic District, and the C&O Canal Historic Park. Mitigation actions identified in the EIS included the land exchanges and landscape enhancements provided in the submittal and are necessary to accomplish the project.

National Historic Preservation Act

FHWA has concluded its responsibilities under Section 106 of the National Historic Preservation Act by concluding a Memorandum of Agreement in the fall of 1998 with the other agency signatories: the D.C. State Historic Preservation Officer, NPS, DCDPW, and the Advisory Council on Historic Preservation.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE

National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

L30(NCR-LRP)

MAR - 5 2001

Mr. Dan Tangherlini
Acting Director
District of Columbia Department of Transportation
Government of the District of Columbia
2000 14th Street, NW.
Washington, D.C. 20009

Dear Mr. Tangherlini:

The Surface Transportation and Uniform Relocation Assistance Act of 1987 (Act) authorized the Federal Highway Administration (FHWA) to construct an at-grade intersection with Canal Road at the Georgetown University Southern Entrance as a demonstration project. The Act required that "No Federal assistance shall be provided to carry out the [project] until private sources dedicated 2.5 acres of land as a scenic easement for project purposes." The FHWA has determined that the dedication of 2.5 acres as a scenic easement by Georgetown University to the National Park Service (NPS) meets that funding requirement and satisfies the 20 percent local match necessary for use of Federal funds for construction of the intersection.

The FHWA, NPS, District of Columbia Department of Public Works (DPW) and Georgetown University entered into a Memorandum of Agreement (MOA) on September 25, 1991 to establish the responsibilities and procedures under which the project would be accomplished. Pursuant to that MOA, NPS and Georgetown University have agreed to the terms and conditions of the 2.5-acre scenic easement as well as an exchange of property to permit construction of the roadway itself. Georgetown University will convey 0.995 acres in scenic easement to NPS and NPS will convey 0.373 acres in fee simple to Georgetown University. Additionally, the NPS will transfer jurisdiction of 0.222 acres to the District of Columbia for transportation purposes.

The land to be transferred to the District of Columbia abuts Canal Road and will contain the sidewalk and associated infrastructure. It is being transferred to permit maintenance and operation by DPW. The FHWA has coordinated this project with Mr. Lorenzo Bidy, DPW Street Construction Branch, Mr. Mike Dorsey, DPW Street Lighting Division, and Ms. Shirley Terry, Office of DPW Chief Financial Officer to ensure that District of Columbia requirements have been met.

Mr. Dan Tangherlino

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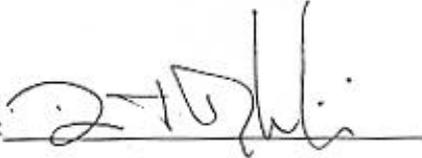
The Environmental Impact Statement and Record of Decision were approved on March 17, 1999. The FHWA is coordinating submission of the final site plans for approval by the National Capital Planning Commission (NCPC) at its April 5, 2001 meeting. As part of that submission NCPC has requested that we obtain the concurrence of the District of Columbia with the transfer of jurisdiction of 0.222 acres for transportation purposes by NPS.

Please indicate your concurrence with the transfer of jurisdiction by signing on the line provided below and forwarding one of the original copies of this letter to John G. Parsons, Associate Regional Director for Lands, Resources and Planning, National Capital Region, National Park Service, 1100 Ohio Drive, SW., Washington, D.C. 20242. Should you require any additional information, please feel free to contact Mr. Parsons at (202) 619-7025.

Sincerely,

Regional Director, National Capital Region

ACTING

I concur:  Date: 4/3/01
Acting Director
District Division of Transportation



United States Department of the Interior

NATIONAL PARK SERVICE

National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:

L30(NCR-LRP)

MAR - 5 2001

Mr. Alan Brangman
University Architect
Georgetown University
New South Building
Washington, D.C. 20057

Dear Mr. Brangman:

The Surface Transportation and Uniform Relocation Assistance Act of 1987 (Act) authorized the Federal Highway Administration (FHWA) to construct an at-grade intersection with Canal Road at the Georgetown University Southern Entrance as a demonstration project. The Act required that "No Federal assistance shall be provided to carry out the [project] until private sources dedicated 2.5 acres of land as a scenic easement for project purposes." The FHWA has determined that the dedication of 2.5 acres as a scenic easement by Georgetown University to the National Park Service (NPS) meets that funding requirement and satisfies the 20 percent local match necessary for use of Federal funds for construction of the intersection.

The FHWA, NPS, District of Columbia Department of Public Works (DPW) and Georgetown University entered into a Memorandum of Agreement (MOA) September 25, 1991, to establish the responsibilities and procedures under which the project would be accomplished. Pursuant to that MOA, NPS and Georgetown University have agreed to the terms and conditions of the 2.5-acre scenic easement shown in yellow on the map submitted to the National Capital Planning Commission by FHWA. In addition to donating the 2.5-acre scenic easement, Georgetown University will convey 0.995 acres in scenic easement to the NPS (shown in red on the FHWA map) in exchange for conveyance of 0.373 acres in fee simple to Georgetown University (shown in green on the FHWA map) to permit construction of the roadway itself. Additionally, NPS will transfer jurisdiction of 0.222 acres to the District of Columbia for transportation purposes. As a result of these conveyances, nearly 3 1/2 acres of land not now protected as open space will become part of the Park System of the Nation's Capital.

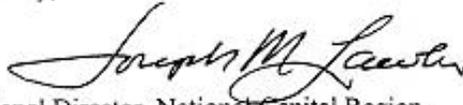
The deed conveying the 2.5-acre scenic easement to the NPS will contain provisions to protect its scenic quality. It will prohibit cutting of any trees greater than 6" dbh without written consent from NPS and preclude construction of any structures. While it will permit a service road generally in its existing alignment, it will preclude connecting the north and south campuses via a road other than a gated road for service vehicles.

Mr. Alan Brangman

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Please indicate your concurrence with the terms of this letter by signing on the line provided below and forwarding one of the originals to John G. Parsons, Associate Regional Director for Lands, Resources and Planning, National Capital Region, National Park Service, 1100 Ohio Drive, SW., Washington, D.C. 20242. Should you require any additional information, please feel free to contact Mr. Parsons at (202) 619-7025.

Sincerely,



Regional Director, National Capital Region

ACTING

I concur:  Date: 3/14/2001

PUBLIC INFORMATION MEETING

for the
IMPROVEMENTS TO THE CANAL ROAD ENTRANCE
OF GEORGETOWN UNIVERSITY
Washington, D.C.

Tuesday, March 14, 2000

6:00 pm to 7:30 pm

White Gravenor Building, Room 301 A, Georgetown University

Purpose:

This meeting will provide an opportunity for the Federal Highway Administration (FHWA) to make available to the public the site plan for the project including the following items related to the Canal Road Entrance project:

- The Design Plans for the new retaining walls, including a site plan and elevations.
- A Landscape Plan for the project area.
- The Design Plans for the repair of the facade and the coping of the existing C&O Canal retaining wall at the Whitehurst Freeway.
- A Transportation Monitoring Plan which will evaluate the effectiveness of the Canal Road project and the accuracy of the FHWA's projected impacts on traffic flow and surrounding communities.
- The Design Plans for the proposed pedestrian access at the new entrance.

It is intended that this information meeting will provide a setting in which representatives from the FHWA can answer questions on the available material and obtain comments from the public.

Meeting Format:

A short presentation will be made at the beginning of the meeting. After the presentation, representatives of the FHWA will be available to informally discuss the project and answer questions. All interested citizens and interest groups are invited to attend the public information meeting. This is an opportunity for individuals, representatives of civic groups, public agencies, and governing bodies to offer comments, submit written material, and ask questions. Georgetown University is located at 37th and O Streets, NW in Washington, D.C.

Public Comments:

Verbal comments will be taken at the meeting. Comment forms will be available so written comments can be left during the information meeting or submitted to the Mr. Allen W. Burden, Division Engineer, Eastern Federal Lands Highway Division, Federal Highway Administration, 21400 Ridgetop Circle, Sterling, VA 20166 on or before April 14, 2000. Please contact Mr. Jack Van Dop at (703) 404-6282 for any questions related to this announcement.



**Federal Highway Administration
Eastern Federal Lands Highway Division
Project: DE-0014(801)**

TRANSPORTATION MONITORING PLAN
FOR
IMPROVEMENTS TO THE CANAL ROAD ENTRANCE
OF GEORGETOWN UNIVERSITY

The Federal Highway Administration is preparing plans for an at-grade signalized intersection at the Canal Road/Georgetown University Entrance. The National Park Service, National Capital Region; District of Columbia, Department of Public Works; and the National Capital Planning Commission (NCPC) are cooperating agencies for the project.

The Final Environmental Impact Statement (FEIS) for this project was completed in December 1998 and the Record of Decision (ROD) issued in March 1999. On December 2, 1999, the Federal Highway Administration presented preliminary site plans to the NCPC for review. During that meeting, the NCPC requested that the Federal Highway Administration develop a Transportation Monitoring Plan which will evaluate the effectiveness of the proposed Georgetown University/Canal Road Intersection and determine the accuracy of the FHWA's projected impacts on traffic flow of Canal Road.

The traffic information included in the FEIS and more specifically, Appendix A of the ROD was based on existing information, two standard traffic engineering assumptions, and a computer model, to determine the future impacts of the intersection. The traffic monitoring plan shall determine if those assumptions were valid and then the computer model can be re-run to determine the overall impact on the traffic flow of Canal Road.

The two assumption made in the FEIS were as follows:

1. Based on 1993 traffic counts, and an assumed growth factor provided by DC DPW, the 1998 and 2016 traffic data included in the FEIS were computed. The Transportation Monitoring Plan will require new traffic counts be taken at the same five intersection locations in 1993 (Reservoir Road/Foxhall Road, MacArthur Road/Foxhall Road, Canal Road/Foxhall Road, Canal Road/G.U. Entrance, Canal Road/Whitehurst Freeway, Canal Road/Key Bridge), six months after construction is completed. Based on this information, we can compute the actual growth factor and compare it to the assumed growth factor provided by DC DPW.
2. Based on an Origin-Destination (O-D) Survey, turning movements of the new intersection were determined. Specifically, the left turns out of and into the University had to be projected because that movement can not be made at this time. The Transportation Monitoring Plan will include traffic counts at the Georgetown University/Canal Road Intersection so the number of vehicles which were projected to be making that movement can be compared with the number of vehicles which are actually making that movement.

Based on the traffic counts, the O-D survey, and the two assumptions noted above, a Network Simulation Traffic Operations Model (NETSIM) was run to determine the Levels of Service/Delay (Seconds) for the Intersections (Table 5-1 of the FEIS, copy attached) and to determine the Summary of Average Corridor Travel Time and Speed on Federal-aid Primary Routes (Table 5-2 of the FEIS, copy attached). With the new traffic counts and the actual turning movements at the Canal Road/Georgetown University Intersection, the NETSIM analysis will be rerun, and compared to the results included in the FEIS and ROD.

After the NETSIM analysis is run, a Traffic Engineer will observe the AM and PM peak period operation of the signal for two typical weekdays and provide a narrative discussion of how the NETSIM analysis compares to actual field conditions.

TABLE 5-1

NETSIM Summary of Intersection Levels of Service/Delay (Seconds)

INTERSECTION		1998		2016	
		NO BUILD	2A-MOD.	NO BUILD	2A-MOD.
Reservoir Road & Foxhall Road	AM	E / 45.3	D / 38.0	D / 39.8	E+ / 40.0
	PM	F / 76.3	F / 86.0	F / #	F / #
MacArthur Road & Foxhall Road	AM	C / 20.1	C / 18.8	E+ / 42.8	E / 48.5
	PM	C+ / 15.7	B / 14.8	C / 19.7	C / 19.9
Canal Road & Foxhall Road	AM	C / 21.5	C / 20.9	E / 45.5	E+ / 42.0
	PM	C / 24.4	C / 24.5	B / 13.6	B / 13.7
Canal Road & G.U. Entrance	AM	N/A	A / 0.1	N/A	A / 0.4
	PM	N/A	A / 2.1	N/A	A / 1.7
Canal Road & Whitehurst Fwy.	AM	B+ / 7.2	B+ / 5.5	B / 8.4	B+ / 6.7
	PM	C / 23.2	C / 20.4	F / 66.9	F / 67.0
Canal Road & Key Bridge	AM	C / 20.1	C / 18.9	D / 34.6	D / 35.4
	PM	B / 15.0	B / 11.4	F / 80.2	F / 86.4

Note: Entire table is new to FEIS.

Note: # - Indicates Extreme Delays

TABLE 5-2

NETSIM Summary of Average Corridor Travel Time and Speed
Federal-aid Primary Route

		1998		2016	
		NO BUILD	2A-MODIFIED	NO BUILD	2A-MODIFIED
EASTBOUND	AM	152.1 sec	141.9 sec	296.4 sec	238.7 sec
	PM	145.6 sec	127.0 sec	128.7 sec	116.6 sec
WESTBOUND	AM	82.9 sec	82.4 sec	171.9 sec	183.4 sec
	PM	210.3 sec	210.8 sec	362.9 sec	360.5 sec
EASTBOUND	AM	19.7 MPH	21.0 MPH	10.1 MPH	12.5 MPH
	PM	17.2 MPH	19.7 MPH	19.5 MPH	21.5 MPH
WESTBOUND	AM	37.9 MPH	38.2 MPH	19.0 MPH	17.3 MPH
	PM	17.2 MPH	17.2 MPH	10.0 MPH	10.1 MPH

Notes:

- Entire table is new to FEIS. Time is in seconds. Speed is in miles per hour.
- Eastbound AM extends from 700' west of Foxhall Road on Canal Road to just south of the Key Bridge
- Eastbound PM extends from the stopbar on Foxhall Road at Canal Road to just south of the Key Bridge
- Westbound AM extends from just west of the Key Bridge to the stopbar on Foxhall Road at Canal Road
- Westbound PM extends from just west of the Key Bridge to 700' west of Foxhall Road on Canal Road

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 112
WASHINGTON, D.C. 20001-2728

202-504-1200
202-506-2193 FAX

5 July 2000

Dear Mr. Teikari:

The Commission is in receipt of your submission of 29 June 2000 for the final design of the proposed improvements to the Canal Road Entrance to Georgetown University. As you know, the Commission approved the concept during its meeting of 18 November 1999. As the only change to that concept is the removal of a short span of retaining wall east of the entrance, it will be unnecessary to present it to the Commission at the July meeting. The staff finds the final design substantially the same as approved in public review and, therefore, on behalf of the Commission, there is no objection to the project.

Sincerely,



Charles H. Atherton
Secretary

Mr. Alan T. Teikari
Planning & Coordination Engineer
Federal Highway Administration -
Eastern Federal Lands Highway Division
U.S. Department of Transportation
21400 Ridgetop Circle
Sterling, Virginia 20166-6511



U. S. Department
of Transportation

Federal Highway
Administration

Eastern Federal Lands
Highway Division

21401 Ridgelet Circle
Sterling, VA 20166-6511

MAY - 2 2000

Refer to: HPC-15

Ms. Nancy J. Kassner
Archeologist
DC Historic Preservation Division
614 H Street, NW., Room 305
Washington, DC 20001

Dear Ms. Kassner:

In accordance with the Stipulations contained in the Memorandum of Agreement for the Improvements to the Canal Road Entrance of Georgetown University, Washington, DC, dated November 16, 1998, the Federal Highway Administration hereby submits the following plans for your review and concurrence. This project has been designated DE-0014(801).

1. The design plans for the new retaining wall.
2. The landscaping plan.
3. The design plans for the existing Canal Road retaining wall at the Whitehurst Freeway entrance, and for the cap to the wall of the C & O Canal wall.

Should the enclosed drawings and supporting information be acceptable, please sign on the next page and return this letter with your original signature to the address above.

Your assistance with this project is appreciated. Please contact Mr. Jack Van Dop, Environmental Compliance Specialist, at 703-404-6282 if you have any questions.

Sincerely yours,

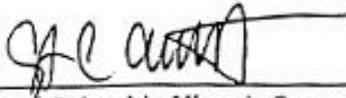
Alan T. Teikari

Planning & Coordination Engineer

cc:

Ms. Vanessa Dale Burns, Director DC DPW, Washington, DC
Mr. Gary Henderson, Division Administrator, FHWA HDA-DC, Washington, DC
Ms. Sally Blumenthal, NPS-NCR, Washington, DC

I concur with the determination that the proposed design plans and actions for improvements to the Canal Road Entrance to Georgetown University, as prepared by the Eastern Federal Lands Highway Division of the Federal Highway Administration, are in compliance with, and meet the Stipulations of the Memorandum of Agreement executed between the State Historic Preservation Officer, the National Park Service, the DC Department of Public Works, and the Federal Highway Administration.



District of Columbia Historic Preservation Division

Stephen Conkitt / DC HPD

5-22-00

Date

J.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION



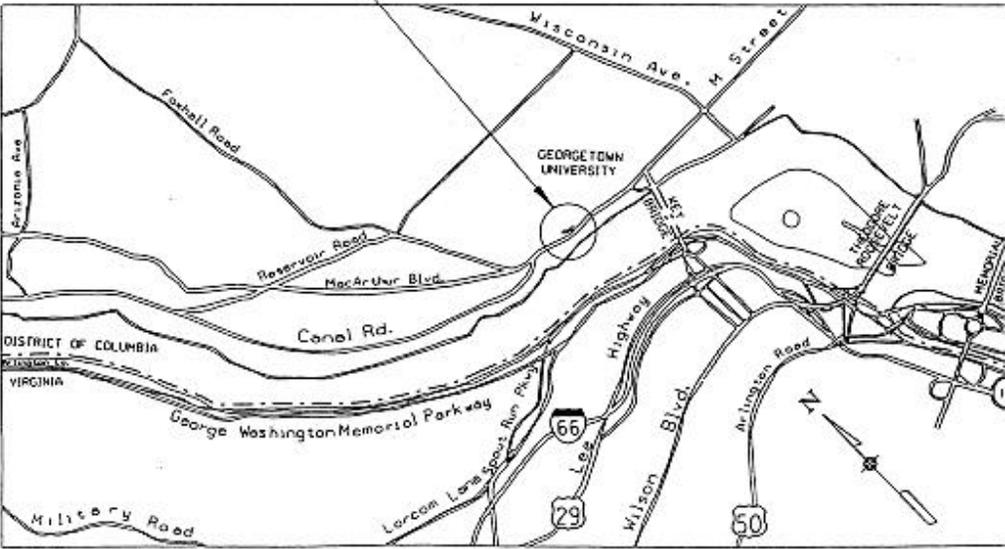
PLANS FOR PROPOSED GEORGETOWN UNIVERSITY/CANAL ROAD ENTRANCE DISTRICT OF COLUMBIA DE - 0014(801)

EA

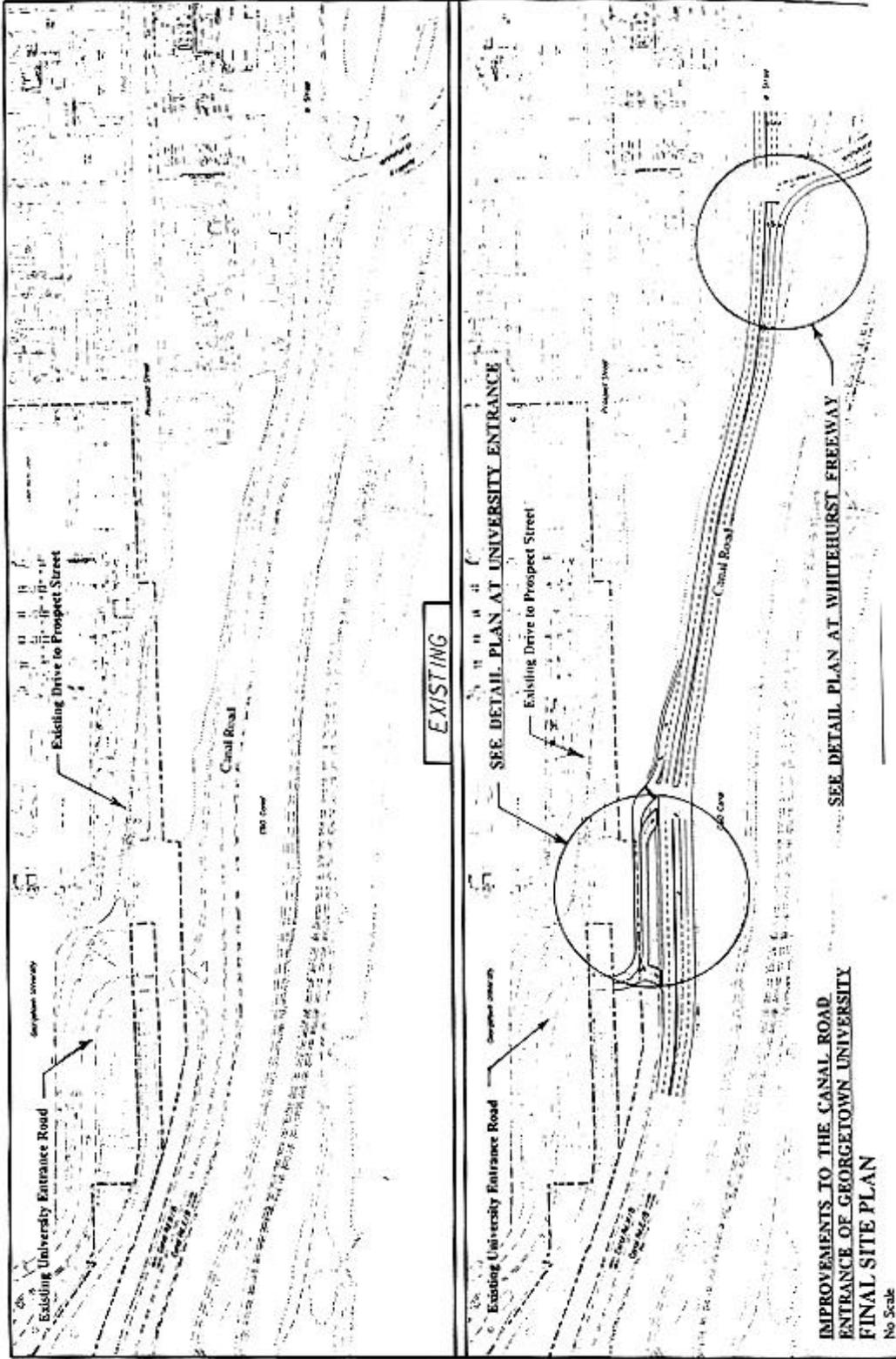


e Pavement

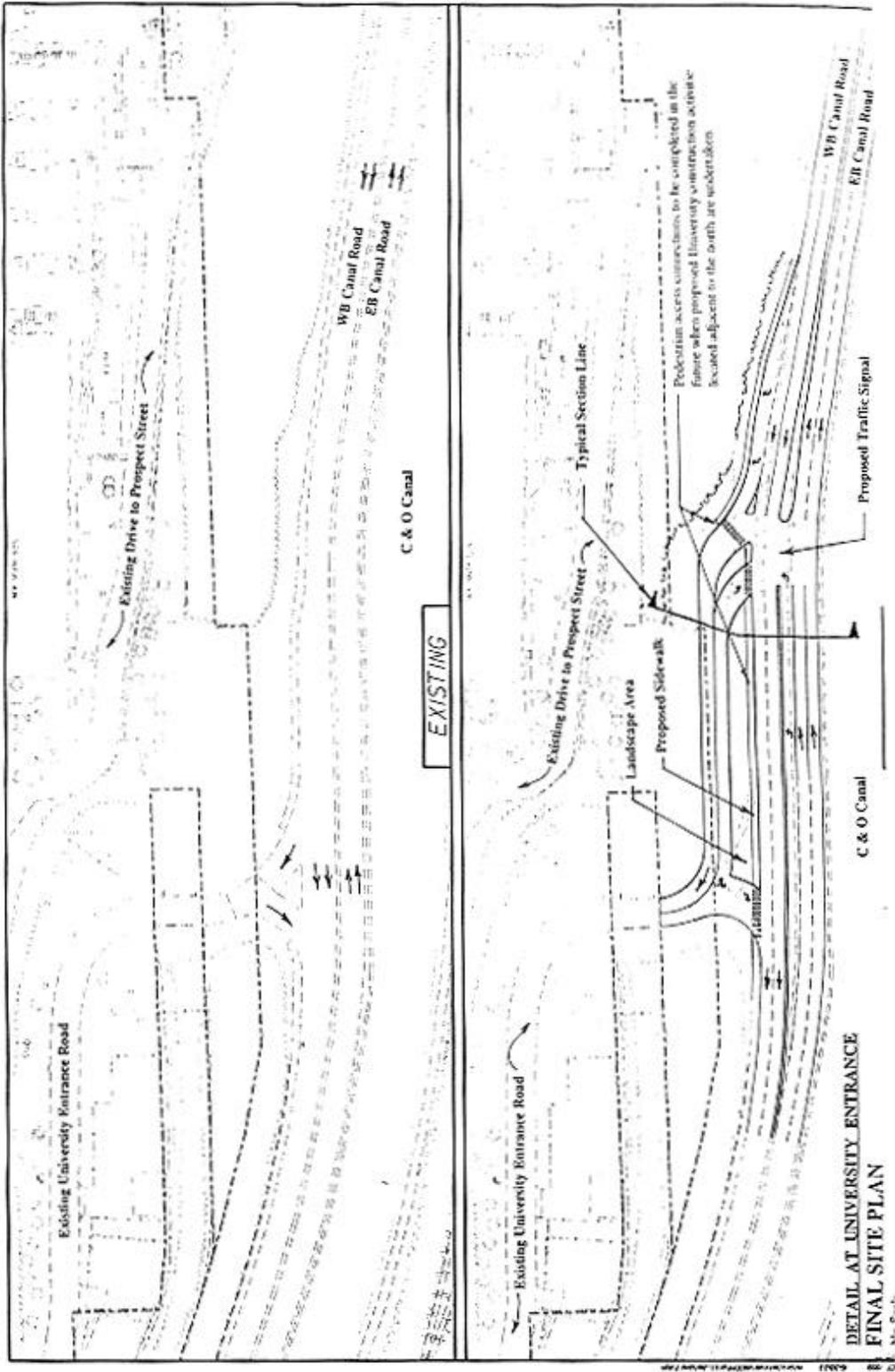
Project DE - 0014(801)

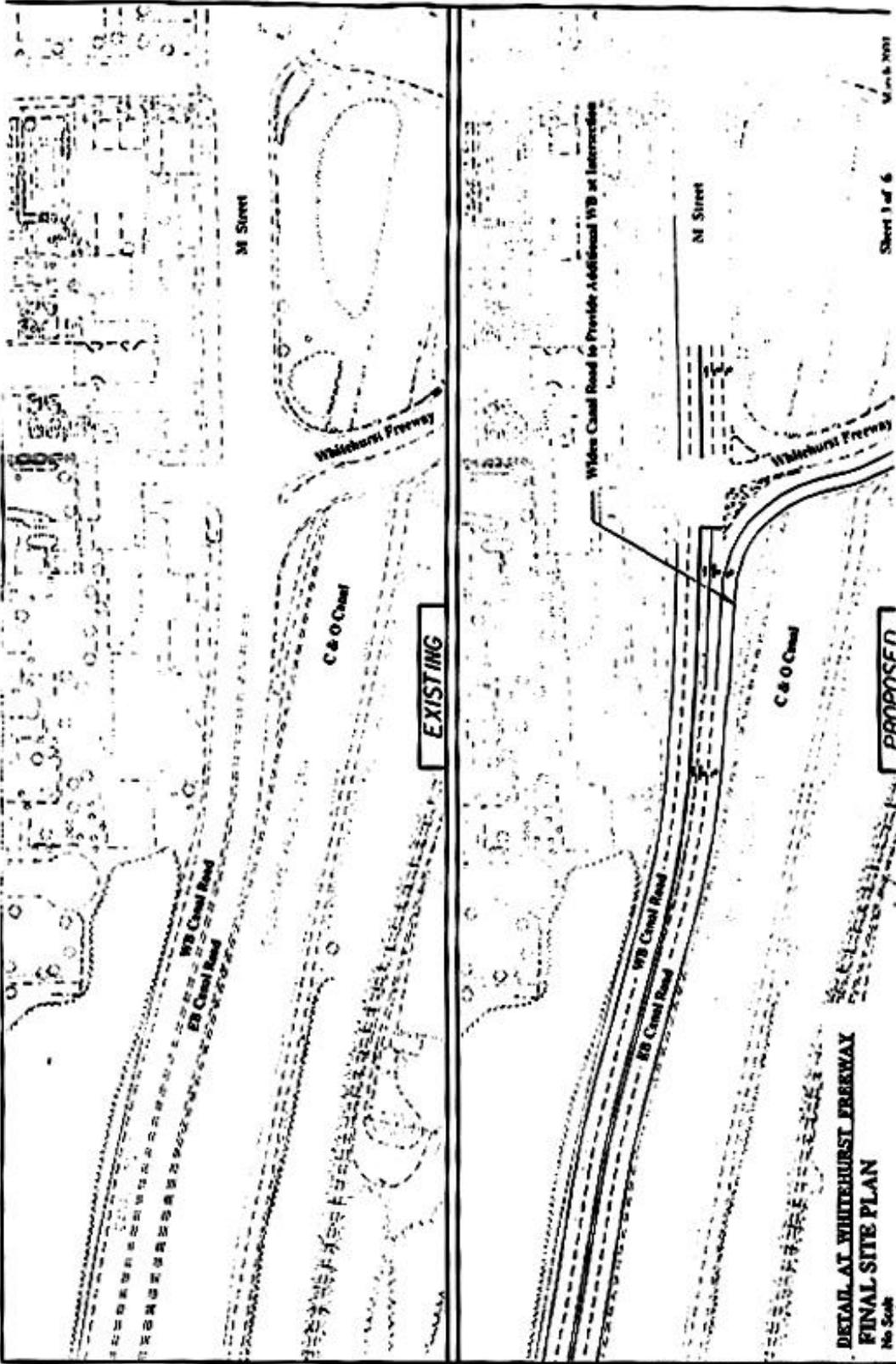


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IMPROVEMENTS TO THE CANAL ROAD
 ENTRANCE OF GEORGETOWN UNIVERSITY
 FINAL SITE PLAN
 No Scale

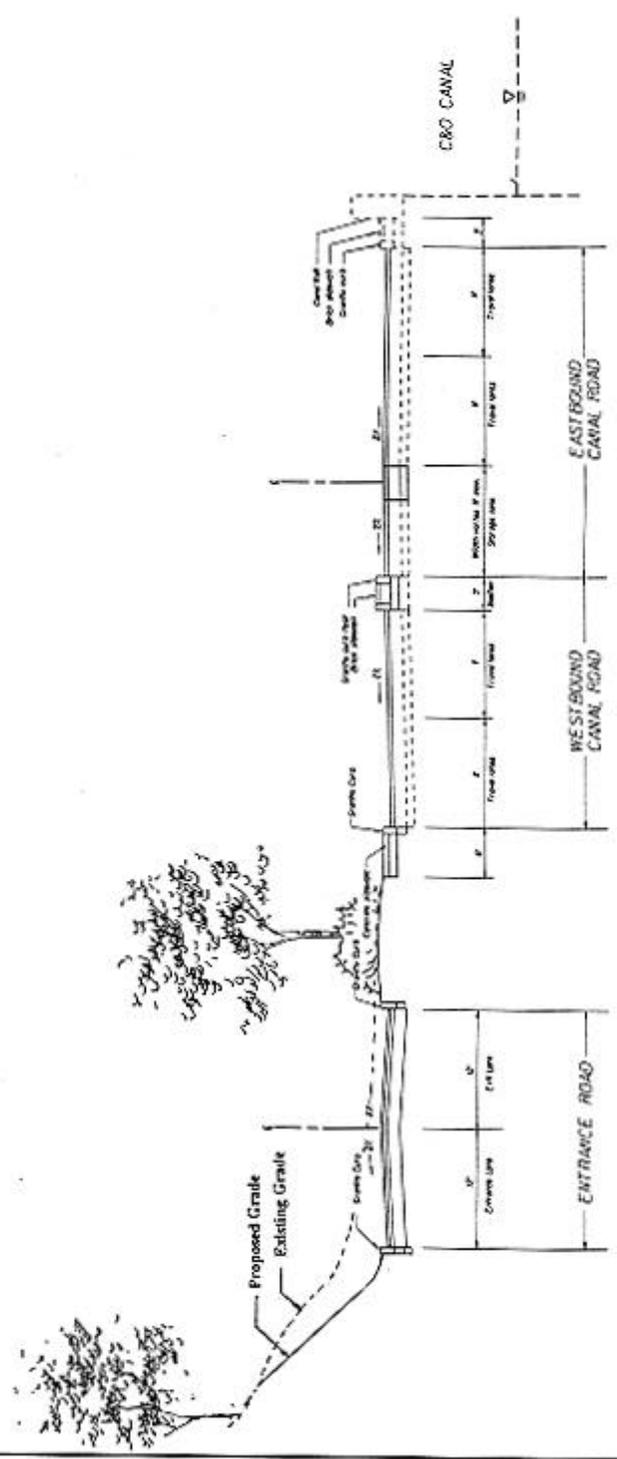




DETAIL AT WHITEHURST FREEWAY
FINAL SITE PLAN
 No Scale

Sheet 3 of 6
 March 2001

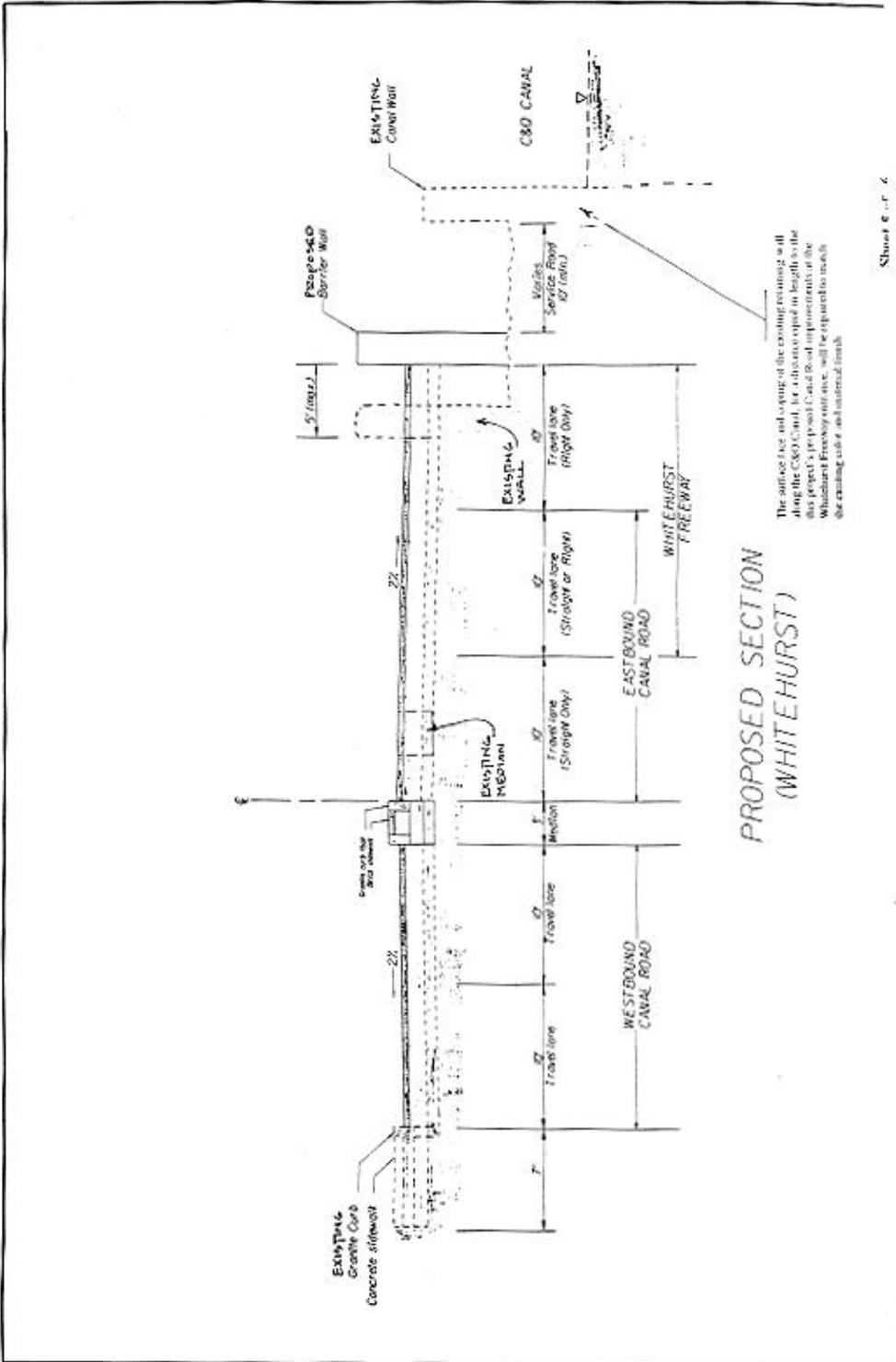
NO. STATE	PROJECT	SHEET NO.



PROPOSED SECTION

TYPICAL SECTION
 FINAL SITE PLAN

DATE: 11/15/11 BY: [Signature]



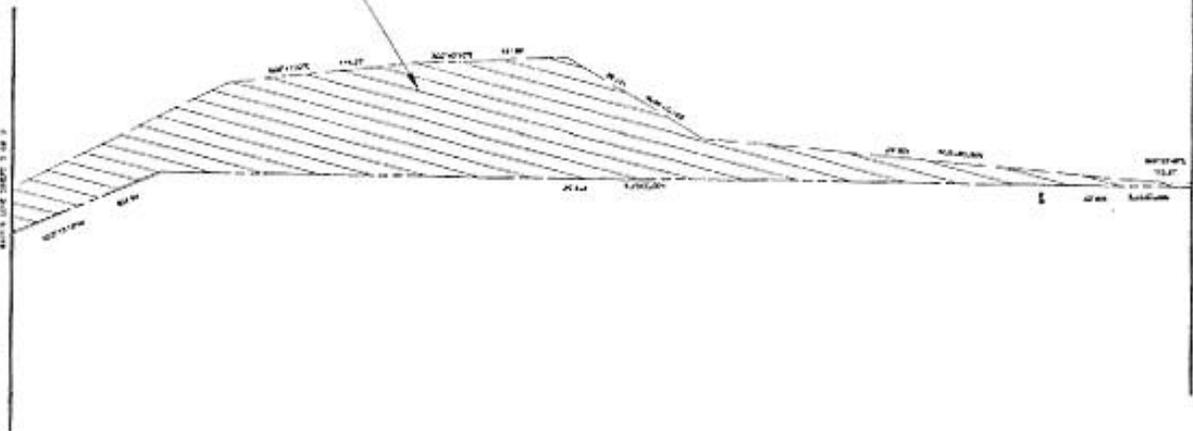
PROPOSED SECTION
 (WHITEHURST)

Sheet 6 of 4

UNIVERSITY OF MARYLAND SYSTEM
ESTABLISHED BY LEGISLATIVE ACT, 1948
STATE COLLEGE, MARYLAND



2,500 ACRE SCENIC EASEMENT TO BE
GIVEN TO THE NATIONAL PARK SERVICE



PROJECT NO. 100
TITLE: VARIOUS PROPERTIES AND A SCENIC
EASEMENT TO BE TRANSFERRED
TO
GEORGETOWN UNIVERSITY
WASHINGTON
PROJECT OF COLUMBIA

SCALE: 1" = 50' DATE: 09-29-2000
REVISION: 12-08-2000
SHEET 2 OF 3

RICE ASSOCIATES
LAND SURVEYING, MAPPING, CONSULTANTS
1021 WISCONSIN DRIVE
SUITE 100
CROFTON, MARYLAND 21114
(410) 566-3200 FAX (410) 566-3100

