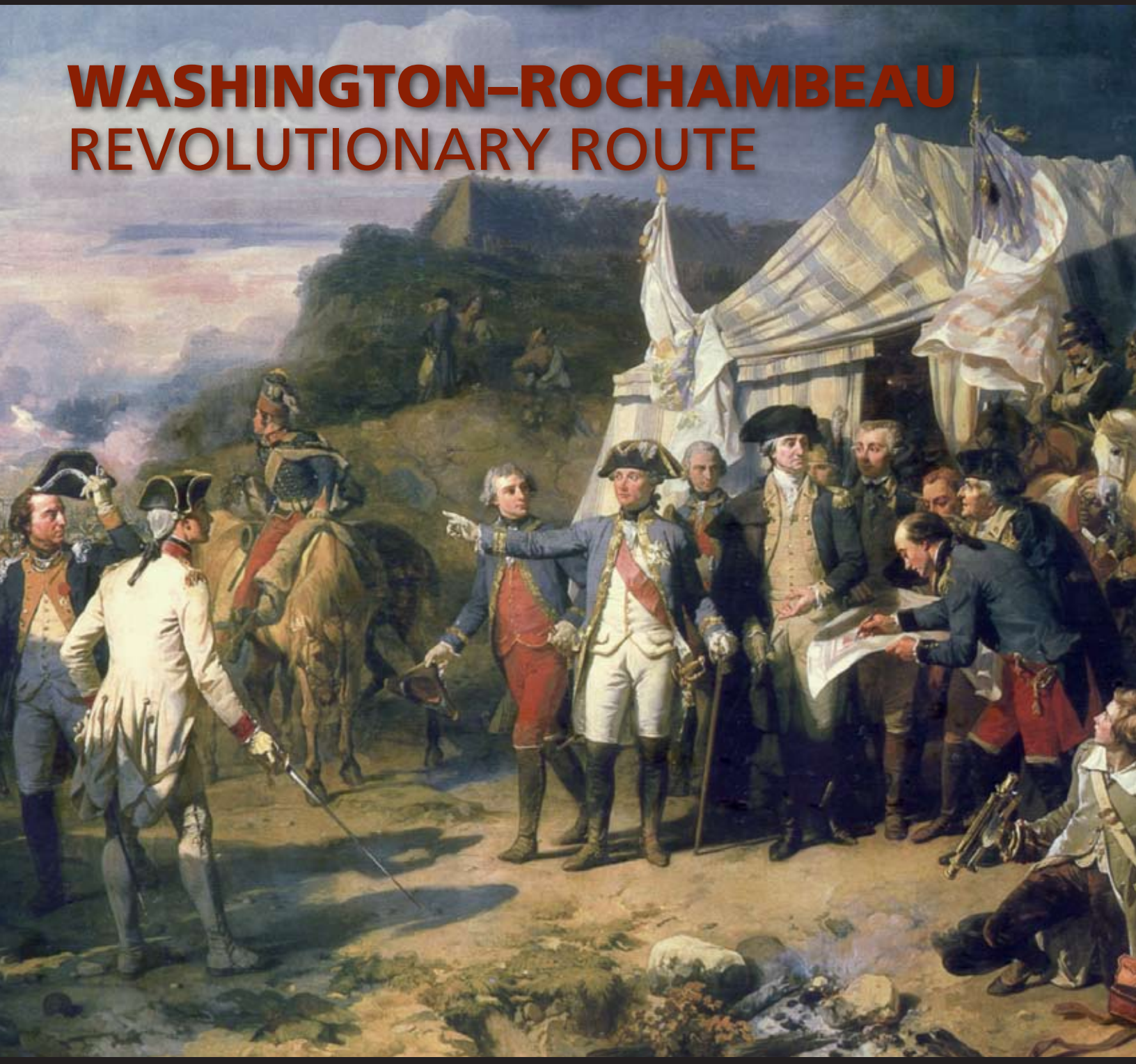
Resource Study & Environmental Assessment

WASHINGTON–ROCHAMBEAU REVOLUTIONARY ROUTE



Northeast and National Capital Regions
National Park Service—U.S. Department of the Interior

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ABOUT THIS DOCUMENT

This document is the Resource Study and Environmental Assessment (study/EA) for the Washington-Rochambeau Revolutionary Route. It describes the National Park Service's preferred approach to preserving and interpreting route resources and one other alternative. The evaluation of potential environmental impacts that may result from implementation of these alternatives is integrated in this document.

This study/EA is available for public review for a period of 30 days. During the review period, the National Park Service is accepting comments from interested parties via the Planning, Environment and Public Comment website *http://parkplanning.nps.gov/*, at public meetings which may be held, and at the address below. At the end of the review period, the National Park Service will carefully review all comments and determine whether any changes should be made to the report.

No sooner than thirty (30) days from the end of the review period, the National Park Service will prepare and publish a finding of no significant impact (FONSI) to explain which alternative has been selected, and why it will not have any significant environmental impacts. A summary of responses to public comments will be prepared. Factual corrections or additional material submitted by commentators that do not affect the alternative may be incorporated in errata sheets and attached to the study/EA. The study/EA and FONSI will be transmitted to the Secretary of the Interior who will make a recommendation to Congress.

Publication and transmittal of this document should not be considered an endorsement or a commitment by the National Park Service to seek or support either specific legislative authorization for the route or appropriation for its implementation. Authorization and funding for any new commitments by the National Park Service will have to be considered in light of competing priorities for existing units of the national park system and other programs. Any future federal involvement in the Washington-Rochambeau route as a national historic trail must be based on a specific congressional authorization.

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COVER ILLUSTRATION:

Generals Washington and Rochambeau at Yorktown in Siège d'Yorcktown, by Louis-Charles-Auguste Couder, 1836. Courtesy of Galerie des Batailles, Château de Versailles, France.

Contents

Summary

This study addresses the requirements of the Washington-Rochambeau Revolutionary Route National Heritage Act of 2000, Public Law 106-473. The Act directs the Secretary of the Interior to conduct a resource study of the 600-mile route taken by the armies of General George Washington and Count Rochambeau between Newport, Rhode Island, and Yorktown, Virginia, in 1781 and the return to Boston, Massachusetts in 1782, in order to:

1. identify the full range of resources and historic themes associated with the route;
2. identify alternatives for National Park Service involvement with preservation and interpretation of the route; and
3. include cost estimates for any necessary acquisition, development, interpretation, operation, and maintenance associated with the alternatives identified.

This study was prepared by the National Park Service (NPS), and includes an Environmental Assessment (EA) that evaluates the probable impacts to the natural, cultural, and socioeconomic environments associated with each alternative. It is the purpose of this study to provide the Secretary of the Interior with objective findings to support a recommendation to Congress.

The key historical events are as follows. As part of the alliance with the 13 rebellious colonies that would form the United States, French General Jean Baptiste Donatien de Vimeur, comte de (Count) Rochambeau, sailed into Newport, Rhode Island, in July of 1780 as head of the *Expédition Particulière*, an army of 5,300 officers and men. After wintering in Newport, Rochambeau's army marched through Rhode Island and Connecticut in June and July of 1781, and joined General George Washington's Continental Army in Philipsburg, New York.

Abandoning the idea of attacking New York, held by the British under General Sir Henry Clinton, the two generals devised instead a southern campaign to attack General Charles Lord Cornwallis in Virginia. In August and September, their armies took a combination of strategic roads and waterways that led them through New Jersey, Pennsylvania, Delaware, Maryland, the future District of Columbia, and Virginia, reaching Williamsburg in late September. Together they attacked and held under siege the British-fortified town of Yorktown. A French fleet under the command of Admiral de Grasse blocked the Chesapeake Bay to either reinforcement from New York or sea escape from Yorktown. On October 19, 1781, after three weeks of siege, General Cornwallis surrendered to General Washington, marking Yorktown as one of the most decisive American victories in the War for Independence.

Shortly afterwards, Washington and the Continentals returned to defend northern posts. Rochambeau and his army wintered in Williamsburg,

A statue of Rochambeau marks the site where the French troops landed in Newport, Rhode Island, in July 1780.

then marched north in the summer of 1782. In the towns and cities they passed through along the way, both the American and French forces were warmly greeted and celebrated. While small contingents stayed in different ports and left for France the following year, the bulk of Rochambeau's army sailed from Boston on Christmas Eve, 1782.

In all, nine states and the future District of Columbia formed the route and supported the march, providing ports, roads, campsites, officers' lodging, provisions of food, and supplies: Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and Virginia.

Over time, as the heroes of the war were portrayed as American countrymen building a new nation, popular history came not to include the important role that France and other nations played in helping to win independence from Great Britain. The ethnic and racial diversity involved in the struggle for American independence was largely overlooked. Interpretive themes for the route would focus on the marches as a cross-cultural experience that helped shape the American identity and as a tangible manifestation of the international war effort. The route is nationally significant as evaluated against National Historic Landmark criteria.

Following public scoping and analyses of the resources, two management alternatives were developed. They are:

A – No Action

Various efforts by the states and local communities could continue without additional federal involvement. These uncoordinated efforts could continue to enhance public awareness of the 600-mile route focused on the 225th commemoration of the march in 2006–07. No congressional action would be required and any federal involvement would remain limited to providing technical assistance as allowed under existing laws.

Cartographic map used by Rochambeau, during the March to Yorktown, includes the different camp sites between Yorktown and Boston.

B – National Historic Trail

The Washington-Rochambeau Revolutionary Route would be authorized and designated by Congress as a national historic trail (NHT) within the National Trails System. The trail would run between Newport, Rhode Island, and Yorktown, Virginia, returning to Boston, Massachusetts , along the specific land- and water-based routes known to have been used by the French and Continental armies, for the purposes of historic preservation and public enjoyment. The NPS would administer the trail in partnership with a designated trail advisory council, a nonprofit trail organization, state and local agencies, and other interest groups, guided by a comprehensive trail management plan. The NPS would also be authorized to provide technical and limited financial assistance to preserve route resources and interpret the route. The federal government would not acquire land or other resources associated with the historic route. Development of a trail management plan would cost $300,000–$400,000. Annual operating costs would be $300,000–$400,000, with potential economies based on joint administration of the Star-Spangled Banner National Historic Trail and the Captain John Smith Chesapeake National Historic Trail if they become designated. All funding proposals are contingent on NPS funding limitations and priorities.

Alternative B is both the NPS-preferred alternative and the environmentally preferred alternative. Implementation of this alternative would not impair any National Park Service resources or values, or have any significant impacts on resources within the study area.

This study evaluates the route against established criteria for national historic trails, describes the existing natural, cultural, and socioeconomic

resources associated with the route, outlines potential environmental consequences, and finds that the Washington-Rochambeau Revolutionary Route is suitable for designation as a national historic trail.

This document is available for public review for a period of 30 days. During the review period, the NPS is accepting comments from interested parties on the Internet, at public meetings, by mail, and by fax. At the end of the review period, the NPS will carefully review all comments and determine whether any changes should be made to the report.


General George Washington

No sooner than thirty (30) days from the end of the review period, the NPS will prepare and publish a Finding of No Significant Impact (FONSI) to explain which alternative has been selected, and why it will not have any significant environmental impacts. A summary of responses to public comments will be prepared. Factual corrections or additional material submitted by commentators that do not affect the alternative may be incorporated in errata sheets and attached to this document. The study/EA and FONSI will be transmitted to the Secretary of the Interior who will make a recommendation to Congress. Publication and transmittal of this document should not be considered an endorsement or a commitment by the NPS to seek or support either specific legislative authorization for the route or appropriation for its implementation. Authorization and funding for any new commitments by the NPS will have to be considered in light of competing priorities for existing units of the national park system and other programs. Any future federal involvement in the Washington-Rochambeau route as a national historic trail must be based on a specific congressional authorization.


Jean Baptiste Donatien de Vimeur, the comte de Rochambeau

1 | Purpose and Needs

INTRODUCTION

The cooperation between the Continental Army under General George Washington and French forces under Jean Baptiste Donatien de Vimeur, the comte de (Count) Rochambeau, in the Yorktown campaign is widely regarded by historians as a decisive factor in winning the siege of Yorktown, leading ultimately to victory in the Revolutionary War. Yet the story of the nine-state, 600-mile march that culminated in that siege is not well known by the general public. The march is referred to as the Washington-Rochambeau Revolutionary Route, or "the route," in this report. Over time, as the heroes of the war were portrayed as American countrymen building a new nation, popular history came not to include the important role that France and other nations played in helping to win freedom from Great Britain. The route provides a vivid example of these international contributions as well as the ethnic and racial diversity involved in the struggle for American independence.

Soldiers of the First Rhode Island Regiment and of the Canadian Regiment from the Journal of Jean-Baptiste-Antoine de Verger.

Intermittent efforts to commemorate and re-enact the march have been undertaken since at least the 1920s. Various state and local initiatives have resulted in the placing of commemorative signage and markers along the route. Other efforts have focused on preservation of historic roads, buildings, campsites, and related resources. But these patchwork efforts have been difficult to sustain or coordinate over time among the various states and localities that make up the long route. In the mid-1970s, the U.S. Senate joined with the House of Representatives to recognize the route's significance, passing a resolution establishing the Washington-Rochambeau Historic Route. No funding was associated with this resolution and no federal role was established. The Washington-Rochambeau National Historic Route Committee was subsequently established to raise funds and mark the route, but its efforts were difficult to sustain. Over the last several years, grass-roots efforts, first in Connecticut and more recently in other states, have been initiated to enhance public awareness of the route and promote preservation and interpretation of its resources. Local, state, and national organizations have again expressed concerns that the significance of the march is not adequately understood by the public, that associated resources such as campsites are not well known and may be threatened by development, and that federal support is needed to facilitate sustained interpretation and appreciation of the route and preservation of its historic resources.

STUDY OBJECTIVES

Responding to concerns about preservation and interpretation of resources associated with the route, legislation was introduced in the House of Representatives in 2000 by Congressman John Larson (Connecticut's First District) and in the Senate by Senator Joseph Lieberman (Connecticut) and was cosponsored by 42 Congressmen and Congresswomen, including 7 outside the study area, authorizing the Washington-Rochambeau Revolutionary Route National Heritage Act of 2000 (Public Law 106-473). See Appendix A. The Act directs the Secretary of the

Interior to conduct a resource study of the 600-mile route, to

1. identify the full range of resources and historic themes associated with the route;
2. identify alternatives for National Park Service involvement with preservation and interpretation of the route; and
3. include cost estimates for any necessary acquisition, development, interpretation, operation, and maintenance associated with the alternatives identified.

The availability of any funds would be contingent on NPS servicewide funding priorities.

This study has been undertaken by the NPS to address the requirements of Public Law 106-473. The study also includes completion of an Environmental Assessment (EA) that evaluates the probable impacts to the natural, cultural, and socioeconomic environments associated with each alternative. Consultation required under Section 106 of the National Historic Preservation Act and the 1995 Programmatic Agreement has also been initiated. It is the purpose of this study to provide the Secretary of the Interior with objective findings to support a recommendation to Congress.

This study is not a detailed management plan. While this Resource Study and EA identifies and evaluates two alternatives, it does not provide detailed management programs. Management guidance and further environmental assessment of the preferred alternative would be provided through subsequent planning undertaken following Congressional action. Nonetheless, research undertaken as part of this study has resulted in a much enhanced understanding of the diverse resources, themes, and public interests associated with the march taken by the Continental and French armies.

The NPS invites public comment on this document during the review period, at the end of which, the NPS will carefully review all comments and determine whether any changes should be made to the report. The NPS will then prepare and publish a Finding of No Significant Impact (FONSI) to explain which alternative has been selected, and why it will not have any significant environmental impacts. The Secretary of the Interior will then make a recommendation to Congress.

Publication and transmittal of this document should not be considered an endorsement or a commitment by the NPS to seek or support either specific legislative authorization for the route or appropriation for its implementation. Authorization and funding for any new commitments by the NPS will have to be considered in light of competing priorities for existing units of the national park system and other programs. Any future federal involvement in the Washington-Rochambeau route as a national historic trail must be based on a specific congressional authorization.

Document Structure

This document is organized into seven chapters:

Chapter 1 gives an overview, explains the purpose of the study, and outlines the background of this and prior efforts.

Chapter 2 presents a brief narrative account of the route.

Chapter 3 outlines the goals and criteria for the development of management alternatives, and describes the two management alternatives.

Chapter 4 provides the specific information required by the National Trails System Act for studies of national historic trails.

Chapter 5 describes the natural, cultural, and socioeconomic resources within the project area.

Chapter 6 assesses the potential environmental consequences of the management alternatives on the project area.

Chapter 7 explains the study process, public involvement, agency coordination, and other required consultation procedures in compliance with the federal laws and NPS policy.

Appendices include relevant legislation, a partial inventory of related resources, interpretive themes, required correspondence, and other detailed information to support the findings of the study.

Signs found along the route identify the route and commemorate its events and leaders.

Previous Commemorative Efforts

Several earlier efforts have been initiated to research, celebrate, and preserve the Washington-Rochambeau Revolutionary Route. These have frequently been organized around significant commemorations of anniversaries associated with the march such as the sesquicentennial. While several initiatives have accomplished tangible results, sustaining these efforts over time has remained elusive. The following is a summary of previous efforts.

- A 1925 publication, *France and England*, announced that an effort was underway to mark 19 historic campsites related to the route in Connecticut.
- In the 1950s, Virginia resident Charles Parmer initiated an individual effort to encourage state governments and patriotic societies to mark the route.
- In 1953, the Governor of Virginia appointed Parmer to head a Rochambeau Commission and to arrange with other states for a uniform marking of the land route taken by Rochambeau and his French forces in 1781.
- In 1957, the General Assembly of Connecticut passed House Bill No. 2005, "An Act concerning erecting Markers to designate the Sites of Camps occupied by French troops under Rochambeau." Associated funding enabled the

State Highway Commission to place 27 signs at or near known campsites in the state.

- In 1958, a portion of the Washington, D.C., Fourteenth Street Bridge (I-395, between the Jefferson Memorial and the Pentagon on the Virginia side of the Potomac River) was dedicated as the Rochambeau Memorial Bridge.

- In 1972, Howard C. Rice, Jr. and Anne S. K. Brown authored a ground-breaking, two-volume study of *The American Campaigns of Rochambeau's Army, 1780, 1781, 1782, 1783*. The work contained detailed itineraries as well as many maps drawn by the French military and other contemporaries.

- In 1975, the House of Representatives enacted Concurrent Resolution 225, calling upon local communities to recognize the route taken by Washington and Rochambeau as identified in the Rice-Brown study.

- The first Congressional actions associated with the route, dating from the mid-1970s, reflected a renewed public interest in the history of the War for Independence in conjunction with the bicentennial celebrations of 1976.

- In 1976, the U.S. Senate joined with the House of Representatives in passing a resolution that created a "Washington-Rochambeau Historic Route." No funding was associated with the resolution, except for Colonial National Historical Park in Yorktown, Virginia. A private, short-term organization, the "Washington-Rochambeau National Historic Route Committee," was formed to raise funds and to erect markers. A few of their signs survive.

- In 1980, the Commonwealth of Virginia designated a Washington-Rochambeau Highway for specified portions of the state highway system between historic Mount Vernon and the Bicentennial Victory Center in Yorktown. Route markers were placed and today are maintained by the Virginia Department of Transportation.

- From October 9 to 16, 1981, hundreds of re-enactors traced the route from Newport, Rhode Island, to Yorktown, Virginia, to commemorate the bicentennial of the Siege of Yorktown. At various locations along the route, bicentennial events were held. Historic Mount Vernon held a special gala celebration to mark the visit of Rochambeau to Washington's home.

- In 1995, the Connecticut Inter-Community Historic Resource Committee began identifying and classifying known campsites associated with the route. And in 1998 the state legislature appropriated funds to undertake historical, archeological, and architectural research as a first step in having the entire route listed in the National Register.

- In 1999, 50 local and regional historians and historically interested individuals from New York, New Jersey, and Connecticut formed a Washington-Rochambeau Revolutionary Route (W3R) committee to support identification and preservation of the route itself and historic sites along the route at a state level, and the creation of a national historic trail at the federal level to promote inter-state heritage preservation. In 2003, the National Washington-Rochambeau Revolutionary Route Association (W3R-USA) was formally incorporated with representation from each of the nine states through which the route passes.

- Commencing in the late 1990s, historic and architectural resource surveys were conducted in Connecticut, Delaware, New Jersey, and New York. Studies are currently underway in

Pennsylvania and Rhode Island. Authored by independent scholars such as Dr. Bruce Clouette, Mary Harper, and Dr. Robert A. Selig, the studies document the joint efforts of the Continental and French armies under Washington and Rochambeau, provide historical background on Rochambeau's expedition, explore the presence of French and American troops in each of these states and their interaction with colonists during their stays, and identify historic buildings and sites as well as monuments and markers associated with the march to Yorktown in 1781 and the return march to Boston in 1782. These studies reflect the most recent historical research on the French 1781–82 military expedition to North America.

Related Projects and Studies

The following ongoing studies are thematically or geographically related to the Washington-Rochambeau Revolutionary Route.

- **American Battlefield Protection Program:** [*www.cr.nps.gov/hps/abpp/*] The American Battlefield Protection Program (ABPP) promotes the preservation of significant historic battlefields associated with wars on American soil. The goals of the program are (1) to protect battlefields and sites associated with armed conflicts that influenced the course of our history, (2) to encourage and assist in planning for the preservation, management, and interpretation of these sites, and (3) to raise awareness of the importance of preserving battlefields and related sites for future generations.

  Congress authorized the ABPP to conduct the Revolutionary War and War of 1812 Historic Preservation Study because many historic sites of the Revolutionary War and War of 1812 are at risk from rapid urban or suburban development. The goals of the study were (1) to gather current information about the significance of, current condition of, and threats to the Revolutionary War and War of 1812 sites, and (2) to present preservation and interpretation alternatives for the sites. Through research and public comments, the NPS identified 2,742 sites of known battle actions and historic places associated with both wars. The study Advisory Committee determined that 811 sites represent the principal historic events of the two wars. Several of the sites relate to the Washington-Rochambeau Revolutionary Route. Any future management of the Washington-Rochambeau Revolutionary Route would benefit from coordination with ABPP's experience in land use, cultural resource and site management planning, and public education.

- **Captain John Smith Chesapeake Watertrail Study:** In 2005, Congress directed the NPS to carry out a study of the feasibility of designating the Captain John Smith Chesapeake National Historic Watertrail as a national historic trail. The trail is a series of routes extending approximately 3,000 miles along the Chesapeake Bay and the tributaries of the Chesapeake Bay in the states of Virginia, Maryland, Pennsylvania, and Delaware, and the District of Columbia, that trace Captain John Smith's voyages charting the land and waterways of the Chesapeake Bay and its tributaries. The study is currently in progress. The trail will likely trace some of the same geography as the Washington-Rochambeau Revolutionary Route, and if designated, may provide opportunities for shared interpretation and management.

- **Crossroads of the American Revolution Heritage Area Study, New Jersey:** Numerous military actions and significant events took place across the state during the Revolutionary War, including the marches of Continental and French armies under Washington and Rochambeau. In 2000, Congress directed the

NPS to study the resources within a 15-county area of New Jersey for inclusion within the national park system or designation as a national heritage area. This study concluded that: (1) while nationally significant individual resources exist within the study area, as a whole, it does not meet the NPS criteria for significance as a historic landscape; (2) since similar resources are already adequately represented within the system already or are protected by other jurisdictions, the study area does not meet suitability criteria; (3) due to encroachment of urbanization, the scale of the study area, the non-contiguity of the resources, and the level of protection already afforded to a number of the most important resources, the study area does not meet the feasibility criteria; and (4) since a national park model would not result in a cohesive linkage of resources through an integrated interpretive plan and would likely lead to further loss of resources, the national park model would not be effective; however, a national heritage area model for resource conservation, education, and heritage celebration could be effective.

Based on study findings, in August 2005, Acting Governor Richard J. Codey declared New Jersey as the "Crossroads of the American Revolution" and designated all or portions of 14 counties as the Crossroads of the American Revolution State Heritage Area. Preservation and interpretation of the Washington-Rochambeau Revolutionary Route could benefit from coordination with the state program that is under development.

- **East Coast Greenway:** [*www.greenway.org/*] Begun in 1991, the East Coast Greenway (ECG) is the nation's first long-distance urban, shared-use trail for non-motorized users. It was designated as a National Millennium Trail by First Lady Hillary Rodham Clinton and U.S. Secretary of Transportation Rodney Slater in 2000. The 2,600-mile trail provides a safe pathway along the Eastern Seaboard, passing through 15 states plus Washington, D.C. and linking the 25 major cities from the Canadian border of Maine to Key West, Florida. Now 20 percent complete, the route will consist of trails that are locally owned and managed, forming a continuous, off-road route easily identified by the public through signage, maps, user guides, and common services.

  The ECG overlaps with parts of the Washington-Rochambeau route in several states. Along with providing recreational and health benefits, the ECG can support heritage tourism, historic preservation, and interpretation to the advantage of both projects. The NPS Rivers, Trails & Conservation Assistance Program is assisting with development of the ECG.

- **HR 4818, the Consolidated Appropriations Act, signed on December 8, 2004:** The Act provides up to $500,000 per year funding for five years (2004–09) to "authorize the NPS to coordinate, connect, and facilitate Federal and non-Federal activities to commemorate, honor, and interpret the history of the American Revolution, its significance, and its relevance to the shape and spirit of American Government and society." It also states, "The story and the significance of the American Revolution can best engage the American people through a national program of the NPS that links historic structures and sites, routes, activities, community projects, exhibits, and multimedia materials, in a manner that is both unified and flexible." Assistance for commemoration of the Washington-Rochambeau Revolutionary Route is within the scope of the act.

- **Potomac Heritage National Scenic Trail** [*www.nps.gov/pohe/*]: The project seeks to de-

velop and maintain a system of trails for recreation, transportation, health, and education between the mouth of the Potomac River and the Allegheny Highlands. As of early 2006, the trail is comprised of 10 locally managed segments, including the C & O Canal Towpath, Mount Vernon Trail, and 10-mile Potomac Heritage Trail in George Washington Memorial Parkway. Applications for designation of additional segments of the network are in development for trails in Washington, D.C., Alexandria, Virginia, and jurisdictions to the south. The concept plan indicates a future route for a trail between Mount Vernon and Fredericksburg, and on to the George Washington Birthplace National Monument—a segment that is congruent with the Washington-Rochambeau Revolutionary Route. The plan also features a water trail between Mount Vernon and George Washington Birthplace National Monument.

The Maryland Department of Natural Resources, with support from Virginia Department of Conservation and Recreation, the Potomac Heritage National Scenic Trail Office, and over 30 other agencies and organizations, has applied for designation of the Potomac River Water Trail as a National Recreation Trail. An announcement is expected in 2006.

- **Metacomet-Mattabesett-Monadnock Trail Study:** The trail is a 190-mile route that has been in existence for over half a century. It travels through 39 communities in Central Connecticut and Massachusetts, and crosses the Washington-Rochambeau Revolutionary Route near New Britain and Wallingford, Connecticut. In 2002, Congress directed the NPS to determine the best way to ensure the long-term viability of a continuous public-use trail system from Long Island Sound through Connecticut to the Massachusetts/New Hampshire border, and to determine whether or not designation as a national scenic trail makes sense as a means of achieving its viability. The study has not yet concluded.

- **Star-Spangled Banner Trail Study:** [*www.nps.gov/phso/jstarspan/*] In 1999, Congress directed the NPS to evaluate the feasibility and desirability of designating resources related to the 1814 British Invasion of Maryland and Washington, D.C., and the American defense during the War of 1812 as a National Historic Trail. The study recommends designation of the trail, with management centered at Fort McHenry National Monument and Historic Shrine. Portions of the historic route in the Chesapeake Bay coincide with the Washington-Rochambeau Revolutionary Route. Congress has not taken action on the study. There could be opportunities for shared preservation and management should both routes be designated.

Study Issues

Based on the early analyses and public meetings, several key issues were identified for the resource study to address. They are described below.

- **Resource Preservation:** Counter to popular perceptions, many historic resources remain from the route—including campsites of high archeological value, walkable traces of the route itself, and historic structures on the route that were used by the armies between 1780 and 1782. Any action proposed through this study must address resource preservation as well as interpretation.

- **Educational Value:** Many of the reasons for the high public interest in the route stem from a sense that the history of the Revolutionary War has been diminished in public education. Any action must strengthen the potential for the route to have enhanced educational programming, communicating the sacrifices and accom-

plishments of the Revolutionary era made by people of diverse race, culture, and religion. Of special importance is a widespread ignorance today of the crucial role of the French in securing American independence.

- **Active Partners:** The previous two issues are among the motivations of the recently formed National Washington Rochambeau Revolutionary Route Association, known as the W3R-USA. This vigorous nine-state nonprofit 501(c)3 partnership "supports designation of the route as a national historic trail and education of the public on: (1) the three-year presence of the French Expeditionary Force in the U.S.; (2) the march south of the allied armies to the climactic siege at Yorktown under the joint leadership of Generals Washington and Rochambeau; and (3) their triumphant return north." Any action resulting from the study must envision participation of the W3R-USA in the preservation and interpretation of the route.

- **Property Rights:** Some citizens are concerned that action could affect private property rights. The establishment of most national historic trails has not required federal acquisition of any land. Any action resulting from this study must respect private property rights while protecting the rights of the public to access and enjoy public lands.

- **Resource Inventories:** Inventories of historic resources associated with the route have been done in several states, but the efforts are uneven and not likely to yield a comprehensive inventory before the study is complete. Any proposals will have to deal with some generalities as to the route, and require additional research to build the resource database. A partial list of historic resources is provided in Appendix B.

- **Management Effectiveness:** The Washington-Rochambeau route lies on or near some of the same territory as other historic land and water routes such as the Star-Spangled Banner Trail, the Captain John Smith Chesapeake Watertrail, and the East Coast Greenway which are now under development. Recognizing this geographical proximity may lead to management cost savings, and enhanced resource preservation and interpretation.

- **International Attention:** There is strong international interest in the route, particularly among the French where visitation to Revolutionary War sites associated with the *Expédition Particulière* is akin to American World War II veterans visiting Normandy. After WWII, France established the *"Voie de la Liberté"* which traces the route taken by the allies from the beaches of Normandy to Paris. Any action must recognize and support international visitation and commemoration.

- **Tourism Value:** Many communities and historic sites see the route as a catalyst for stimulating heritage tourism. Any action must address the potential for increasing tourism.

- **Single versus Multiple Routes:** The routes traveled by units of the French and Continental troops are numerous. In some cases they are loosely braided. It will be essential to differentiate among major segments (those traveled by the bulk of the troops and the generals) and minor ones (traveled by small detachments).

- **Volunteer Support:** There is a high potential for any action to garner substantial volunteer assistance. Many patriotic organizations, local historic groups, and youth organizations have expressed interest. Any action must provide roles for such volunteers in management, preservation, and interpretive programs.

2 | Historical Background

DEFINITION OF THE ROUTE AND STUDY AREA

The Washington-Rochambeau Revolutionary Route is the name given to the network of roads and waterways used by Generals George Washington and comte de Rochambeau and their troops during the Yorktown Campaign. It extends through nine former colonies (now states) and Washington, D.C. Beginning in Newport, Rhode Island, the route extends south through Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland, to Virginia. The Continental Army and French military forces marched along this route beginning in June 1781, taking a combination of strategic roads and waterways that led them to Yorktown, Virginia, where they succeeded in laying siege to, and defeating the British army serving under General Cornwallis. Subsequently, various military parties followed a similar return route northward: Washington and the Continentals returned to defend northern posts while Rochambeau and his army wintered in Williamsburg, and then marched north in the summer of 1782. In the towns and cities they passed through along the way, both the American and French forces were warmly greeted and celebrated. In the fall of 1782, the bulk of Rochambeau's troops marched into Boston, and on Christmas Day sailed to the Caribbean. The study area encompasses the major coastal sections of Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and Washington, D.C. Figure 2.1 illustrates the study area.

Washington, by James Peale
Rochambeau, by Charles Willson Peale

The study team is well aware that this chronological and geographical delimitation of the study, which is based on the parameters set in the enabling legislation, could be, or should be, expanded both in time and space. From a chronological point of view, it excludes the first 11 months of the presence of Rochambeau's forces in Newport between their arrival in July 1780 and the beginning of their deliberate march to Virginia in June 1781. Closing the study at Christmas 1782 with the departure of Rochambeau's infantry also excludes the subsequent minor activities of the cavalry contingent under the command of the duc de Lauzun which did not depart until May 1783. The last remnants of French convalescents departed from Baltimore in October 1783.

Additionally, the parameters used for this study exclude several movements of forces and individuals that are part of the larger Yorktown Campaign. These include the movements of both Continental Army forces under the marquis de Lafayette, who was following British forces under Lord Cornwallis across Virginia for much of the summer of 1781, and those British forces as well. The movements of these generals and their armies, which converged on Yorktown along with those of Washington and Rochambeau, constitute an integral component of the campaign of 1781 which may deserve a larger role in a national historic trail. The same holds true for the movements of the French fleet under Admiral Barras which brought the siege artillery from Newport

Figure 2.1 | Study Area

to Yorktown and the fleet under Admiral de Grasse, which not only defeated a British fleet under Admiral Graves in the Battle off the Capes in September 1781 but also contributed almost 4,000 men infantry and artillery to the siege. All of these land and sea movements were crucial to the success of the combined armies before Yorktown but lie outside the scope delineated in the legislation authorizing this study. Further study of these associated events could be part of subsequent actions.

HISTORICAL SUMMARY

By Robert Selig, Ph.D.

The arrival of 55-year-old General Jean Baptiste Donatien de Vimeur, comte de Rochambeau, with an army of 450 officers and 5,300 men in Narragansett Bay off Newport, Rhode Island, on July 10, 1780, marked the beginning of a most successful military cooperation that culminated 15 months later in the victory at Yorktown. France had aided the colonies since the summer of 1775, well before their final break with Great Britain on July 4, 1776, and had formalized the relationship in two treaties of February 1778.

Re-enactment of Rochambeau's army landing at Kings Park. Flags represent each of the French regiments.

The possibility of sending ground forces to fight on the American mainland had been discussed and rejected as impracticable even before these treaties were signed. Both sides were all too well aware of the historical and cultural obstacles that had grown up during decades of hostilities to assume French forces would be welcome in the United States. In 1778, France had hoped for a short war, but Sir Henry Clinton's successful foray into Georgia and South Carolina, and the failure of the combined operations at Newport and Savannah in 1778 and 1779, and an equally disastrous attempt at an invasion of England in the summer of the same year had dashed all hopes of a quick victory for the Franco-American alliance. The decision in January 1780 to dispatch ground forces formed the core of a new strategy for the war in America in which the alliance was about to prove its greatest value.

Up until the summer of 1779, even General George Washington, commander-in-chief of the Continental Army, had had reservations about the deployment of French ground forces in America. But on September 16, the French minister, chevalier de la Luzerne, met with Washington at West Point to discuss strategy for the 1780 campaign. With an eye toward the deteriorating military situation in the South, he wondered "whether in case The Court of France should find it convenient to send directly from France a Squadron and a few Regiments attached to it, to act in conjunction with us in this quarter, it would be agreeable to The United States." Washington's reply, as recorded by Alexander Hamilton, indicated that "The General thought it would be very advancive [*sic*] of the common Cause." In a letter to the marquis de Lafayette of September 30, 1779, Washington expressed his hopes

A 225th-anniversary re-enactment commemorating the arrival of the duc de Lauzun and his cavalry legion for winter quartering in Lebanon, Connecticut.

that Lafayette would soon return to America either in his capacity of Major General in the Continental Army or as "an Officer at the head of a Corps of gallant French." Based on Luzerne's report of the September 16 meeting, and an excerpt of Washington's letter, which Lafayette had sent him on January 25, 1780, Vergennes decided that the time had come when French ground forces would be welcome in the New World.

On February 2, 1780, King Louis XVI approved Vergennes' plan, code-named the *Expédition Particulière*. On May 2, a fleet of 32 transports, seven ships of the line, two frigates, and two smaller warships, with crews totaling about 7,000 sailors, commanded by Charles Henry Louis d'Arsac, chevalier de Ternay, a 57-year-old *chef d'escadre* with 40 years' experience, set sail from Brest in northwest France for Rhode Island where they arrived in mid-July.

Within weeks of their arrival a group of about 20 Oneida and Tuscarora Indians came to visit Rochambeau in Newport to assure him of their old and continuing friendship with the King of France and to offer their assistance in the struggle against the British crown. A few weeks later in October, a group of Abenaki and Micmac Indians visited as well and also offered to join the war on the side of the French.

Late in September 1780, Rochambeau met with Washington in Hartford, Connecticut. Washington favored attacking New York, occupied by General Sir Henry Clinton, but had to concede that French forces had arrived too late in the campaign season and with too many sick to embark on any military action. Neither was the Continental Army ready for large-scale military action. In the spring of 1781, the Continental Army was running on faith, hope, and promises, and that there was still an army in the field at all was due in large part to Washington's charisma and leadership. Short of men, weapons, food, clothing, training, and money, they were not strong enough to take the offensive against the British strongholds in Savannah, Charleston, or New York. The army nonetheless could contain the British and fend off attacks as long as it remained in its positions in the Hudson Highlands and the hills of New Jersey. The contest had degenerated into a stalemate, a war of attrition, with no end, much less victory, in sight.

The French army wintered in Newport, while the cavalry, a colorful detachment of hussars, wintered in Lebanon, Connecticut. Late in May of 1781, Washington and Rochambeau met again at Wethersfield, Connecticut, and decided to

join their forces outside New York for a possible attack on the center of British power in America. While keeping an eye on General Charles Cornwallis in Virginia, the French and American armies would meet on the Hudson River for an attack on New York "as the only practicable object under present circumstances," as Washington wrote to Rochambeau on June 13, 1781.

Long before the Wethersfield conference it had been agreed that regardless of the ultimate target of the campaign, the two armies would meet between Peekskill and Philipsburg in Westchester County, New York. From his headquarters in Newburgh, New York, Washington implored the various states to fill their quotas and to gather supplies for man and beast for the coming campaign. Preparations for the march of the French forces had been going on throughout the spring. As early as April 15, the French Quarter-Master General had traveled to Newburgh to scout out the route and to locate the different posts and campsites where forage, wood, and cattle would be stored. These activities could hardly be hidden from the British, and thus convenience, speed, and road conditions were foremost in the minds of the French staff officers as they methodically planned the march. To protect the infantry from surprise attacks from the coast, Rochambeau ordered Lauzun's cavalry to set up a screen along the southeastern flank of the main route. By late April, Jeremiah Wadsworth, the French army's American purchasing agent, had received a list of the infantry's campsites and began collecting the vast amounts of provisions and forage needed to feed the thousands of men and their animals. The wagon train alone required the drafting of 855 horses and over 600 oxen, and the artillery added 500 more horses. By mid-May he was also employing men to build bread ovens along the route and had hired 239 American wagon conductors and 15 mostly female cooks for the 210 wagons of six oxen each in the 15 brigades of his train.

Though large as far as American armies were concerned, Rochambeau's forces were quite small by European standards. Under his immediate command were about 4,250 officers and men. These numbers included some 592 infantry replacements and two companies of artillery (68 men) that had arrived in Boston on June 11, 1781, just as he was about to leave for New York. Only about 400 of the new arrivals were healthy enough to join their units. Some 200 of these men who were afflicted with scurvy and 150 or so healthy arrivals remained as a garrison in Newport, while another 104 men guarded the stores in Providence. Lauzun's formidable legion of hussars, some 600 cavalry and light infantry, brought the total strength to about 5,300 men.

After Rochambeau's army sailed from Newport to Providence, the First Division of the French forces marched out of Providence on Monday, June 18, 1781, for Waterman's Tavern. Three days later Lauzun's Legion left their winter quarters in Lebanon, Connecticut. They followed a route some 10 to 15 miles to the south of the infantry, protecting its flank. Rochambeau, who rode in the First Division, had established the following order for the march:

- the regiment Bourbonnais under the comte de Rochambeau, to leave on June 18;
- the regiment Royal Deux-Ponts under baron de Viomenil, to leave on June 19;
- the regiment Soissonnais under the comte de Viomenil, to leave on June 20; and
- the regiment Saintonge under the comte de Custine, to leave on June 21.


French Soldier, 1781

Each division was led by an assistant quartermaster general and preceded by workmen who filled potholes and removed obstacles. Dressed in gaiters, and tight-fitting woolen underwear, each man carried, in addition to his musket, equipment weighing almost 60 pounds. Next came the horse-drawn carriages of the field artillery and the staff baggage train, followed by the ten regimental wagons, one per company. They carried the tents of the soldiers and the luggage of the officers: 300 pounds for a captain, 150 pounds for a lieutenant. Finally came the wagons: a wagon for stragglers, the hospital wagons, wagons for butchers, others loaded with supplies, with wheelwrights and farriers bringing up the rear.

To avoid having to march in the heat of the day, the regiments got up early: reveille was around 2:00 a.m., and by 4:00 a.m. the regiments were on their way. Captain Samuel Richards of the Connecticut Line, on leave at home in Farmington, in June, recorded that "They marched on the road in open order, until the music struck up; they then closed into close order. On the march, a quartermaster preceded and at the forking of the road would be stuck a pole with a bunch of straw at top to shew the road they were to take."

Site of French encampment at Bolton, Connecticut.

The next campsite, 12 to 15 miles away, was reached between 8:00 a.m. and noon, and the soldiers set up tents according to their eight-man *chambrées*. Here they received meat, bread, and other supplies for dinner. Captain Richards was among the many spectators who "viewed their manner of encamping over night, the perfect mechanical manner of performing all they had to do: such as diging [*sic*] a circular hole & making nitches [*sic*] in which to set their camp kettles for cooking their food." While general officers lodged in nearby taverns, company-grade officers slept two to a tent near their men. This order, with variations, was maintained for the entire march.

Oliver White's Tavern (ca. 1750), across the road from the campsite in Bolton, Connecticut. An upstairs bedroom displays holes in the ceiling and in the walls that are reputed to have been made by French bayonets or sabers.

The early arrival provided an opportunity to meet the locals, who came from afar to see the French, and for dancing with the "beautiful maidens" of America, music courtesy of the regimental bands.

On July 2, the duc de Lauzun and his legion joined Rochambeau's infantry on its march across the New York line to Philipsburg (in today's Scarsdale and Hartsdale in Westchester County, New York). There the French met up with George Washington's 4,000-man Continental Army on July 6, 1781.

The Continental Army had spent a tense and difficult winter around Morristown, New Jersey, and in New York's Hudson Highlands. As winter turned into spring, the army barely maintained its strength while Cornwallis was marching almost at will across the southern colonies. Despairingly, Washington wrote on April 9: "We are at the end of our tether, and...now or never our deliverance must come." The campaign of 1781 had to produce results.

Upon learning that the French forces had left Newport, Washington on June 18 ordered his troops quartered around West Point, New York, to leave their winter camp beginning on June 21 and to join up with Rochambeau's forces approaching from Connecticut. The Continental Army marched to the Franco-American camp at Philipsburg, New York.

On July 8 Washington reviewed Rochambeau's troops, which, according to the comte de Lauberdière, "appeared in the grandest parade uniform. M. de Rochambeau took his place in front of the white flag of his oldest regiment and saluted General Washington.... Our general received the greatest compliments for the beauty of his troops. It is true that without doubt those that we have with us were superb at our departure from France."

The following day, Rochambeau returned the compliment, but he and his officers, such as Baron von Closen, were in for a surprise. "I had a chance to see the American army, man for man. It was really painful to see these brave men, almost naked with only some trousers and little linen jackets, most of them without stockings, but, would you believe it? Very cheerful and healthy in appearance.... Three quarters of the Rhode Island regiment consists of negroes, and that regiment is the most neatly dressed, the best under arms, and the most precise in its maneuvres [*sic*]."

Nearly naked and hungry, yet confident and cheerful—such were the allies with whom Rochambeau had joined his forces for an attempt on New York.

But the attack on Sir Henry Clinton never materialized. While New York may have been their primary objective, the two generals always tried to keep their options open. In the same letter of June 13 in which Washington had reminded Rochambeau "that New York was looked upon by us as the only practicable object," he had also suggested that "should we be able to secure a naval superiority, we may perhaps find others more practicable and equally advisable."

Following the death of Admiral de Ternay in December 1780, the comte de Barras had arrived in May to take command of the French fleet in Newport. Sufficient to provide transport and artillery for the French army, this fleet was not strong enough, nor intended to attack the British navy.

The only person who could provide that naval superiority was Admiral de Grasse who had sailed with a large fleet from France to the Caribbean in early 1781 with instructions to coordinate his naval activities with Washington and Rochambeau on the American mainland. On May 28, Rochambeau, who never liked the idea of attacking New York, wrote to de Grasse that "There are two points at which an offensive can

Hallock's Mill Pond at Yorktown Heights, New York. Looking to keep his troops occupied while he and Washington determined a military strategy, Rochambeau ordered them to dig a canal that rerouted a stream through their camp.

Re-enactment of French Saintonge Regiment.

be made against the enemy: Chesapeake and New York. The southwesterly winds and the state of defense in Virginia will probably make you prefer the Chesapeake Bay, and it will be there where we think you may be able to render the greatest service.... In any case it is essential that you send, well in advance, a frigate to inform de Barras where you are to come and also General Washington." As he was weighing the odds of a successful siege of New York, particularly after the Grand Reconnaissance of July 21–23, Washington's thinking too turned to Cornwallis: on August 1 he wrote in his diary that he "could scarce see a ground upon which to continue my preparations against New York, and therefore I turned my views more seriously (than I had before done) to an operation to the southward."

For the time being, all the two generals could do was wait for news from de Grasse, whose arrival would determine the point of attack. When they learned from the fast frigate *Concorde* on August 14 that de Grasse was headed for the Chesapeake rather than to New York with all the ships and troops he had been able to gather, they quickly shifted gears.

Fortunately, the tactical situation in the south had changed as well. As Washington and Rochambeau huddled over maps at Wethersfield, Cornwallis was in Richmond, closely watched by Lafayette from the opposite bank of the James River. Far from being able to offer battle, Lafayette's force, numbering about 4,500 men, was not strong enough to prevent Cornwallis from moving into Maryland or returning to the Carolinas if he chose to do so. For the next 10 weeks, Lafayette followed Cornwallis across Virginia, a constant thorn in his side, until the Englishman did exactly what Washington and Rochambeau would have wanted him to do. In late June, Cornwallis had already briefly occupied Williamsburg, but on July 19 he began his march to Yorktown and Gloucester, where he started digging in on August 2. This was not known in Philipsburg on August 14 when the decision was made to march south—Lafayette's letter with the news only arrived on August 16. A southern strategy was falling into place, and from now on the young Frenchman had only one task: to thwart any attempts by Cornwallis to leave again until the arrival of the combined Franco-American armies before Yorktown.

There was no time to lose for Washington and Rochambeau. Admiral de Grasse would only stay until October 15, and as Washington wrote in his diary, "Matters having now come to a crisis and a decisive plan to be determined on, I was obliged...to give up all idea of attacking New York; and instead thereof to remove the French Troops and a detachment from the American Army to the Head of Elk to be transported to Virginia for the purpose of co-operating with the force from the West Indies against the Troops in that State."

From among the troops assembled at Philipsburg, Washington chose the New Jersey Line, Hazen's Canadian Regiment, the Rhode Island Regiment, the First New York Regiment, the

Light Infantry Regiment, the Second Continental Artillery, the Artificer Regiment, and the Corps of Sappers and Miners, which, together with his Guard, amounted to about 2,100 officers and men. The Second New York Regiment, some 400 men strong, caught up with the Continental Army at Trenton.

A few days later, on September 14, a group of 42 soldiers from the Oneida and Tuscarora tribes passed through Trenton. They were part of a unit under the command of Lieutenant Colonel Atayataghronghta, better known as Louis Cook, on their way to visit French minister de la Luzerne in Philadelphia to assure him of their friendship and their willingness to support France and the American colonies in their struggle against Britain. Atayataghronghta, who had served with the French in the Seven Year's War, had recently been awarded a lieutenant colonel's commission by the second Continental Congress.

Once the decision had been made to march to Virginia, the army staffs had but four days to get ready for an enterprise whose real strategic objective had to be kept a secret as long as possible. Between August 14 and 18, when some 6,300 soldiers began their march southward, the staffs of both armies had a number of equally important tasks that needed to be tackled concurrently. First, they had to prepare in all but the broadest outlines the logistics for the march. There was no time for route reconnaissance or pre-established supply depots—speed was of the essence. Second, they must spread a cover of secrecy and deception over the movements of the armies to hide their true destination as long as possible from the British in New York City. As long as Sir Henry Clinton believed that he was the objective of these troop movements, he would not send assistance to Lord Cornwallis in Virginia. And lastly, their third objective was to establish a chain of observation posts on the New Jersey side of the Hudson from Sneeden's Landing to New Hempstead and New Bridge to Springfield as a first screen behind which the two main armies could cross New Jersey and to keep an eye on New York. This task fell to Moses Hazen's Regiment and the New Jersey Regiment, about 600 officers and men, who had been ferried across the Hudson at Dobbs Ferry ahead of the main armies.

On August 18 the two armies headed south. The left column of the French army, artillery and military chest, left Philipsburg on the 18th; the right column (i.e., the infantry) departed on the 19th. The Continental Army followed no formal marching order. Marching along the Hudson, the two armies converged on King's Ferry where they crossed over to Stony Point beginning on August 24. Upon entering New Jersey, the Continental Army split into two columns and headed on parallel roads for Springfield and Chatham and ultimately for Trenton. On a third parallel farthest inland, the French forces, covered by three screens of Continental Army troops, marched for Trenton as well. This separation of forces greatly reduced congestion and wear and tear on roadways built for oxcarts taking foodstuffs to the local market, accelerated the speed of these forces, and spread the burden of provisioning many thousands of men and their animals in the small towns of war-ravaged New Jersey.

Deception and secrecy had been vital for the success of the plan, and in both armies as few officers as possible were informed of the decision to march to Virginia. Boats were built ostensibly for the purpose of crossing over to Staten Island from the New Jersey shore, ovens were built in Chatham, New Jersey, contracts for foodstuffs to be delivered in New Jersey were issued, letters were written and sent via the most dangerous route with the express intent that they be captured, and different rumors as to the purpose of the troop movement were spread. Even though

"some were indeed laughable enow'," as Washington's private secretary Jonathan Trumbull, Jr., wrote, they achieved their purpose of keeping Clinton and Cornwallis guessing long enough for the allied armies to disengage.

Once Trenton was reached on September 2, there could no longer be any doubt that Cornwallis was the target of the campaign, and as the French marched through Philadelphia, the *Freeman's Journal* reported on September 5 that "the appearance of these troops far exceeds any thing of the kind seen on this continent, and presages the happiest success to the cause of America."

That same day, September 5, Washington and Rochambeau learned of the arrival of de Grasse in the Chesapeake. But Williamsburg and Yorktown still lay more than 200 miles south.

French officers consistently took advantage of the opportunities the march offered them to advance their knowledge of military and political events in America's struggle for independence and to see nature's wonders in the New World. The battlefields of Princeton, Trenton, Brandywine, Germantown, and Fort Mifflin as well as the recent winter encampments at Valley Forge and Morristown were visited by many officers. Others stopped at Wethersfield and West Point, and all of them wanted to see Washington's home at Mount Vernon. Foremost on the list of natural wonders visited by French officers were the Great Falls of the Passaic River at Totowa (now Patterson, New Jersey).

Washington, his aides, and his entourage of about 70 officers and men as well Rochambeau and his aides-de-camp and entourage decide to spend the night in Chester, possibly in the Blue Anchor Tavern at Fourth and Market in Chester and the Pennsylvania Arms almost across from the Court House on Market Street. Here they were surrounded by the troops of the First French Brigade who also reached Chester on September 5. The next day the First Brigade camped across the State Line in Wilmington in Delaware. Washington, Rochambeau and their staffs hurried on the Elkton some 40 miles away in Maryland where most of the Continental Army was already encamped. At Christiana they encountered the Second New York Regiment of some 420 officers and men under Colonel Philip Van Cortlandt, which had just arrived from Stony Point, New York, with 30 flatboats "so large that it took a wagon and eight horses to draw them."

The Second New York Regiment and Moses Hazen's Regiment—which had floated down the Delaware from Philadelphia, then up the Christiana River with Colonel Lamb's Second Continental Artillery—spent the next two days, September 7 and 8, "Constantly imployed [*sic*] in loading and transporting ammunition together with other stores to the Head of Elk."

Washington had hoped to find enough vessels at Head of Elk to transport both armies to Yorktown, but only 12 sloops, 18 schooners, and a few

On September 6–8, 1781, the allied army camped just south of Hollingsworth Tavern in Elkton, Maryland. Washington paid his troops with hard currency borrowed from Rochambeau.

dozen smaller vessels were waiting there. They were barely enough for most of the Continental Army, Rochambeau's grenadiers and chasseurs, and for the infantry of Lauzun's Legion, about 3,000 men in all. Anxious to visit his home at Mount Vernon en route to Yorktown, after a six-year absence, Washington and a small group of aides rode ahead and reached his estate on September 9; Rochambeau and his staff arrived the following day. On September 12, the two commanders continued their journey, which ended with a visit to Admiral de Grasse on his flagship, the *Ville de Paris*, on September 18. The commanders were ready for the siege to begin, but their troops were still far behind.

On September 11, Dr. James Thatcher of the Light Infantry set sail from Head of Elk for the Chesapeake on the *Glasgow* with four other officers and sixty men. The remainder of the troops, between 3,800 and 4,000 men, marched on to Baltimore where they arrived on September 12. The next few days were spent in anxious anticipation of news from the south. News had reached Baltimore that de Grasse had sailed from Lynnhaven Bay on September 5 to meet a British fleet. The outcome of the Battle off the Capes, which would also decide the fate of the land campaign, was anxiously awaited. News of de Grasse's victory reached Baltimore in the evening of September 14. During the next few days the Continental Army re-embarked on the sloops and schooners and continued its sea journey to Virginia.

The French considered these craft not seaworthy and continued their land march on September 17. That evening baron de Viominil, who commanded French forces in the absence of Rochambeau, received word of the arrival of a French fleet in Annapolis and immediately changed direction. In the morning of September 18, the French columns reached Annapolis and over the next few days the infantry with their baggage and tents as well as the field artillery embarked on 15 vessels sent by de Grasse.

De Grasse's transports, which had sailed late in the afternoon of September 21, arrived at the mouth of the York River a day later. The next day the fleet entered the James River and began to disembark at the mouth of College Creek Landing near Jamestown. In the process it had passed much of the "mosquito fleet" that was haphazardly carrying the Continental Army at whatever speed its vessels could sail to College Creek Landing opposite Williamsburg in the James River. Unable to sail through the night, these smaller vessels landed at nightfall wherever they happened to be and continued the next morning. Known landing sites for continuously shifting groups of vessels include Poplar Island on the Eastern Shore, Pawtuxent, between Drum Point and Solomons, in the mouth of the Piankatank River between Stingray Point and Gwynns Island just south of the Rappahannock, in the mouth as well as south of the mouth of the Potomac, Hampton Roads, and in the "Cove of York River."

By September 25, most of the combined armies, including some 3,300 officers and men under the marquis de Saint-Simon who had sailed with the fleet of Admiral de Grasse, were assembled at Williamsburg. Three days later, on September 28, the two armies set out for and reached Yorktown. Concurrently, Lauzun's Legion, which had separated from the wagon train, took up siege positions at Gloucester Point across the river from Yorktown, where it was joined in early October by 800 men French Line infantry who were doing duty as marines on de Grasse's vessels. Lauzun was opposed by Lieutenant Colonel Tarleton's British Legion.

Pressed for time, Washington decided to open the siege on September 28. He was without much of

Lamb's Artillery at Colonial National Historical Park.

Colonel Lamb's artillery. Two 9-inch howitzers and many of the gun carriages were on the sloop *Nancy*—stuck on a sandbank. The sloop had to be partially unloaded to free her, and it took until the first days of October until the American artillery was assembled before Yorktown.

The empty French wagon train, which had set out from Annapolis on September 21, finally reached Williamsburg on October 6. Traveling via Bladensburg, the train crossed the Potomac into Virginia at Georgetown—a process that required two days—then passed through Colchester, Dumfries, Fredericksburg, and across the Rappahannock to Bowling Green, and Hartfield.

The First Parallel was dug on October 6, and on the 9th French and American siege guns opened fire on the British defenders. The completion of the Second Parallel was blocked by a portion of the British outer works—two detached earthen forts called Redoubts 9 and 10, located 400 yards in advance of the British inner defense line on the extreme right of the siege line. On October 14 allied artillery bombarded Redoubts 9 and 10 most of the day, preparing them for American and French assaults. That evening, Colonel Alexander Hamilton took Redoubt No. 10 while the French carried No. 9. The capture of these redoubts enabled the besiegers to finish the Second Parallel and to construct the Grand American Battery which, combined with the French batteries, formed a continuous line within point-blank range of the British inner defense line. On October 18, two British officers, an American officer, and a French officer met at the home of Augustine Moore to negotiate surrender terms. Around 2:00 p.m. on October 19, 1781, the British troops with their American Loyalists and German auxiliaries marched out of Yorktown to lay down their arms.

Cornwallis' surrender was a severe blow, but the war continued. The French and American forces quickly moved to new positions. On October 27 the troops of Saint-Simon and de Grasse began to re-embark. On November 4 de Grasse's fleet sailed out of Lynnhaven Bay for Martinique in the Caribbean. The Continental Army, too, left almost immediately after the siege was over. The Light Infantry and the artillery embarked on November 4 and sailed to Elkton, where it debarked on November 20. By early December the Light Infantry was in winter quarters on the Hudson while the artillery, sappers, and miners had moved into the barracks in Burlington, New Jersey. The remaining regiments left in the first days of November as well for winter quarters in Pennsylvania and New Jersey. The Rhode Island regiment spent the winter in Philadelphia as did General Washington, while Moses Hazen's Canadian Regiment quartered in Lancaster. By December 14, the two New York regiments had moved into their huts at Pequanneck, while the two New Jersey regiments spent the winter in Morristown. During the spring and early summer the Continental Army reassembled around Newburgh, from where it marched on August 31 to a new encampment near Crompond, today's York-

town Heights. Here it waited for the arrival of the French army marching north from Virginia.

The French spent the winter of 1781–82 at sites in and around Williamsburg. Hampton provided lodging for Lauzun's Legion until February 1782, when, at the request of General Nathanael Greene, it relocated to Charlotte Court House on the North Carolina border. French forces remained in winter quarters until July 1, 1782, when they began their return march. From July 25 to August 24 the troops camped in Baltimore and met up with the Continental Army at Crompond on September 17. The week-long reviews and celebrations of the Franco-American brotherhood-in-arms forged at Yorktown found its highest expression when Rochambeau asked Washington to bestow upon a number of French officers the insignia of the French military order of St. Louis.

Yorktown proved once and for all to Americans that the French could fight as well as anyone. Out of the victory arose the American perception of a "new" Frenchman whose virtues were extolled by Israel Evans, a military chaplain, who while still on the battlefield of Yorktown spoke "of that harmony, that emulation, and that equal love of danger which subsisted among the allied troops, as if the same generous fire of true glory glowed in their bosoms, or one patriot soul animated them to the cheerful performance of every military duty, and to encounter every danger. Witness the emulation of those French and American troops, who at the same time entered the trenches of the enemy, and with equal intrepidity and vigour of attack, stormed some of their redoubts."

History did not bestow the epithet "the Great" on Louis XVI, but the year 1782 saw a series of festivities in which a grateful America celebrated the birth in October 1781 of Louis-Joseph-Xavier-François, the long-awaited dauphin and heir to the throne of France. Two winter quarters in New England and in Virginia, 1,300 miles of marches through nine of the thirteen colonies, a month of fighting, and thousands of personal encounters along the way had brought the French and American peoples closer together than they had ever been before.

Rochambeau's march north from July 1782 provided Americans an opportunity to give thanks to their country's ally, for when the French infantry sailed out of Boston Harbor on Christmas Day 1782, King George III and Parliament had acknowledged the United States "to be free Sovereign and independent States."

French Soldiers Monument, Maryland.

Figure 2.2 | Historical Route | Boston to New York City

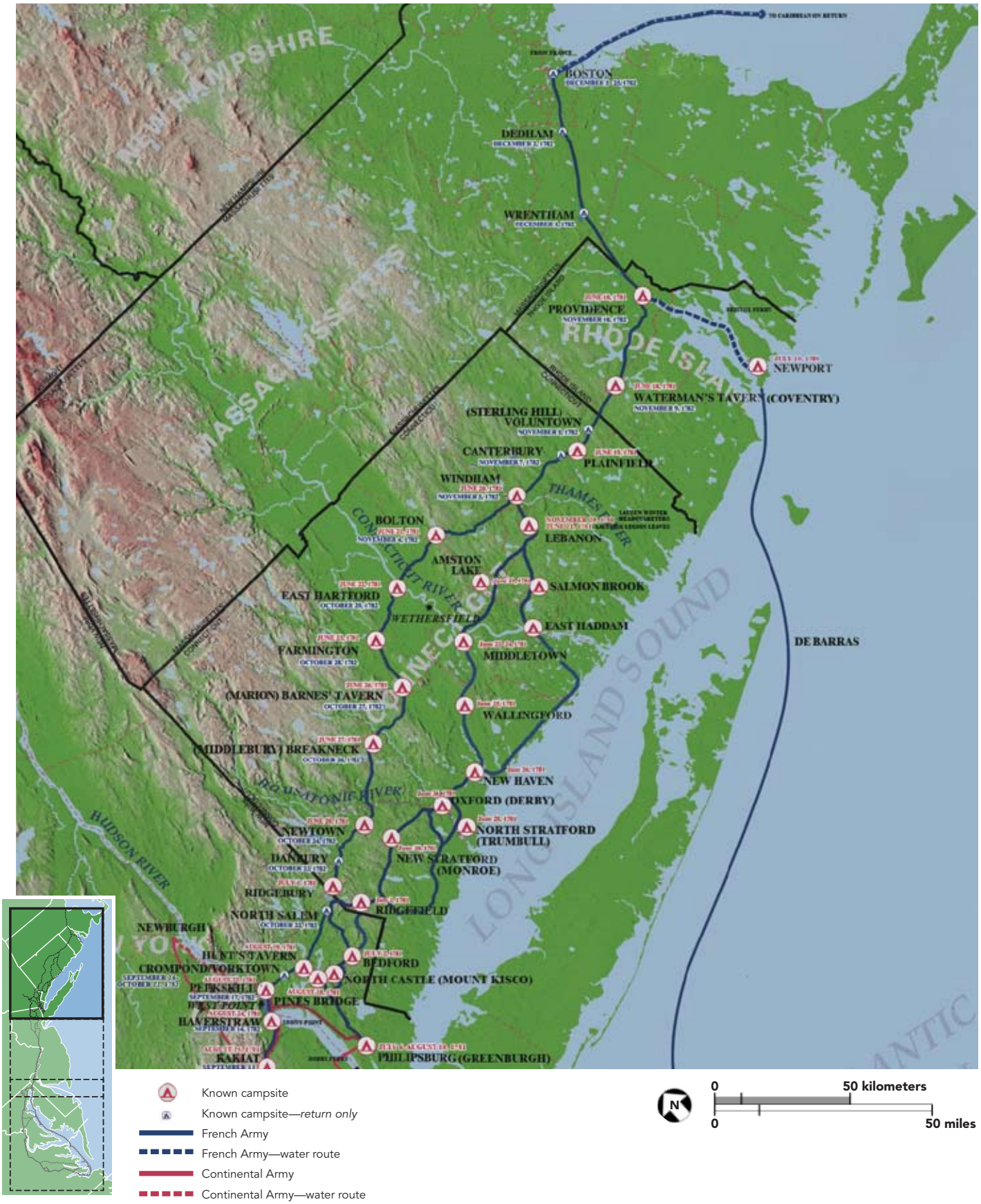


Figure 2.3 | Historical Route | New York City to Head of Elk (Elkton)

Known campsite

Known campsite—*return only*

French Army

French Army—water route

Continental Army

Continental Army—water route

N

0 50 kilometers

0 50 miles

Figure 2.4 | Historical Route | Head of Elk (Elkton) to Yorktown

CHRONOLOGY OF THE ROUTE

1781

JUNE 6	Lauzun's infantry and artillery depart Providence, Rhode Island, for Lebanon, Connecticut.
JUNE 7	A convoy of vessels, accompanied by the 50-gun ship of the line *Le Sagittaire* carrying infantry replacements and two companies and artillery, arrives in Boston from France. About 400 men march to Providence to join their units.
JUNE 10	The First Division of French forces under Rochambeau departs Newport, Rhode Island, for its march to White Plains, New York.
JUNE 21	Lauzun's cavalry leaves Lebanon on a southerly route for White Plains.
JUNE 21	The First Division of the Continental Army crosses the Hudson at West Point and reaches Peekskill at nightfall. The remaining two divisions follow on June 23 and 24.
JULY 6	The Continental and French armies unite at White Plains.
JULY 21–23	Grand Reconnaissance of New York.
AUGUST 14	Washington and Rochambeau receive news from Admiral de Grasse that he will be sailing for the Chesapeake Bay.
AUGUST 18	The first elements of the Continental Army and the French Army leave New York for Virginia.
SEPTEMBER 2–5	French and Continental Armies pass through Trenton and Philadelphia.
SEPTEMBER 5	De Grasse defeats a British fleet in the Battle off the Capes.
SEPTEMBER 6	Having passed through Delaware, the first units of the Continental Army reach Head of Elk in Maryland.
SEPTEMBER 9	Washington and aides reach Mount Vernon. They receive Rochambeau the next day.
SEPTEMBER 10	The Continental Army and parts of the French army embark and begin their journey to Yorktown down the Chesapeake Bay. The majority of French forces continue their march to Baltimore.

SEPTEMBER 14	Lauzun's Legion rides to Gloucester, Virginia, across the York River from Yorktown.
SEPTEMBER 19	French troops reach Annapolis and begin to embark on transports sent by Admiral de Grasse.
SEPTEMBER 23	The first segments of the Continental Army land at College Landing, Virginia.
SEPTEMBER 24	French forces land at College Landing and march to Williamsburg.
SEPTEMBER 28	The combined armies march to Yorktown. The siege begins.
OCTOBER 19	Lord Cornwallis surrenders. The siege is over.
OCTOBER 28	Congress authorizes a monument to be built at Yorktown to commemorate the French Alliance and Victory at Yorktown. (Construction begins in October, 1881.)
NOVEMBER 4	The first units of the Continental Army leave Yorktown for winter quarters in Pennsylvania, New Jersey, and New York. The French Army enters winter quarters around Williamsburg.

1782

JULY 1	French forces leave their winter quarters and begin their return march.
JULY 25 TO AUGUST 24	French forces are encamped in Baltimore.
SEPTEMBER 17	The two armies reunite between Verplancks Point and Crompond, New York (today's Yorktown Heights).
OCTOBER 22	The French infantry begins its march from Crompond to Boston, Massachusetts.
OCTOBER 26	The Continental Army marches from Verplancks Point to winter quarters around Newburgh, New York.
DECEMBER 6	The French infantry arrives in Boston.
DECEMBER 25	Christmas Day: The French infantry sails out of Boston Harbor for the Caribbean.

3 | *Alternatives*

OVERVIEW

This chapter describes the approach taken by the study team in developing a range of alternatives for National Park Service involvement in the preservation and interpretation of the Washington-Rochambeau Revolutionary Route. It lays out the goals for all alternatives and describes the alternatives considered. It records the team's assessment of how the alternatives meet specific criteria, listing other approaches also considered but eliminated from further consideration. Lastly, this chapter describes the two management alternatives that are carried through: Alternative A – No Action describes a continuation of existing management procedures and provides a baseline for comparison to Alternative B – National Historic Trail. The study team may refine Alternatives A and B or create additional alternatives based on feedback received during the public comment period for this report.

French and Continental lines at Fort Adams.

ALTERNATIVES DEVELOPMENT

Goals

The goals for all alternatives address those requirements expressed in the study's authorizing legislation, study issues, ideas expressed by a wide range of stakeholders, and concepts examined by the study team. Each alternative must:

- Promote the cooperative and coordinated preservation and interpretation (including educational programming) of the route and its associated resources over the long term.
- Provide for the efficient management of a diverse range of natural and cultural resources owned by various parties across an extended area, enlisting the assistance of many partners.
- Enhance the ability to present visitors with opportunities for high-quality experiences on the route and at associated historic sites through thematic interpretation that highlights the march's national and international significance.
- Provide for the involvement of national and international organizations and serve national and international visitors of all ages.

Alternatives Considered

In addition to the "no action" alternative, whose consideration is required by the National Environmental Policy Act (NEPA), the team evaluated three approaches to preserving and interpreting the route that meet the above goals: (1) a traditional national park unit; (2) a national heritage area; and (3) a national historic trail. The three approaches are outlined below.

1. A traditional *National Park Service unit* preserves and interprets discrete resources within a specified boundary as part of the national park system. The term *national park* is reserved for large natural places having a wide variety of attributes, at times including significant historic resources. A *national historic site* usually contains a single historic feature that was directly associated with its point of significance. *National historical parks* are generally parks that focus on historic or cultural resources that extend beyond single properties or buildings. In most cases, hunting, mining,

and consumptive activities are not authorized in NPS units. The resources are typically federal property, having been given by private donation or purchased by the federal government for the specific purposes of protection and interpretation, as authorized by Congress. Dedicated NPS staff care for the resources and offer public programs, often in cooperation with other organizations.

2. A *national heritage area* is a place where natural, cultural, historic, and scenic resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography. These patterns make national heritage areas representative of the national experience through the physical features that remain and the traditions that have evolved in them. Continued use of national heritage areas by people whose traditions helped to shape the landscapes enhances their significance. Established by Congress, heritage areas are usually managed by a nonprofit organization which represents national and local constituents. Federal funding for management, preservation, and interpretation is typically available for a limited period of time, after which the managing organization is anticipated to be self-sustaining.

3. *National historic trails* are part of the National Trails System which seeks to provide for the ever-increasing outdoor recreation needs of an expanding population and promotes the preservation of, public access to, travel within, enjoyment, and appreciation of the open-air, outdoor areas and historic resources of the United States. Established by Congress, NHTs are extended trails which follow as closely as possible and practicable the original routes of travel of national significance. NHTs have as their purpose the identification and protection of the routes and their historic resources for public use and enjoyment. This is often accomplished through cooperation with individual landowners, states, local governments, and other organizations, with technical and limited financial assistance from the National Park Service.

Evaluation Against Criteria

The study team used specific criteria, drawn from federal law and NPS policy, to evaluate the three alternatives. The evaluations of the alternatives are presented below. See Appendix A for more information about the criteria.

NATIONAL PARK SERVICE UNIT

In order for an area to be eligible to become a National Park Service unit, it must meet all four criteria: it must (1) possess national significance; (2) be a suitable addition to the national park system; (3) be feasibly managed; and (4) demonstrate the need for federal management.

1. **National Significance:** In order to qualify for inclusion in the system, a proposed resource must be nationally significant. In other words, "it must have exceptional national value through demonstration of broad facets of history, for example military expeditions or trading activities that in turn have had far-reaching effects on broad patterns of American culture." (NPS Management Policies, 2001)

   The study team developed draft significance themes which were reviewed by national and international scholars. Their findings were presented at a public symposium held at West Point, New York, in summer 2002 (participants are listed in Chapter 7 – Consultation and Coordination). The significance themes were refined and are documented in the *Washington-Rochambeau Revolutionary Route Statement of National Significance* (NPS, 2003). This report was presented for review to the National Park

Service History Program, the NHL Landmarks Committee, and the NPS Advisory Board in spring 2003. All three groups approved the finding that the resource is nationally significant.

2. **Suitability:** The NPS second criterion for inclusion is suitability, which is an analysis of whether the type of resource under consideration would make a suitable addition to the national park system. Analysis of suitability entails a comparative review of thematically related units already in the national park system to determine differences or similarities in the character, quality, quantity, or combination of resources and opportunities available for public enjoyment.

   Related units include:
   - Boston National Historical Park and Freedom Trail
   - Chesapeake Bay Gateways Network
   - Colonial National Historical Park
   - Cowpens National Battlefield
   - Fort Stanwix National Monument
   - Governors Island National Monument
   - Guilford Courthouse National Military Park
   - Hudson River Valley National Heritage Area
   - Independence National Historical Park
   - Longfellow National Historic Site
   - Minute Man National Historical Park
   - Morristown National Historical Park
   - Overmountain Victory National Historic Trail
   - Potomac Heritage National Scenic Trail
   - Quinebaug-Shetucket National Heritage Area
   - Saratoga National Historical Park
   - Valley Forge National Historical Park

   These units have been reviewed to understand if the themes of the Washington-Rochambeau Revolutionary Route as (1) a domestic cross-cultural experience and (2) a manifestation of the international war effort, or representative resources, are already adequately included in the national park system.

   The study team has concluded that the Washington-Rochambeau Revolutionary Route, its history, resources, and its major themes of cross-cultural experience and international efforts are only partially represented in the national park system and other state and local protected areas. No National Park Service unit or heritage area offers visitors a clear portrait of the critical collaboration between the French and American military that culminated in the siege of Yorktown, the crucial contributions of France towards the achievement of American independence, and the truly global scope of the war effort during this period of national history. Nor do existing National Park Service units or other organizations protect the numerous resources representative of the route, such as campsites or walking trail segments.

3. **Feasible Management:** The third step in the SRS process requires determining whether or not a resource could be feasibly managed within the national park system. Specific factors that contribute to management feasibility include:
   - size and configuration;
   - acquisition possibilities and current land uses;
   - local and public support for designation;
   - costs associated with acquisition, development, restoration, and operation
   - current and potential threats to the resource; and
   - social and environmental impacts associated with designation.

The Washington-Rochambeau Revolutionary Route is large in size, extending approximately 600 miles along the East Coast. No NPS unit outside of Alaska is of corresponding size. The route spans innumerable jurisdictions at federal, regional, state, county, and local levels. Although much of the route follows public roads, many resources are in urbanized areas, including numerous private properties whose acquisition cost would be prohibitive. It is unlikely that the most significant resources would be donated to the NPS. In many cases, resources in rural areas lie in the path of urbanization. While public interest in preservation of the route is widespread, no interest has been expressed in having the federal government acquire route resources. On the contrary, some have expressed concern that federal ownership of resources associated with the route could endanger private property rights and public access to hunting and fishing areas and other recreational opportunities. Long-term costs of managing the route and its hundreds of associated historic resources would be prohibitive. Management of the Washington-Rochambeau Revolutionary Route as a traditional NPS unit is infeasible.

4. **Need for Direct NPS Management:** In order to be considered for inclusion in the national park system, resources must require direct National Park Service management. Where resources may be successfully managed by other public agencies, private organizations, or individuals, the NPS will recommend that these entities assume a lead management role. Previous state and local initiatives, and short-term federal commissions, have failed to establish a comprehensive sustainable management plan for the resources associated with the Washington-Rochambeau Revolutionary Route. While there is a need for a central entity to coordinate management of the route in partnership with others, there is no need for the NPS to directly manage the resources.

FINDING

The route meets criteria for significance and suitability. However, there is no demonstrated need for direct management of route resources by the NPS, nor does the route satisfy the requirement for feasible management. Therefore, the route would not be an appropriate traditional NPS unit in the national park system.

NATIONAL HERITAGE AREA

As summarized above, the NPS defines national heritage areas as "a place designated by Congress where natural, cultural, historic and scenic resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography." (Galvin, 1998) Ten criteria must be met:

1. The area has an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed as such an assemblage, through partnerships among public and private entities, and by combining diverse and sometimes noncontiguous resources and active communities.
2. It reflects traditions, customs, beliefs, and folklife that are a valuable part of the nation's story.
3. It provides outstanding opportunities to conserve natural, cultural, historic, and /or scenic features.
4. It provides outstanding recreational and educational opportunities.
5. The resources important to the identified

theme or themes of the area retain a degree of integrity capable of supporting interpretation.

6. Residents, business interests, nonprofit organizations, and governments within the proposed area were involved in the planning and have demonstrated support for designation of the area.
7. The proposed management entity and units of government supporting the designation are willing to commit to working in partnership to develop the heritage area.
8. The proposal is consistent with continued economic activity in the area.
9. A conceptual boundary map has been reviewed by the public.
10. The management entity proposed to plan and implement the project is described.

FINDING

It was determined that the route did not meet the definition of a national heritage area, as "cohesive, nationally distinctive landscape." The definition is encompassed in criteria 1 and 2. It was determined that the route spans several distinct landscapes, rather than represents a single distinct landscape. In fact, the route overlaps several established and proposed national heritage areas: Quinebaug-Shetucket (CT), Hudson River Valley (NY), and Delaware-Lehigh (PA). The route is not a distinctive cultural and geographic region with unique cultures, folklife, and traditions. Furthermore, the route was felt to be too long, almost half of the Eastern Seaboard, and too diverse to be effectively managed and administered as a national heritage area. Preliminary analysis suggests that it is unlikely that a management entity could be identified to plan and implement the heritage area (#10).

NATIONAL HISTORIC TRAIL

To qualify for consideration as a national historic trail, the route would need to meet all three criteria: it must (1) be established by historic use; (2) be nationally significant; and (3) possess significant potential for public recreational use or historical interest based on historic interpretation and appreciation. (National Trails System Act, as amended, 2000)

1. It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variations offering a more pleasurable recreational experience. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

2. It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of Native Americans may be included.

3. It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments of the route developed

as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

FINDING

There is sufficient evidence indicating the historic use and significance of the route that was used by Generals Washington and Rochambeau and their troops related to the Yorktown campaign. The route can be identified on modern-day maps, and in most instances, the route can be traced along a combination of historic roads and water segments. There is sufficient evidence of the historic route to satisfy criterion 1.

There is sufficient evidence that the route satisfies five of the six National Historic Landmark criteria for national significance. The National Park Service History Program, the National Parks System Advisory Board, and their Landmarks Committee reviewed the study team's finding that the resource is nationally significant, in satisfaction of criterion 2.

There is sufficient evidence that the Washington-Rochambeau Revolutionary Route has significant potential for public recreational use and for historic interest, in satisfaction of criterion 3. The route contains numerous historic resources associated with the march of the French and Continental armies serving under Generals Rochambeau and Washington. Though some areas of the route are now obscured, many areas are, or could be, developed for public retracement of the route. Retracement of the route would provide opportunities for historic interest based on appreciation, interpretation, and education, particularly at historic sites and landscapes associated with the route. There are also many partners to provide support with education, interpretation, preservation, and funding of initiatives associated with the route.

A full evaluation of how the Washington-Rochambeau Revolutionary Route meets these three criteria is provided in Chapter 4, National Trails System Act Requirements, beginning with Trail Study Element number 11.

ALTERNATIVES UNDER CONSIDERATION

Based on the evaluation of study goals and assessment of criteria, two management alternatives are considered for the Washington-Rochambeau Revolutionary Route: Alternative A, the "no action" alternative; and Alternative B, designation of a National Historic Trail. These management alternatives are described below.

Alternative A – No Action

CONCEPT

The purpose of the "no action," or status quo, alternative is to illustrate how route resources and interpretation would fare if existing management conditions continued unchanged, that is, without additional federal involvement. It serves as a comparison to Alternative B. Under Alternative A, the current efforts of the nine states and the District of Columbia, and various organizations and local communities would likely continue to be largely uncoordinated. Organizations, such as the recently formed National Washington-Rochambeau Revolutionary Route Association (W3R-USA) which includes several patriotic groups among its members, could continue to foster communication among various local organizations and state agencies, with a particular focus on preparations for the commemoration of the 225th anniversary of the march in 2006 and return march in 2007. Interpretation and preservation of the 600-mile route would be based upon the limited technical and financial capacity that all-volunteer organizations have to sustain a multi-state effort over the long term. Federal involvement would be limited to providing technical assistance through related programs and at associated sites as allowed under existing laws.

MANAGEMENT

No single state, agency, or management entity would have the authority or capacity to coordinate resource protection or interpretation efforts. No formal management plan would likely be

developed to provide a comprehensive framework for preservation and interpretation of the route and its resources. Organizations such as the W3R-USA could continue to advocate preservation and interpretation, fostering communications between individuals, organizations, and state and local governments along the route. Like the previous all-volunteer efforts aimed at broadening public awareness of the route and its history, such efforts would be difficult to sustain over the long term. The diversity of organizations associated with the route would likely continue to make it difficult for any one group to act as a clearinghouse for information and ideas.

PUBLIC USE AND INTERPRETATION

Existing site-based, community-based, and state-level efforts to research the event and to identify and inventory historic resources associated with the route could continue on an ad-hoc basis. Additional federal funding would not be available to provide for visitor use or to expand or improve interpretation. Telling the important national and international story of the march and providing the public with a high-quality experience that communicates its contributions to shaping our nation would continue to be difficult. Marking of the route could continue on a state-to-state basis, and would likely be inconsistent if accomplished at all. Confusing and contradictory signage would limit visitors' awareness or understanding of the route as a whole. Interpretation at historic sites could continue to feature the events associated with the march as incidental stories of the American Revolution. Guidebooks, were they developed at the state or local level, could provide helpful information on the overall story. Coordination among the various state and local efforts would continue to be limited. Given current public and stakeholder interest in the route, existing interpretive programs at Colonial National Historical Park (NHP) and various small museums and historic homes would continue, and a few new interpretive programs might be developed in some locations. The W3R-USA is presently developing a system of signage, guidebooks, and prototype interactive kiosks. A partial list of the existing related historical and recreational sites is provided in Appendix B.

PRESERVATION OF ROUTE

No new or dedicated federal funds would be available to support preservation of resources along or associated with the route. Technical assistance from existing NPS units would likely be minimal. The ability of states, local communities, and organizations to garner public and private funds for preservation would remain limited. Threats to the route's natural and cultural resources, from incompatible development, age, and neglect, would lack any coordinated countermeasures. High rates of urbanization along the route already pose a substantial threat to the resources and their rural context. Such processes would continue to endanger the integrity of route resources and the ability of the public to understand the historic events.

ESTIMATED COSTS

No new federal funds would be dedicated to the route. State and local efforts could seek to support preservation, interpretation, and commemoration efforts. Such efforts may find technical and financial assistance through existing federal programs. State, local, and private funds could also be sought. As has been demonstrated by prior efforts to preserve the route, successfully sustaining activities over time without an overall management plan or dedicated long-term funding commitments would continue to be difficult.

Figure 3.1 | Alternative A – No Action

Alternative B – National Historic Trail

CONCEPT

Under Alternative B, the Washington-Rochambeau Revolutionary Route would be authorized and designated by Congress as a national historic trail (NHT) within the National Trails System. The National Trails System Act, as amended, defines national historic trails as a special component of the national system of trails that are

> *"extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be continuous onsite. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment."*

Described in general in this section, the NHT is further described in Chapter 4, National Trails System Act Requirements.

The Washington-Rochambeau NHT would run between Newport, Rhode Island, and Yorktown, Virginia, along the specific land- and water-based routes utilized by the Continental and French armies between June 1781 and December 1782 when they departed from Boston. The trail would advance resource preservation and public enjoyment of the route. The NPS would administer the trail in partnership with a designated trail advisory council, a nonprofit trail organization, state and local agencies, and other interest groups, guided by a comprehensive trail management plan. The NPS would also be authorized to provide technical and limited financial assistance to preserve route resources and interpret the route. The federal government would not acquire land or other resources associated with the historic route. Funding would be contingent on NPS funding limitations and priorities.

MANAGEMENT

Federal funding to interpret and preserve the trail and its resources would be provided annually. A comprehensive trail management plan would be developed by the NPS to direct trail administration. This plan would identify objectives for the development and use of the trail; cooperative agreements with participating organizations; standards to be practiced in the trail's management such as identification and NPS certification of sites and their preservation, additional research, interpretive and educational content for exhibits, promotional materials, and signage. Participants in plan development would likely include governors of each of the nine states, representatives of the District of Columbia, any affected federal land managing agencies, and the trail advisory council.

The trail advisory council would be established as directed by federal law to advise the NPS on implementation of the trail. Composition of the advisory council would represent the broad interests of the general public, state agencies, the federal government, and interested American Indian tribes.

A nonprofit trail organization, dedicated to the Washington-Rochambeau NHT, would assist the NPS with implementation of the trail plan as well as undertaking tasks such as advocacy, commemoration, preservation, maintenance, and private fund raising. The nonprofit could incorporate constituencies currently constituting the W3R-USA together with other interested groups and agencies. The NPS would work with such nonprofits and other organizations to help preserve and interpret the route. Revolutionary War–related national park system units like Boston NHP, Independence NHP, Valley Forge NHP, Morristown

NHP, and Colonial NHP; national heritage areas such as the Quinebaug-Shetucket and the Hudson River Valley; state heritage areas such as the Crossroads of the American Revolution in New Jersey; regional heritage and commemorative organizations such as the Lower Hudson Conference; and comparable international efforts, such as French commemorative groups, would be part of the effort.

PUBLIC USE AND INTERPRETATION

The long-term objective would be to develop a comprehensive approach to interpreting the route and providing visitors with meaningful experiences. The NPS would work with other organizations to preserve extant trail segments and related resources and make them accessible to the public. Efforts would seek to provide access to the trail through easements or by other means, and to improve the footpath for pedestrians, bicyclists, and equestrians where necessary and desirable, and to appropriately mark the entire length of the route. A system of trail markers employing an official logo would be designed to identify the route, identify access points, provide thematic interpretation of the march, and highlight related sites. Modern roads would be marked as deviations from the historic route in areas where development and related impacts have diminished or destroyed access to or along the historic route. Interpretive waysides or other informational means would be utilized to interpret the route where necessary to protect fragile resources from impacts of visitation or to protect the public from vehicular traffic. The current work of the W3R-USA would likely be able to be incorporated into the interpretive plans for an NHT.

Through the process established under the National Trails System Act, historic sites and interpretive programs would be certified by the NPS, providing the public with assurance that facilities and interpretation meet high standards. Certified resources would be marked with a uniform logo. Certification is a type of voluntary partnership used at other national historic trails that has the flexibility to meet landowner's needs while ensuring preservation and appropriate public use.

Because the route encompasses such a large area, some visitors would likely focus on shorter segments, potentially following the route through one or two adjoining states, while others would retrace the whole route to appreciate its full impact. Much of the trail would be visited as a driving route, punctuated by visits to extant segments, campsites, historic buildings, or interpretive exhibits. Several route segments and town centers would provide opportunities for exploring the route on foot, enabling visitors to imagine the experience of the American and French marching armies during the late 18th century. Trail visitors would also be able to explore interconnections with adjacent recreational sites such as state parks, scenic trails, and the East Coast Greenway which parallels or coincides with the route in some areas.

Visitors would learn the history of the march at historic town centers, homes and taverns, preserved campsites, and on intact route segments. Visitor understanding of the route would vary from place to place, depending on the number of intact historic resources and the nature of their interpretation. Improved coordination among sites would enhance the visitor experience by promoting complementary and mutually reinforcing interpretative experiences. Through partnerships with existing Revolutionary War–related NPS units, the story of pivotal French assistance and the cross-cultural experiences of the marches would be placed within the broadest context of the American Revolution and told to a larger audience.

Trail promotional materials would likely include print or digital media providing visitors with information on individual sites and venues as well

as on the route. Interpretive recordings, available in forms such as compact disc, mobile telephone, or wireless Internet, would aid visitors in undertaking a self-guided driving tour.

Interpretive programs and immersive experiences would be developed in locations along the trail, such as at remaining trail segments and in adjacent historic buildings. The nature and location of these interpretive programs or centers would be identified as part of the comprehensive trail management plan process. New facilities would not be developed or managed by the NPS but could be developed and operated by others contingent upon the availability of funds raised by partners.

PRESERVATION OF ROUTE

The NPS and the nonprofit trail association would work cooperatively with public and private entities to support efforts to identify, research, study, maintain, and preserve historic resources associated with the route. While the federal government would not acquire lands or other resources, the various states, local governments, and other organizations would not be precluded from acquiring lands and resources they deem to be of significant historical interest for preservation and public use.

In the course of developing the comprehensive trail management plan, the NPS could evaluate other historic routes which may be integral to the Washington-Rochambeau Revolutionary Route and larger Yorktown Campaign, such as the movements of General Lafayette's troops in relationship to Cornwallis Virginia coincident with the marches of Washington and Rochambeau. Such segments could be added to the NHT as connecting or side trails should they meet the NTSA criteria.

Designation of the NHT would authorize the NPS to administer federal funds to provide technical and limited financial assistance to preserve route resources and to interpret the route. Existing heritage areas, such as the Hudson River Valley, which have a strong emphasis on Revolutionary War trails, would remain the point of contact for technical and financial assistance for resources within their boundaries as determined by their management plans. The NPS would encourage listing all historic route segments and other resources in the National Register of Historic Places and could provide technical and limited financial assistance to individual landowners, states, local governments, and other organizations for these efforts. Priorities for assistance would be identified in the comprehensive trail management plan. Federally assisted, sponsored, or funded projects would be subject to compliance with a variety of resource preservation laws including NHPA and NEPA.

ESTIMATED COST

The federal cost associated with development of a comprehensive trail management plan is estimated at $300,000–$400,000. Annual federal operating costs are estimated at $300,000–$400,000 which could fund operations, interpretive programs, additional resource studies in areas where these have not been completed, and study the eligibility of adding connecting side trails to the route. Potential economies may result from joint administration of the Star-Spangled Banner National Historic Trail and the Captain John Smith Chesapeake National Historic Trail if they become designated. Funding would be contingent on NPS funding limitations and priorities. Additional funds may be raised by trail partners to supplement the federal appropriation.

Figure 3.2 | Alternative B – National Historic Trail

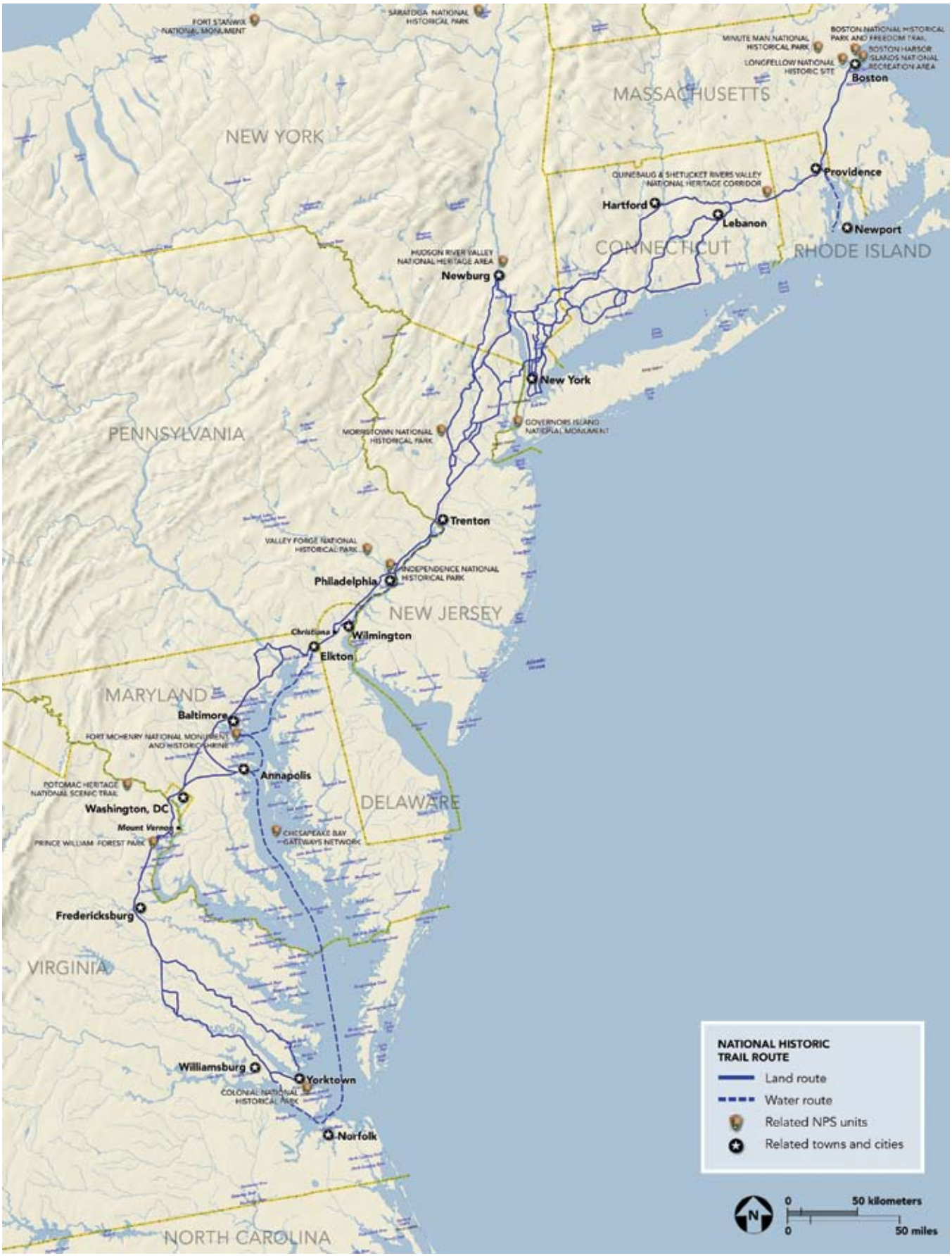


Table 3.1 | Comparison of Alternatives

	Alternative A **NO ACTION**	Alternative B **NATIONAL HISTORIC TRAIL**
MANAGEMENT STRUCTURE	No new federal involvement. Status quo maintained. Management by state and local organizations continues.	NPS administers route in conjunction with trail organization and partners. It oversees, administers, plans, and provides funding for trail interpretation, educational, and preservation efforts.
FEDERAL INVOLVEMENT	Technical assistance is limited to existing programs and authorities such as NPS Rivers, Trails and Conservation Assistance, American Battlefield Protection Program, Land and Water Conservation Fund, and HR 4818–Commemoration of the American Revolution.	NPS has primary role in overseeing and administering trail. NPS works jointly with the public and partners to develop and implement management plan.
PUBLIC USE & INTERPRETATION	Visitors receive the current limited interpretive programs, including those of local grassroots groups. Marking, interpretation, and education are sometimes nonexistent, contradictory, or inconsistent. When possible, state and local entities could initiate state, local, or resource-based new programming.	Visitors would enjoy a network of historic sites with interpretive programs, walking and riding trail experiences, and distinctly, consistently marked driving routes they can follow to retrace the historic route. Coordinated interpretation occurs at significant sites, aided by brochures, resource guides, and other media. Revolutionary War sites and related partners also convey Washington-Rochambeau stories in a broad historical context.
RESOURCE PRESERVATION	Reliance on state or local government authorities to protect resources through existing regulations and programs. Piecemeal resource protection, highly variable in scope and effectiveness on a case-by-case basis across nine states and multiple jurisdictions.	NPS works with partners, provides technical assistance, and supports preservation and maintenance of trail resources, compatible with priorities established in trail management plan, and in compliance with existing regulations.
FUNDING	No new federal funds. State, local, and private funds may continue.	$300,000–$400,000 to develop the comprehensive trail management plan. $300,000–$400,000 annual base operating cost, with potential economies based on joint administration of the Star-Spangled Banner and the Captain John Smith Chesapeake National Historic Trails if they become designated. Funding would be contingent upon NPS funding limitations and priorities.

THE ENVIRONMENTALLY PREFERRED ALTERNATIVE

The environmentally preferred alternative is Alternative B. This alternative promotes the national environmental policy expressed in NEPA, Sec. 101 (b).

This alternative:

1. fulfills the responsibilities of each generation as trustee of the environment for succeeding generations;
2. ensures for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
3. attains the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences;
4. preserves important historic, cultural, and natural aspects of our national heritage and maintains, wherever possible, an environment that supports diversity and variety of individual choice;
5. achieves a balance between population and resource use that will permit high standards of living and a wide sharing of life's amenities; and
6. enhances the quality of renewable resources and approaches the maximum attainable recycling of depletable resources.

In sum, Alternative B will cause the least damage to the biological and physical environment; and will also best protect, preserve, and enhance historic, cultural, and natural resources.

THE PREFERRED ALTERNATIVE

Based on an analysis of potential impacts (see Chapter 6), and a comparison of the advantages of the alternatives, Alternative B – National Historic Trail is the preferred alternative. It is the alternative that would best preserve and interpret the resources of the Washington-Rochambeau Revolutionary Route, and it offers the best value for the American public.

ALTERNATIVES ELIMINATED FROM CONSIDERATION

Two other approaches to managing the route resources were considered by the study team. They are briefly described below, along with the team's reasons for dismissing them from further consideration.

State Historic Trail

It was determined that a multi-state historic trail would be much the same as the "no action" alternative. Trails developed by the nine states are very limited in scope, and the priorities for management are highly variable. It is unlikely that a substantial portion of the 600-mile route would be made available to the public as trails, or that trail designation would lead to resource preservation, or that interpretation of the route from state to state would be treated in a coordinated manner. States would likely continue to find it difficult to fund programs for public use or preservation of the route over the long term, or to work collaboratively with the other states to manage the route. There are no uniform criteria for the creation of state historic trails.

NPS Commemorative Program or Network

The broad thematic associations of the route and its extensive geography suggested creation of a commemorative program or network; however, it was determined that a program linked to the commemoration of the route would not likely provide adequate funding to maintain coordinated management or preserve resources over time. It was suggested that a commemorative program might be strengthened through association with an existing park to better leverage funding, staffing, and oversight. Existing programs at NPS units in

Boston, Philadelphia, Valley Forge, Morristown, and Yorktown could potentially contribute to enhancing public awareness and knowledge of the Washington-Rochambeau march. However, funding for a program as part of an existing national park could be jeopardized by competing funding and program priorities associated with the park.

Although there are no specific criteria or NPS policy requirements for programs or networks, it was determined that the narrow linear nature of the march may not be appropriate for treatment as a network. Other networks such as the Chesapeake Bay Gateway and the Underground Railroad have greater geographic and thematic diversity.

4 | National Trails System Act Requirements

OVERVIEW

The following information is provided in compliance with specifications of the National Trails System Act for studies of potential national historic trails, Section 5. [16USC1244] (b). The 11 points in the Act address more comprehensively the feasibility and desirability of designating a national historic trail. The Act defines feasibility as the physically possibility of developing a trail and whether the development of a trail would be financially feasible.

The professional staff of the NPS recommends that the Washington-Rochambeau Revolutionary Route is suitable for designation as a national historic trail.

The 11 points listed below are cited directly from the Act. A description of how the Washington-Rochambeau Revolutionary Route would be treated follows each point. The full text of the Act can be found in Appendix A.

Fife-and-drum parade at Yorktown, Virginia.

TRAIL STUDY ELEMENTS

(1) The proposed route of such trail (*including maps and illustrations*): The trail would follow the principal routes of the French and Continental forces between Newport, Rhode Island, and Yorktown, Virginia, during 1781 and 1782 and the return march to Boston as identified on the following nine maps, figures 4.1 to 4.9.

Table 4.1 | Trail Lengths by State

LOCATION	**MILES** (APPROXIMATE)
CONNECTICUT	340
DELAWARE	30
MARYLAND	200
MASSACHUSETTS	40
NEW JERSEY	250
NEW YORK	310
PENNSYLVANIA	60
RHODE ISLAND	60
VIRGINIA	300
WATER ROUTES (NARRAGANSETT BAY, DELAWARE RIVER, CHESAPEAKE BAY)	430
TOTAL	**2,020**

The trail would be comprised of continuous land and water routes. Land routes would include remnants of the historic route suitable for non-motorized travel, modern roads that follow the historic route, and—when necessary for continuity and public safety—other roads that deviate from the original routes. Water routes could be marked at historic landings and access points.

(2) The areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental purposes: The nationally significant cultural resources associated with the Washington-Rochambeau Revolutionary Route are described under element 11C, below, and listed in Appendix B. The National Historic Landmarks and National Register properties listed have a direct and significant tie to the route and could be part of the interpretation of the trail.

Figure 4.1 | Detailed Map of the Potential National Historic Trail | Boston to Providence

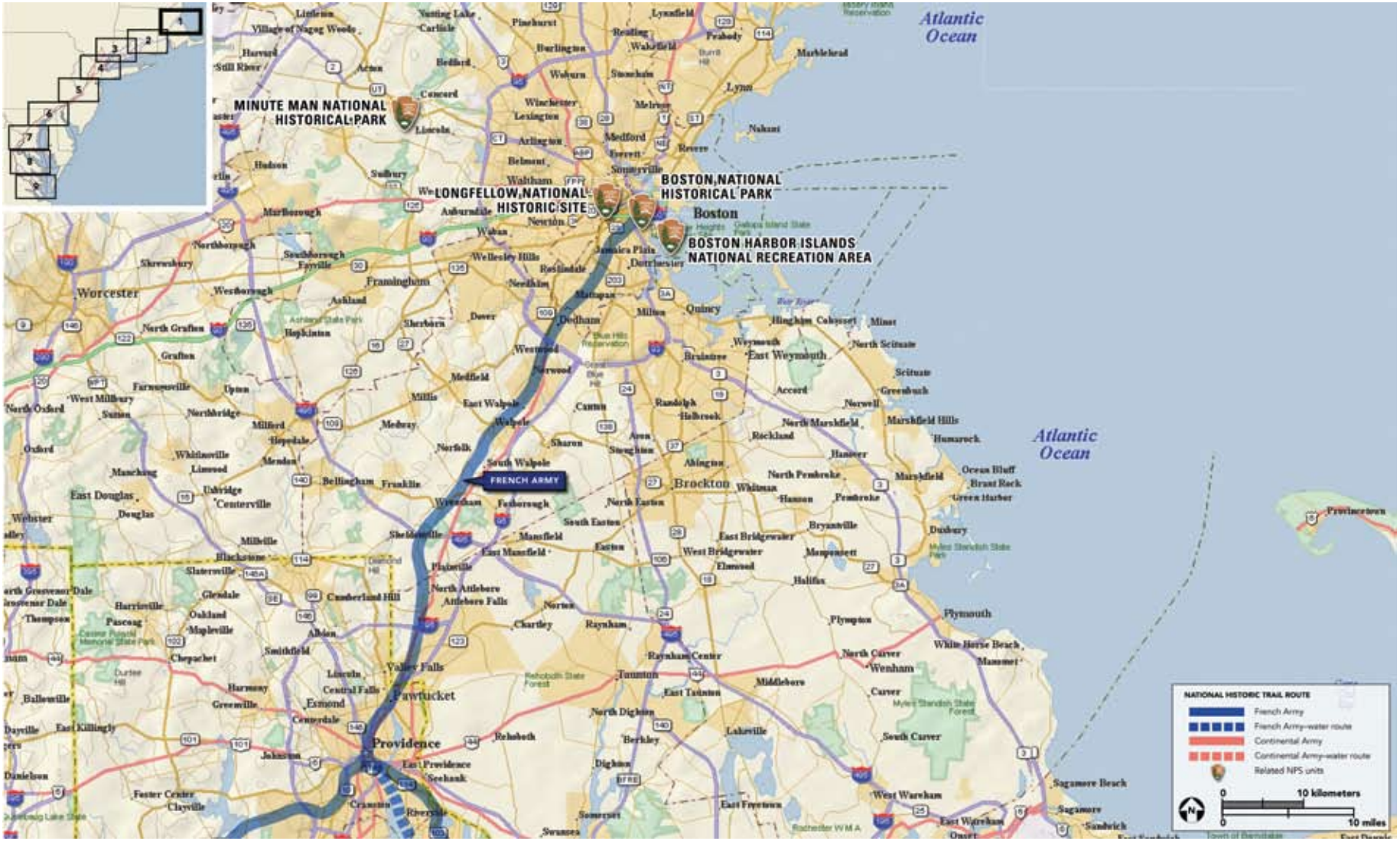


Figure 4.2 | Detailed Map of the Potential National Historic Trail | Newport to Western Connecticut

Figure 4.3 | Detailed Map of the Potential National Historic Trail | Western Connecticut to Hudson Highlands

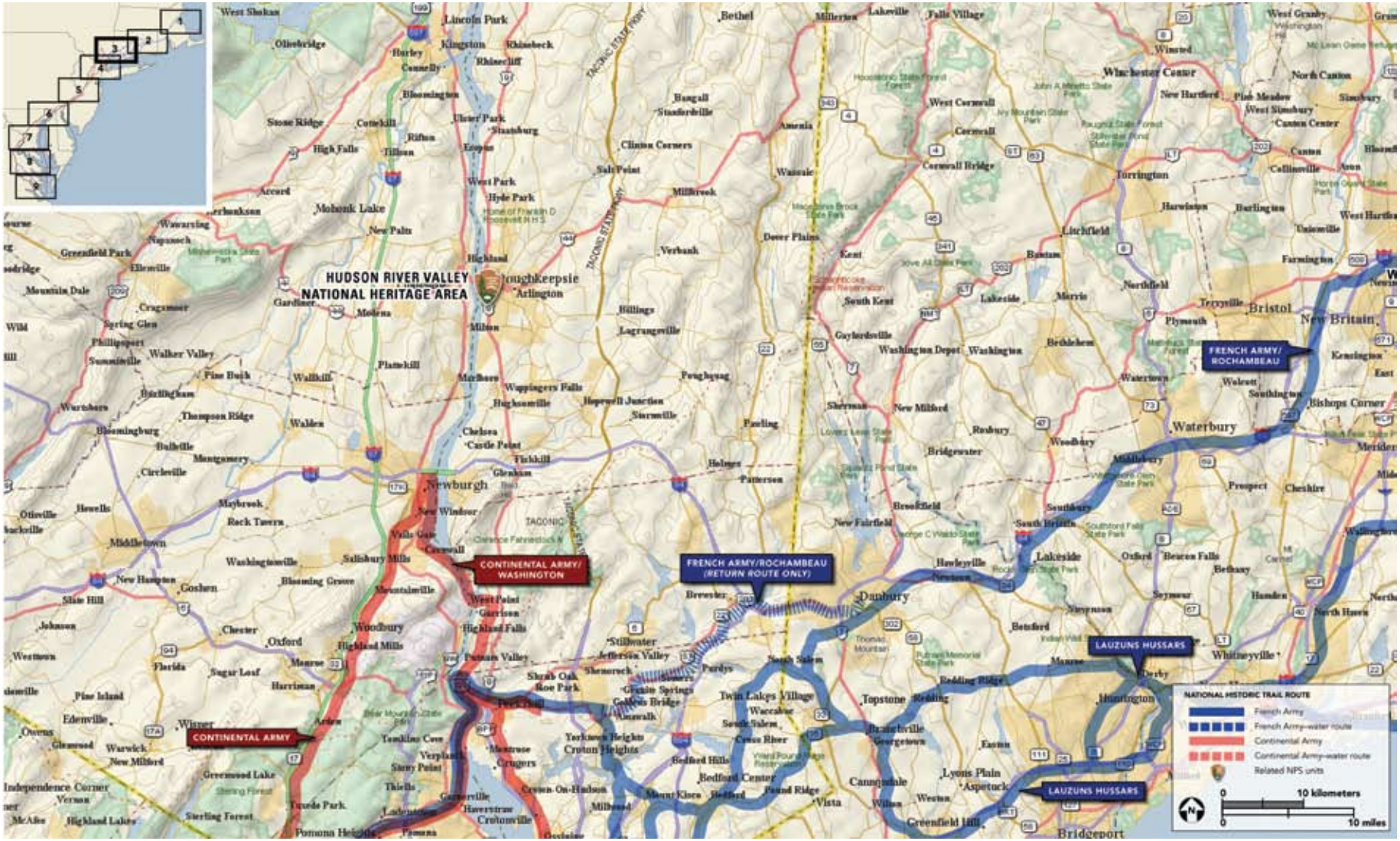


Figure 4.4 | Detailed Map of the Potential National Historic Trail | New York to Central New Jersey

Figure 4.5 | Detailed Map of the Potential National Historic Trail | Central New Jersey to Delaware

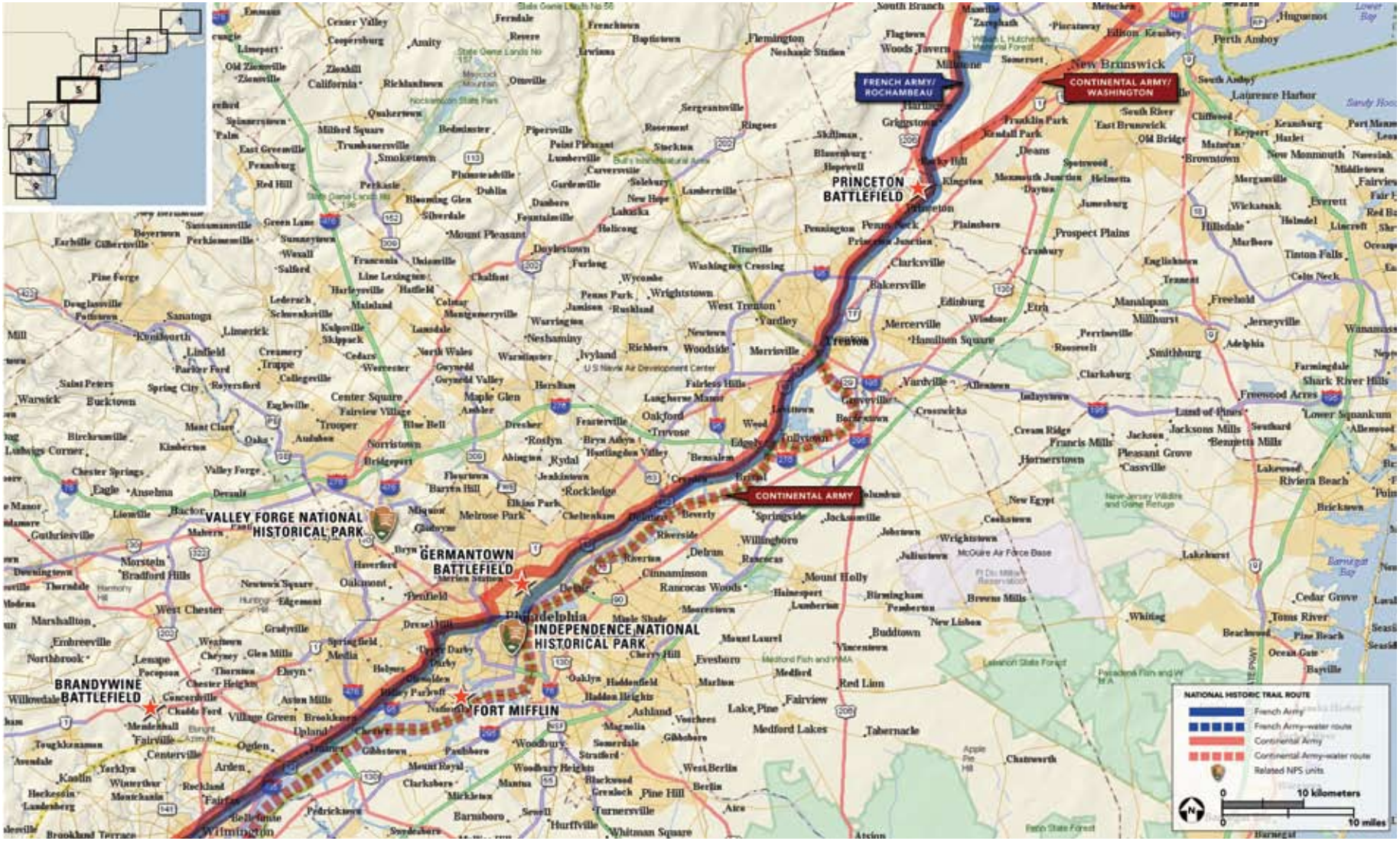


Figure 4.6 | Detailed Map of the Potential National Historic Trail | Delaware to Baltimore

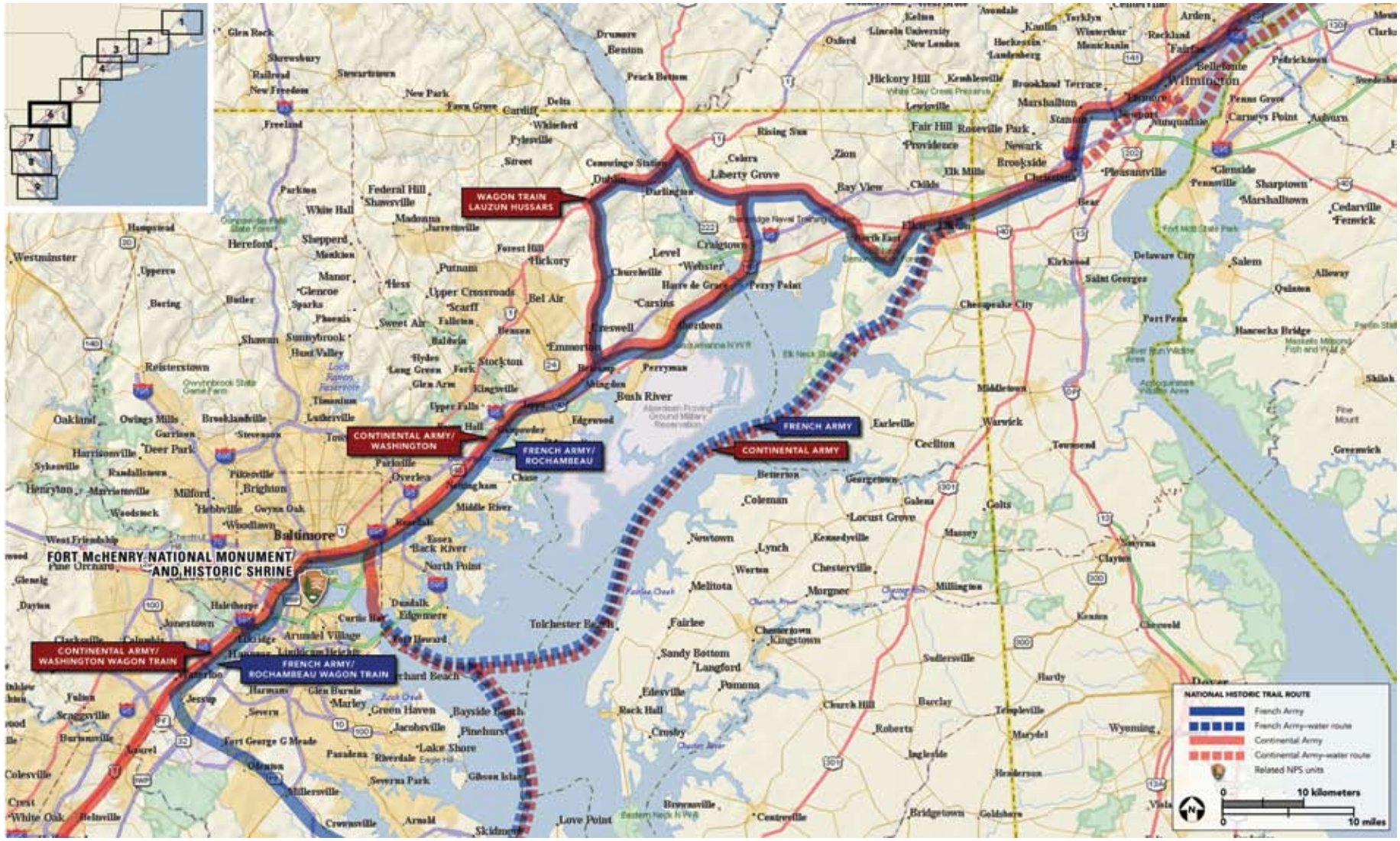


Figure 4.7 | Detailed Map of the Potential National Historic Trail | Annapolis to Washington, DC

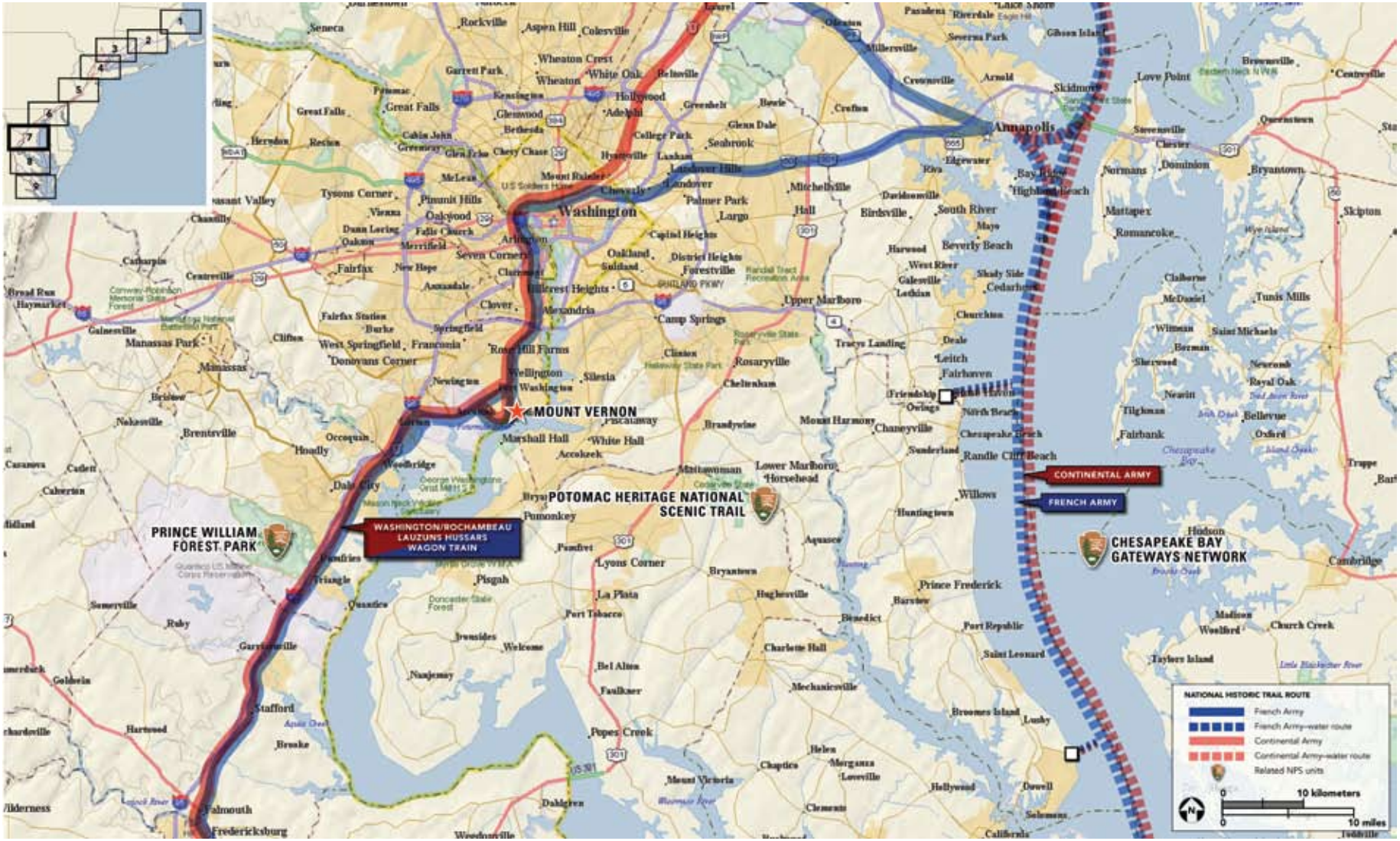


Figure 4.8 | Detailed Map of the Potential National Historic Trail | Fredericksburg to Richmond

Figure 4.9 | Detailed Map of the Potential National Historic Trail | Richmond to Yorktown

(3) The characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic or national historic trail; and in the case of national historic trails the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (40 Stat. 666; 16 U.S.C. 461):

Characteristics: The routes of Generals Washington and Rochambeau are well documented and encompass numerous nationally significant, well-preserved road segments and properties. There are many opportunities for public recreation along the trail, including opportunities to retrace the route on foot, on horseback, and by boat as well as by automobile. Several federal and state units (parks, heritage areas, trails, greenways) contribute to or connect with the route, along with numerous private historic properties. In many places, the landscape a visitor would see retains much of the historic character of the 1780s: farms, fields, wooded hills, river valleys, and bays. There is also a high potential for discovery and scientific learning through archeological investigations at the 95 French army campsites along the route. Coordinated interpretation of the route as a whole would greatly advance historic appreciation of the Revolutionary War and the formation of the American character by highlighting the crucial contributions of France and other allies in the achievement of American independence, and the racial, ethnic, and cultural diversity of the war.

National Historic Significance: At its biannual meeting in June 2003, the National Park System Advisory Board and its Landmark Committee concurred with the NPS finding that the Washington-Rochambeau Revolutionary Route is nationally significant.

(4) The current status of land ownership and current and potential use along the designated route: Land ownership, current use, and potential use varies along the route. Massachusetts represents the northern end of a somewhat continuous belt of dense settlement that ends in the Virginia countryside at Yorktown. The route passes through major cities such as Boston, Providence, Philadelphia, Annapolis, Baltimore, and Washington, D.C. But the route also passes through numerous small towns such as Newport, Rhode Island, Lebanon, Connecticut, and Gloucester, Virginia. It traverses areas with an abundance of natural, historic, scenic, and recreational resources, particularly in Rhode Island, Connecticut, and Virginia. Much of Connecticut and the Maryland Peninsula between the Chesapeake Bay and the Potomac River have less urbanized areas with a variety of woodland, farmland, and pastures. In Virginia, water-based segments extend down the Chesapeake Bay while land-based segments retain more rural land uses along Route 17, the designated Washington-Rochambeau Highway, to Yorktown. Although the route parallels I-64 on the other side of the river, a natural vegetative buffer screens most views of the Interstate.

Today, the various segments of the route are largely on or near public road rights-of-way. Some segments are on public lands (especially under local jurisdictions) or near publicly regulated navigable waters. Certain important sites are privately owned (individuals and historical societies). Figure 4.10 illustrates the general pattern of land use across the study area.

(5) The estimated cost of acquisition of lands or interest in lands, if any: No federal acqui-

Figure 4.10 | Urban Land Use and Public Open Space

sition of lands or interests in lands is proposed or anticipated in order to implement the trail. Management of the trail would depend on cooperative partnerships among the federal administering agency [the NPS], public agencies, property owners, and other entities. The estimated federal acquisition cost is null.

(6) The plans for developing and maintaining the trail and the cost thereof: Upon designation as a national historic trail, the NPS would administer the trail in partnership with a variety of day-to-day management partners, including a nonprofit trail association, state and local agencies, interested American Indian tribes, private landowners, a trail advisory council, and others.

Initial activities would focus on preparation of a comprehensive trail management plan which identifies sites and segments with high potential for public recreation and historic interest, develops cooperative agreements for preservation and interpretation, guides certification of qualified historic sites, and stimulates and coordinates preservation and interpretive activities of various parties across the trail. The plan would also define the roles of existing NPS units in managing, preserving, and interpreting the route.

In the course of developing the comprehensive trail management plan, the NPS could evaluate other historic routes which may be integral to the Washington-Rochambeau Revolutionary Route and larger Yorktown Campaign, such as the movements of General Lafayette's and Cornwallis's troops in Virginia coincident with the marches of Washington and Rochambeau. These historic routes could be nominated as connecting and side trails. Additional research of possible ethnographic resources relating to American Indian tribes could be completed.

Working closely with management partners, the NPS would seek to prepare and distribute interpretive and informational materials; implement a systematic signage plan; design and develop individual trail segments, including access improvements and voluntary certification; and complete studies of potentially connecting trails. These activities would be guided by the comprehensive trail management plan.

Two components of costs are generally associated with developing and maintaining a national historic trail: initial costs to develop a comprehensive trail management plan and annual operating costs. Funds generated by partnering organizations may help offset some of these costs.

Cost to develop a comprehensive trail management plan, including direction for interpretation and trail signage is $300,000–$400,000. To accomplish the plan, the NPS would convene the trail advisory council and establish relationships with the nonprofit trail organization.

The trail would require an annual base operating budget for the administering agency. Based on costs for other national historic trails, annual operating costs are estimated at $300,000–$400,000 which includes funding operations and maintenance of the interpretive programs for trail visitors. The NPS would also be authorized to provide technical and limited financial assistance to certified historic sites for resource preservation. Priorities for funding or requirements for eligibility and cost-sharing would be developed in the management plan. This level of funding would not include large-scale projects such as audiovisual productions, major exhibit design, and major resource preservation.

The availability of federal funds would be contingent on NPS funding limitations and priorities. Additional funds may be raised by the nonprofit trail association or other partners to supplement the federal appropriation.

(7) The proposed federal administering agency: The NPS is the proposed administering agency. As part of the Department of the Interior, the nation's principal conservation agency, the NPS preserves and interprets our Revolutionary War heritage at numerous thematically related sites. The NPS administers over a dozen national historic trails including the Revolutionary War period Overmountain Victory NHT in South Carolina. Management responsibilities within the NPS will be determined in the light of existing trails programs and trail studies that are underway in the Northeast and National Capital regions. Management would involve other interested federal agencies, American Indian tribes, state and local organizations.

(8) The extent to which a state or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof: No acquisition of lands or interests in lands is proposed or anticipated in order to implement the trail. However, while the federal government would not acquire lands or other resources, the various states, local governments, and other organizations would not be precluded from acquiring lands and resources they deem to be of significant historical interest for preservation and public use.

(9) The relative uses of the lands involved, including: the number of anticipated visitor-days for the entire length of, as well as for segments of, such trail; the number of months which such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of maintenance, supervision, and regulation of such trail: Increased visitation would result in beneficial impacts to the economies of communities along the route due to national historic trail designation. The benefits would be minor in comparison to the overall economy of communities along the 600-mile route. The beneficial impacts would result from the following:

- Efforts to maintain, manage, protect, and interpret the trail would enhance opportunities for tourism. This might also increase demand for support services such as food, lodging, and gas, thus creating localized spending with potential employment and tax revenues.
- Property values could increase if permanent preservation methods were utilized to protect open lands and landscapes.
- Recreational use of the trail in urban and suburban areas would also enhance housing values.
- Benefits would likely be distributed evenly across the route and among rural and urban areas.

(10) The anticipated impact of public outdoor recreation use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historic significance: While there may be some localized minor adverse impacts due to intensive use of sites, there

would likely be moderate to major beneficial impacts to the route and associated historic resources, including archeological resources, due to national historic trail designation and development of the trail. The beneficial impacts would result from the following:

- Coordinated programs would operate over the entire route, rather than state by state or only at a local level. Technical and financial assistance to related NHLs and nationally significant NR properties could augment historic preservation efforts immediately on, and adjacent to the route.
- There would be ongoing annual federal funding to support administration of the route, as well as enhanced fundraising potential to supplement programs such as assistance to property owners for historic preservation efforts.
- The NPS and a nonprofit trail association would work cooperatively with public and private entities to research, maintain, preserve, and interpret historic resources associated with the route.
- A comprehensive trail management plan would include strategies for preservation of cultural resources throughout the route.
- Where possible, extant trail segments would be preserved and made accessible for visitors. New access points could be developed to enhance recreational opportunities.
- To ensure professional preservation practices, the management plan would provide guidance and standards for NPS certification of sites encouraging sound preservation and consistent interpretation in accordance with the National Trails Systems Act. Federally assisted, sponsored, or funded projects would be subject to compliance with a variety of resource preservation laws including the National Historic Preservation Act (NHPA) and National Environmental Policy Act (NEPA).

(11) To qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

CRITERION A

It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variations offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

1. **Historic Use of the Route**

   The roads that constitute the Washington-Rochambeau route predate the American War for Independence by decades, some even by centuries. The eastern seaboard of colonial America was traversed by a network of roads that included some created and used by American Indians for centuries prior to European settlement. These roads, known variably as "Post Road" or "King's Highway" or the "Old Trail" in colonial America, were used for travel, trade, and military campaigns. After the outbreak of the revolution, the armies of both sides followed these roads on many occasions during their operations. The use of these roads as conduits

for the deployment of the opposing forces was well established before the French and American armies took them in 1781 and 1782 during and after the Yorktown Campaign.

Road in Connecticut follows the original route French soldiers traveled in 1781–82.

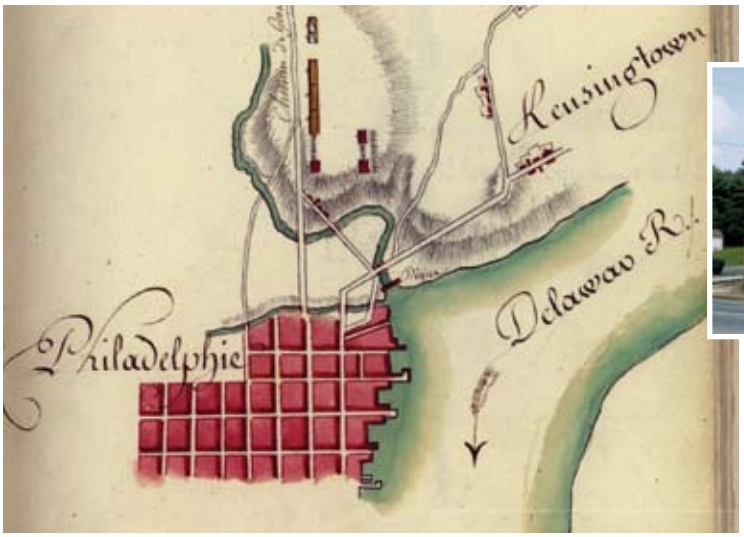
The roads are historically significant by themselves as the lifelines of the economies of colonial America, but they take on additional importance as components of the Washington-Rochambeau Revolutionary Route. The route consists of sections of various lengths of these colonial roads, such as the Boston Post Road in Connecticut, the Albany Post Road in New York, the Assunpink Trail in New Jersey, the Philadelphia Pike in Pennsylvania, and the King's Highway in Delaware. These roads are interspersed with mountainous passes such as The Clove, in Suffern, New York, and the crossing over the Susquehanna at Bald Friar Ferry and Ford in Maryland. In most cases, the alignments of the roads have shifted slightly over time. In several cases, such as Route 6 outside Andover, Connecticut, realignment of today's highway preserves the earlier road and makes it available for retracement.

Water routes were equally as important as the roads. They offered speed and economy. Water transportation, especially for heavy or bulky goods, was faster during the colonial era than land transportation. It was also cheaper because land route freight charges could be 10 times higher than those on water.

After sailing across the Atlantic, Rochambeau's troops arrived in Newport, Rhode Island, via Narragansett Bay. Eleven months later, the large force sailed up the bay to Providence. Traveling from Philadelphia, troops used sections of the Delaware and Christiana Rivers to reach Head of Elk. The quantity of Continental and French troops overwhelmed the available shipping in the Chesapeake, forcing the supply wagons and Lauzun's cavalry to take the inland roads south, while the troops sailed from Elkton, Annapolis, and Baltimore on an assortment of vessels. The Chesapeake Bay, a resource of international significance, has five rivers that provide its freshwater volume; four of these—the Susquehanna, Potomac, York, and James—were used by the troops on their way to Williamsburg. French naval commanders de Grasse and Barras controlled the entrance to the Chesapeake following the Battle off the Capes. They also landed troops and materiel at Williamsburg and Gloucester.

When the roads and various water routes are strung together, the route formed the fastest and most convenient way to reach Williamsburg in the summer of 1781.

The overall pattern of troop movement of the Washington-Rochambeau Revolutionary Route can be summarized into meeting points and lines of deployment. The two armies first met at Philipsburg, the French Army having come from Newport, Rhode Island, and the Continental Army from the highlands along



Berthier map illustrating the 27th camp of the French army from August 31 to September 4, 1782 in Philadelphia on the return march.

Christiana Tavern, Delaware, where officers stayed en route to Head of Elk.

the Hudson River in New York. On its way to Philipsburg, the French army divided its route between the main infantry regiments and a parallel route of cavalry closer to the Connecticut shore. That cavalry route itself split into several lines.

From Philipsburg, where the two armies encamped for six weeks, Generals Washington and Rochambeau with part of their troops made excursions into New York (today's Bronx) to attack one site and observe the defenses of the British. Once the decision was made to attack General Cornwallis in Yorktown instead of General Clinton in New York, the two armies rapidly marched south through New Jersey, Pennsylvania, and Delaware to Head of Elk (today's Elkton), at the head of the Chesapeake. It took three columns to move the armies out to Philipsburg simultaneously, several days to cross the Hudson at Kings Ferry, and three weeks to march to Head of Elk. Through New Jersey, two divisions of the American army performed the role of protecting the French regiments by marching closer to the coast, in separate routes. The American divisions themselves converged on Chatham before fanning out again and meeting the French army at Princeton. From Princeton to Trenton, both armies marched together on the same route, in sequence.

From Head of Elk, it took less than three weeks for both armies to reach Williamsburg, sailing, marching, and riding through Maryland and Virginia. From the head of the Chesapeake, the rest of the route would have been by water if there had been enough boats to transport the troops, artillery, animals, and baggage. Some American and French troops embarked at Head of Elk, some more American troops at Baltimore, and the remaining French troops at Annapolis. Troops and materiel were landed at College Creek Landing, Trebells Landing, about halfway between Williamsburg and Yorktown (Lamb's artillery), and near Gloucester.

De Grasse's troop transports covered the sea journey from Annapolis to the York

River in only 24 hours without landing in the Chesapeake. But the mosquito fleet of some 80 vessels that were carrying the Continental Army at whatever speed they could sail had to land at nightfall wherever the vessels happened to be before continuing the journey the next morning. Known landing sites for continuously shifting groups of vessels include Poplar Island on the Eastern Shore, Pawtuxent, between Drum Point and Solomons, in the mouth of the Piankatank River between Stingray Point and Gwynns Island just south of the Rappahannock, in the mouth as well as south of the mouth of the Potomac, Hampton Roads, and in the "Cove of York River."

The generals and their staffs, the American and French wagon trains, and Lauzun's Legion (the cavalry) took the land route to Yorktown (with the generals stopping at Washington's estate at Mount Vernon), the generals and wagon train on the same route on very different schedules, and the cavalry along their own separate route to Gloucester. Land and water routes converged on Williamsburg, from where the larger part of the two armies marched to Yorktown, and on Gloucester, where Lauzun's Legion joined American forces under General Weedon.

2. **Knowledge of Route Location**
   Because of American and French military records, scholarly research, and long-standing interest on the part of grass-roots organizations, historical societies, and units of government, the path and historic use of the Washington-Rochambeau Revolutionary Route are known and well documented.

Three main sources of information have facilitated tracing the historical route:

1. Maps and itineraries of the French Army, published in Howard C. Rice, Jr. and Anne S. K. Brown, eds., *The American Campaigns of Rochambeau's Army 1780, 1781, 1782, 1783*, 2 volumes (Princeton and Providence, 1972). Preparing a campaign on foreign soil, the French army had military engineers and cartographers survey the land and map out routes and campsites. The roads that formed the French route were also surveyed shortly before the march, in great detail, by Louis Alexandre de Berthier. These were sketched on site and later finished in pen and watercolor in France. Rice and Brown provide copies of all known itineraries, and reproductions of Berthier's watercolor maps of campsites, as well as a list of all known (in 1972) journals and diaries connected with the 1780–83 campaign. Rice and Brown do not include documentation associated with Lauzun's Legion, which in its role of protecting the infantry operated on parallel routes and established campsites separate from the main march.

2. On the American side, roads in New York and New Jersey were surveyed in the 1770s by Robert Erskine, Washington's cartographer. Maps of the Continental Army's route from Philadelphia to Yorktown were drawn in the summer of 1781 by Simeon DeWitt, Erskine's successor. They were ordered by Washington to plan and pace the movement of troops through Delaware, Maryland, and Virginia.

These maps have not been published in their entirety but are preserved in the collections of the New York Historical Society. The route taken by the Continental Army north of Philadelphia was known well enough by the officers and troops not to have needed seperate mapping. These unmapped movements include parallel routes of two divisions of the Continental Army through New Jersey. The return routes of the Continental Army after the victory at Yorktown were also not recorded by these sources.

3. Through research of primary and secondary sources (diaries of officers and enlisted men, orderly books of regiments and other military documents, writings by contemporaries during the campaign, later memoirs by participants and observants, and local historic lore), Dr. Robert Selig has reconstructed descriptions of the routes not recorded in the maps mentioned in the first two sources above.

   Based on these sources the study team has prepared detailed maps and inventories of troop movements on current-day maps. When not specifically described in the narrative, an interpretation of the likely route taken by the troops between campsites or between points of origin and destination has been made by the study team. For detailed documentation of the route traced on a contemporary map, see figures 4.1 to 4.9. Primary segments of the route align with the following water bodies and contemporary roadways.

   - **Massachusetts**—Route 1A
   - **Rhode Island**—East Passage Narragansett Bay, Providence River, Route 114
   - **Connecticut**—Routes 6, 14, and 14A
   - **New York**—Hudson River, Routes 9A, 35, 116, 172, and 202
   - **New Jersey**—Delaware River, Routes 17, 202, and 511
   - **Pennsylvania**—Route 13
   - **Delaware**—Routes 4, 7, and 13
   - **Maryland**—Elk River, Chesapeake Bay, Route 7
   - **Virginia**—Chesapeake Bay, James River, Routes 1, 2, 7, 14, 271, and many country roads in the 600s

FINDING

There is sufficient evidence indicating the historic use and significance of the route that was used by Generals Washington and Rochambeau and their troops related to the Yorktown Campaign. The route can be identified on modern-day maps, and in most instances, the route can be traced along a combination of historic roads and water segments. There is sufficient evidence of the historic route to satisfy NTSA criterion 11A.

CRITERION B

It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of Native Americans may be included.

While the route is not being nominated as a National Historic Landmark (NHL), the study team used NHL criteria to evaluate national significance. All six criteria were used in the analysis; however, a resource needs only to satisfy one criterion to establish its significance. The Washington-Rochambeau Revolutionary Route meets five of the six criteria. Some of the themes exemplifying the criteria are more fully illustrated than others.

National significance is ascribed to districts, sites, buildings, structures, and objects that possess exceptional value or quality in illustrating or interpreting the heritage of the United States in history, architecture, archeology, engineering, and culture, and that possess a high degree of integrity of location, design, setting, materials, workmanship, feeling, and:

1. *"are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained"*

    - The Washington-Rochambeau Revolutionary Route is an indispensable component of the Yorktown Campaign because it is the route that took the combined Franco-American armies to victory; it commemorates the crucial role of France in that victory and of 225 years of Franco-American friendship. The Yorktown Campaign ranks among the most important military campaigns fought on American soil. Ultimately no route is more important in American history than the Washington-Rochambeau route, which, in its political consequence, brought about the creation of the United States as an independent nation.

    The victory of that campaign was the result of a brilliant strategy that ultimately defeated of Lord Cornwallis. The complex design of the strategy employed great secrecy and diplomacy in coordinating the rapid movement of large land and water forces over long distances. It involved extensive intelligence and logistics, provisioning, lodging, mapping, and diversions, culminating in the successful siege.

    The campaign of 1781 ranks with the Battle of Bunker Hill and the winter at Valley Forge as one of the most important symbols for the American states coming together as a unified nation. The Argentine author Jorge Luis Borges once wrote, "History is mere history. Myths are what matter: they determine the type of history a country is bound to create and repeat." America continues to define itself along the lines of events and myths created in and by the War for Independence. One of the most persistent fictions of the conflict is the assumption that America won her independence by herself. This view discounts the vital contributions of France after 1775. Full recognition of the significance of the Washington-Rochambeau Revolutionary Route provides an opportunity to correct this misconception.

    - It is a manifestation of an international war effort at the time of the American War for Independence. The American War for Independence was a worldwide conflict that the fledgling

United States was able to survive only with the support of the French and, to a lesser extent, the Spanish and Dutch governments. Commemorating the Washington-Rochambeau Revolutionary Route introduces Americans to the little-known fact that American's independence was won with the help of powerful friends and that it was won as much in the East and West Indies, in Africa, and in Minorca as it was on the American continent. This international alliance kept Britain from concentrating her forces in the colonies, which gave Washington, Rochambeau, and de Grasse the breathing room they needed to execute the campaign.

- It links and helps define the development of the United States as a community, as the 13 colonies made a gigantic step toward becoming a nation. The victory won in Virginia stood at the end of a journey that went almost the entire length of the east coast of the colonies, passing through dozens of villages and touching the lives of a majority of the American people along the way. Through personal contact; by providing shelter, transportation, or pasture; or as suppliers of the vast amounts of foodstuffs needed to feed the armies along the way, thousands of Americans could say that they, too, contributed to victory.

- It expresses the gratitude that greeted the returning French army on its march north in the summer of 1782, reflecting the crucial contributions of France toward the achievement of American independence.

2. *"are associated importantly with the lives of persons nationally significant in the history of the United States"*

The Washington-Rochambeau Revolutionary Route is the example of joint Franco-American cooperation under the overall leadership of General George Washington. The contributions of comte de Rochambeau are most clearly, and almost exclusively, portrayed in the route. It is also associated with Henry Knox, the duc de Lauzun, Alexander Hamilton, Admiral de Grasse, Colonel Lamb, comte de Deux-Ponts, Baron von Steuben, the marquis de Lafayette, and Lord Cornwallis.

Washington's command of a foreign army on American soil as well as his own is an extraordinary episode, unique in U.S. history. There would have been no Yorktown and no American independence without Washington. The American force he led demonstrated his tenacity in holding together and building an effective army, trained and disciplined in the crucible of war. Yet as supreme commander, he proved enormously flexible, keeping on excellent terms with his more experienced military partner Rochambeau, who in turn accepted Washington's leadership for the common good. Together they recognized the opportunity that offered itself at Yorktown, but it was Washington who took the brave decision to change strategy and march south, and together they brought the campaign to a successful conclusion.

Planning for the march and its execution stands as a testimony to the professionalism of both the American and French

generals and their staffs. Planning such an extensive campaign that depended on the cooperation of the French navy must have been very difficult for men of different languages, backgrounds, and cultures. Most Americans, including General Washington, spoke no French and had to communicate through interpreters, mostly French volunteers in the Continental Army. Rochambeau spoke no English; neither did many officers on his staff, with the notable exceptions of the chevalier de Chastellux and the duc de Lauzun. Here, too, the communications gap was bridged by Frenchmen such as Du Bouchet and Fleury who had served in the Continental Army.

French actions should not be taken for granted. Rochambeau could have acted much less tactfully in his relations with Washington. Admiral de Grasse could have concentrated on capturing lucrative British islands in the West Indies. Louis XVI and Vergennes could have ruined the whole strategy by establishing as a priority a military effort to regain French Canada, as was advocated by some politicians in Versailles as well as by some members of the military. Colonel Desandrouïns, Rochambeau's chief engineer in America, submitted such a plan to the war minister, prince de Montbarrey, and the naval minister, comte de Sartine, in August 1778. Under the honor code of the 18th century, Admiral de Barras, who had assumed command of the fleet in Newport following the death of Admiral de Ternay, could have refused to serve under de Grasse, who had once been his junior in rank. Instead, everything was done to subordinate French interests to America's needs, to assist an American victory, and to bring about the complete independence of the United States.

3. *"represent some great idea or ideal of the American people"*

   - The union of French and Continental armies is among the first acknowledgments of America as a sovereign nation. If the alliance of 1778 brought the diplomatic recognition of the United States as a sovereign nation, the behavior of French troops toward their American allies put this recognition to the test. Recognizing General Washington as the commander-in-chief of the joint force brought much-needed prestige. The parade of Rochambeau's troops before the Continental Congress, the review of these same troops by Washington, and the surrender of British General Charles O'Hara to American General Benjamin Lincoln rather than to Rochambeau all proved that the French were prepared to treat their ally as an equal on the international scene.

   - As a domestic cross-cultural experience, it is a pivotal event in the development of an American identity because our encounter with Frenchmen served as vivid reminders of who we were and were not. Even though the presence of thousands of French is little known today, its long-range effects have been immense. In a continuous and large-scale educational process, Franco-American encounters along the 600-mile-long route challenged centuries-old prejudices harbored by anti-Catholic, anti-French colonists. The Washington-Rochambeau march

allowed Americans to see the French for the first time as allies rather than as enemies and showed them that the French were not the effeminate dandies of British propaganda. In towns and along rural roads and campsites, crowds came out to meet the troops. The American view of the French underwent a thorough revision, and in the process Americans found themselves.

If the shared experience of the war bound the French and the Americans together, the encounter with foreign forces provided tens of thousands of Americans in hundreds of communities the opportunity to set the frameworks of their own American identity. The route also acknowledges the diversity of races, cultures, and religions that fought, suffered, and died for American independence. It celebrates the achievements of under-represented groups such as African-Americans within the Continental Army that have long been missing in the standard histories of the war.

The colonies of the 18th century were, like the United States of today, defined by their multiracial, multi-ethnic, and multicultural composition. The Continental Army of 1781 reflected this reality with a degree of racial integration that would not be achieved again until the 20th century during the Korean War. Close to 25% of the troops encamped at Philipsburg, New York, were African-Americans, serving mostly in integrated units. The First Rhode Island, organized in Providence in 1778 with African-American enlistment, received a large core of black soldiers. There were also German-speaking regiments in the Continental Army, and as late as 1781, the Canadian Regiment (Congress's Own), which by now had become a regiment for any recruit not from one of the lower 13 colonies, still had two companies recruited among the French-speaking inhabitants of Canada. American Indians were included in the multi-ethnic, multiracial, and multicultural composition of the marching army.

- The Washington-Rochambeau Revolutionary Route is an expression of the hope for independence rekindled in patriot hearts with the mobilization of the French forces.

4. *"embody the distinguishing characteristics or an architectural type specimen exceptionally valuable for the study of a period, style, or method of construction, or that represent a significant, distinctive, and exceptional entity whose components may lack individual distinction"*

   This NHL criterion is not applicable to the Washington-Rochambeau Revolutionary Route.

5. *"are composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity or exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture"*

   - Training and expertise provided by French advisers and volunteers helped shape the Continental Army and its

successor, the United States Army, into a skilled, professional fighting force. Through her generous aid starting in 1775, France first figuratively, and then, beginning in Newport in June 1781, literally, walked side by side with the American rebels toward independence. American officers such as Henry Knox were largely self-taught; the French were career soldiers, and their engineers and artillery officers had trained at the most advanced military and technical schools of the time. The Continental Army used French arms and ammunition, cannon and powder, uniforms and saddles, none of which could have reached America's shores without a powerful French fleet to protect the merchant ships. French naval forces managed to keep the British at bay, which meant that troops could be transported from France, from the West Indies, and along the U.S. coast with relative safety.

That victory would have been impossible without the naval component provided by the fleet of Admiral de Grasse, but the coordination of the movements of land and naval forces, thousands of miles and three weeks in travel time apart, was the most difficult component of the campaign. The virtually flawless execution of the campaign has led American historian Jonathan R. Dull to single it out as the "most perfectly executed naval campaign of the age of sail."

By its alliance with France, the United States gained international recognition, and through its recognition by the French Army, the Continental Army as an outward symbol of American sovereignty was elevated from a rebel revolutionary force to the status of a national army.

- French influence remained strong in the U.S. military long after the end of the conflict. Throughout the war Americans lacked the expertise and training necessary in the technical branches of the armed forces, such as the artillery, engineering, or cartography. French volunteers provided this expertise. Even today, the U.S. Army Corps of Engineers awards the Fleury Medal for excellence in engineering, while the coat of arms and the motto of the U.S. Army Engineering School are those of the French military engineering school at Mezières: "*Essayons!* Let us try!"

6. *"have yielded or may be likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation of large areas of the United States. Such sites are those which have yielded, or which may reasonably be expected to yield, data affecting theories, concepts, and ideas to a major degree."*

- The numerous campsites and winter quarters where the armies stayed for extended times contain archeological resources which are likely to yield valuable information for understanding the everyday life and influences upon the French and the Continental soldier, as well as the communities nearby that served the needs of the marching armies.

FINDING

There is substantial evidence that the route satisfies five of the six National Historic Landmark criteria for national significance. The National Park Service History Program, the Landmarks Committee, and the NPS Advisory Board reviewed the study team's finding that the resource is nationally significant, in satisfaction of NTSA criterion 11B.

CRITERION C

It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

The recreational use and historic appreciation potential of the route derives from several factors, including: (a) existence of route resources and historic sites related to the march south to Yorktown and return march north; (b) sections or sites of the route with integrity; (c) presence of partners and institutions capable of providing visitor services, recreational opportunities, and interpretive experiences that provide sufficient information about the route's events and sites; and (d) potential for development of retracement opportunities along the original route that are available to the public. This section addresses these factors and satisfies the congressional mandate to identify the full range of resources associated with the Washington-Rochambeau Revolutionary Route. For the purposes of this study, the analysis of resources is limited to those associated with the route, and is based on existing scholarship supplemented by field reconnaissance. A list of associated National Historic Landmarks and National Register properties is included in Appendix B.

A 225th-anniversary celebration of Rochambeau's arrival in Newport, Rhode Island, 2005. Left to right: Lafayette, Closen, Rochambeau, Washington, de Fürstenwärther.

Resource Types

The Washington-Rochambeau Revolutionary Route is comprised of numerous and varied resources related to the march south to Yorktown and return routes north in 1781 and the return routes north in 1781–82. Based on original documents, the historic locations of the roads and waterways that form the route can be identified with accuracy and detail on modern maps.

Preliminary resource overviews and trail reconnaissance have been conducted in all nine states and Washington, D.C. for purposes of this study. The most complete knowledge of the environment at the time of the march is in the states where comprehensive historic and architectural resource surveys have already been concluded: Connecticut, Delaware, New Jersey, and New York. Similar surveys are currently being conducted in Pennsylvania and Rhode Island. Organizations in other states are working toward initiating comparable efforts. From this combined research, an estimated 750 known resources are directly associated with the route, with an indefinite but large number of resources identified in adjacent areas.

This New Jersey campsite is one of approximately 95 utilized by troops en route to Yorktown.

The resources most directly associated with the events of the Washington-Rochambeau Revolutionary Route can be divided into six major categories. Properties of national significance listed in the National Register of Historic Places or that are designated as National Historic Landmarks, where known, are most important. A more complete list of related National Historic Landmarks and National Register properties is provided in Appendix B. The study team used *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (NPS 1997) to identify the resource types. The resources are as follows:

1. **Campsites and Bivouacs**
   Campsites and bivouacs are simple, temporary camps typically set up and used by soldiers for short, sometimes one-night stays. Many were situated near or along rivers and streams to provide water for cooking, drinking, and washing. Because troops were often far away from the enemy during their march toward Yorktown, camps were occupied for convenience and did not have the elaborate setup of camps that were utilized for weeks at a time. Circular fire pits were dug immediately upon arriving at camp to house camp kettles. Often these sites included space for equipment to aid in the preparation and distribution of meat, bread, and wood.

   Overnight camps were generally 14 to 15 miles apart so troops could make it to the next camp before the heat of the day. Wearing wool undergarments and uniforms, carrying heavy packs, and marching along open roads sometimes with little to no shade made it difficult to travel during the hot afternoons. Reaching camp by noon allowed the troops to set up their tents and kitchens, as well as time to celebrate and interact with nearby townspeople. Many celebrations took place on the march to Yorktown and on the return.

Scot's campsite, Maryland.

There are a combined total of at least 75 known French and American campsites and bivouacs along the route and an additional 20 that are known along the return route. Campsites and bivouacs, where preserved, offer potential as archeological sites and landscapes evoking the historic period and events. There are several campsites in Connecticut (Newtown, Windham, Bolton, and Lebanon) and one in Delaware (at Cooch's Bridge in Wilmington) that are currently preserved; in other locations, efforts are being advanced by state and local groups to secure protection and preservation of campsites. In many other instances, campsites and bivouac sites remain currently undeveloped, for instance in New Jersey (along the French route from Pompton to Princeton) and northern Virginia, but are vulnerable to impacts associated with urbanization. It is possible that the campsites were used by American Indians both before and after they were used by Revolutionary War troops.

Examples of campsites, many of them National Register (NR) properties, include:

- Lauzun's Legion campsite next to Lebanon Green (NR), where French troops drilled in Lebanon, Connecticut.
- The Fourth campsite of Rochambeau's army (NR), in Windham, Connecticut.
- The Fifth campsite of Rochambeau's army (NR), in Bolton, Connecticut.
- Camps Ten and Forty-one (NR), in Newtown, Connecticut, part of a documented archeological site. The late June 1871 encampment was more elaborately laid out than previous encampments and offers the possibility of comparing the military-style camps in the western parts of

the state with less strategic camps in the eastern part.

- The Forty-seventh campsite of Rochambeau's army (NR), in Windham, Connecticut, occupied for four days in November 1782 on the return march. Today this site retains exceptional integrity and with additional archeological investigations can potentially offer a glimpse of ordinary camp life.
- Multiple French and American campsites in Peekskill, Bedford, and Haverstraw, New York.
- Somerset Courthouse, Millstoneboro, New Jersey, where a nonprofit group recently acquired a 68-acre parcel.
- Historic downtown Princeton, New Jersey (NR), where French and American troops drilled on the town green during their stay.
- Several sites used by Lauzun's Legion and the wagon train along multiple legs of State Route 600, Virginia.

2. Historic Road Segments and Landscapes

Many, if not all, of these roads still exist under different names and in different conditions, ranging from six-lane highways to intact segments. Several road segments survive with their original construction and character, most commonly in rural areas where agricultural lands, open fields, and other cultural landscape elements remain undisturbed. Sections of Route 6 in Connecticut are listed in the National Register; this area of Connecticut includes the longest continuous portion of the route surviving with many physical attributes intact. In Virginia, portions of the original Potomac Path taken by Washington and Rochambeau are still in place. These segments offer visitors the chance to view exactly "where the feet fell" against a landscape backdrop comparable to what the troops viewed in the late 18th century. Similar to the campsites, these roads may have been developed by American Indians prior to their use in 1781–82.

Some road segments and landscapes remain intact, retaining the alignment and character the allied armies experienced in 1781–82.

Examples of road segments and historic landscape features include:

- Sections of Route 6, central Connecticut (NR), which are some of the best-preserved stretches of original road followed by the French troops. Certain sections have not been altered or realigned since the 18th century.
- Several modern-day road sections in New Jersey (for instance, Routes 202, 404, 511, 525, and 523 from approximately Pompton to Princeton) that served as the route of the French army. Many have suffered minimal development and disturbance. Some have been placed in the National Register.
- In Virginia, portions of the original Potomac Path taken by Washington and Rochambeau are still in place, such as the one in Prince William Forest Park.
- Many sections of the Washington-Rochambeau Highway from Mount Vernon to Yorktown, Virginia (along multiple portions of State Route 600) follow the original path taken by the generals and pass a number of well-preserved historic structures.

3. Buildings and Building Sites

Numerous buildings along the route, including private homes, taverns, university halls, and hospitals, hosted French and American troops. These structures were often the sites of military and strategic conferences between Washington, Rochambeau, and their officers. There are over 200 historic structures still extant that are known to have direct ties to march events. Many more are likely to be identified through further study in various states. Beginning with the arrival of Rochambeau's army in Newport, many houses, taverns, and other structures were used during the troops' extended stay there. Rochambeau set up his fifth encampment at Bolton, Connecticut, on one of the extant historic farms from that era. Efforts are underway to preserve the property.

Because the movement of troops along the route had a social as well as military aspect, the extant taverns and private homes in which troops were entertained also serve as tangible reminders of the memorable interactions between Rochambeau's troops and their American hosts. Social encounters, such as the ball held in the Daniel Basset House in Connecticut, were important for both the Americans and the French to understand one another.

Taverns, used by French and American officers as resting places between campsites, were a staple of the route. The taverns of the 18th century were not typically specialized structures but rather large houses in which part of the interior was used as a taproom and a few rooms were available for lodging. General officers usually lodged in taverns while company grade officers slept two to a tent near their men. Taverns are found in various conditions of preservation in every state along the route.

A few are already well-established public destinations, for instance, Washington's home at Mount Vernon; the historic estate of Jonathan Trumbull Washington's provisioner in Lebanon, Connecticut; Independence National Historic Park's historic homes; and a series of preserved churches in rural Virginia, including

Examples of historic buildings along the route. Top to bottom: Aquia Church, Virginia; John News Ordinary, Virginia; Roger's Tavern, Maryland.

Pohick Church, near Fredericksburg, Virginia, which Washington helped construct and attended. Some significant resources, such as private homes, are being restored and readied for historic interpretation. However, others are threatened by development, for instance, a number of buildings in the Christiana Tavern Historic District of Delaware.

Examples of historic buildings include:

- A large cluster of more than 80 historic structures that housed French troops for eight months in 1780–81 in Newport, Rhode Island. Several are National Historic Landmarks; many more are in the National Register.
- Waterman's Tavern (NR), near Pottersville, Rhode Island, where Rochambeau and French officers stayed on their way to Connecticut.
- Jonathan Trumbull Home (NHL) and the War Office (NR), in Lebanon, Connecticut, where Lauzun established winter quarters in 1780. The home, built circa 1735, was occupied by Governor Trumbull during the Revolutionary War. The nearby War Office was the headquarters from which the governor rendered valuable service to the patriot cause by forwarding much needed supplies to the Continental Army.
- White's Tavern (NR), in Bolton, Connecticut, which housed French and American officers.
- Joseph Webb House (NHL), in Wethersfield, Connecticut, where the two generals met in May 1781 to plan the summer campaign.
- The Samuel Dorrance House and Inn (NR) in Sterling, Connecticut, one of few taverns mentioned repeatedly in French sources.
- Cliveden (NHL), on Germantown Avenue in Philadelphia, the residence of the French consul John Holker, where Washington, Rochambeau, and their staffs dined.
- Christiana Tavern Historic District (NR) in Christiana, Delaware, where several officers stayed. The district includes the Christiana Tavern and Shannon Hotel.

- The Mordecai Woodward Ropewalk (NR) in Wilmington, Delaware. The site is clearly indicated as a landmark on the encampment map drawn by Berthier for the September 6–7 encampment of the First Division of Rochambeau's army.
- Pohick Church (NR), in Fairfax County, Virginia, and several other churches en route to Yorktown, mentioned in Berthier's journal in September 1781.

4. **Archeological Resources**
   Many campsites contain significant archeological resources. Several sites where the armies stayed for extended periods of time between 1781 and 1782 have been or may soon be investigated. This includes more than five sites, some with high integrity, in Connecticut, New Jersey, New York, and Virginia. These sites are yielding valuable information about military activities and the larger conditions of the colonial and Revolutionary War periods. They also have the potential to provide visitors with glimpses into the camp life of both the French and Continental armies.

   Examples of archeological resources include:
   - Rochambeau army campsites Ten and Forty-one (NRs) in Newtown, Connecticut. These camps, used from June 28 until July 1, 1871, are part of an archeological site where 136 artifacts have been recovered including copper coins, knife or razor fragments, kaolin pipe fragments, and a .66-caliber musket ball.
   - A camp in Windham (NR), Connecticut, used for four days in 1782. The site remains an open agricultural field and retains high integrity and archeological potential. It is surrounded by stone walls, and is flanked by farmland that suggests the open, rolling countryside the French experienced. The site allows the modern observer to imagine the setting of the encampment. With additional investigation, elements such as the order and spacing of shelters, number and size of fires, locations of supply distribution points, and types of food consumed along with other aspects of everyday life likely can be identified.
   - Gloucester Point Archeological District on Route 17 in Virginia, the site of the colonial Gloucester town. Although no colonial buildings remain at the site, this state landmark is now used by the College of William and Mary.

5. **Tombstones and Grave Markers**
   Numerous American and French soldiers died over the course of the march and were buried along the route. Several cemeteries in Connecticut, New York, Rhode Island, and Virginia contain the graves of men who participated in the march. Most of these cemeteries are easily accessible to the public.

   Examples of tombstones and grave markers include:
   - Trinity Church Graveyard, Newport, Rhode Island, the burial site of Admiral de Ternay, commander of the French fleet.
   - In the Old Main Cemetery in Hartford, Connecticut, a monument honoring French soldiers who died at the field hospital established nearby.

French grave markers along the route.

- Old St. Peter's Church in Van Cortlandville, New York, which housed a hospital used during the march south as well as the return from Yorktown. The adjacent cemetery became the burial ground for those who died there.
- A French army monument commemorating the burial of seven French soldiers on the green in Coventry, Connecticut.

6. **Plaques, Tablets, and Statues**
   Plaques, tablets and statues that recognize events and leaders associated with the route have been placed by federal, state, and local authorities, or patriotic organizations such as the Daughters of the American Revolution, Sons of the American Revolution, historical societies, or private organizations such as Rotary Clubs. Sixteen plaques have been identified, including one which commemorates the presence of the French troops in Newport, Rhode Island. Numerous tablets have also been erected.

Examples of plaques, tablets, and markers include:

- A large bronze statue of Rochambeau, created by J.J. Fernand Hamar, located in Lafayette Park in Washington, D.C. The sculpture was unveiled by President Roosevelt in 1902. It is flanked by statues of Lafayette, von Steuben, and Kosciuszko.
- At City Hall in Philadelphia, Pennsylvania, a tablet commemorating Camp 27 of the route.
- A commemorative tablet erected at University Hall in Providence, Rhode Island, in 1897, which has recently disappeared.
- Markers and special displays near the entrance to Mount Vernon, Virginia, all gifts from the French government. The French government gave a similar display providing a brief description of the allied strategic march through Virginia to the Yorktown Victory Center.
- A monument at the Naval Academy, Annapolis, Maryland, commemorating French soldiers and sailors.

- A memorial to French soldiers sited on the Yorktown Battlefield, in Colonial National Historical Park, Yorktown, Virginia.

Integrity

The integrity of the proposed route for the trail is an important consideration; however, it is not a requirement for trail designation. Integrity differs along the 600-mile length of the route, but the trail is clearly discernible in a multitude of modern manifestations. The logistics of providing thousands of men with food, firewood, and shelter made it necessary for the units to follow different routes. Many, if not all, of these roads still exist under different names and in different conditions, ranging from six-lane highways to abandoned road segments. Whether in eastern Connecticut along country roads flanked by 18th-century stone walls or through rural Virginia, one can still follow the historic route. However, the integrity of resources associated with the route is mixed. Due to the location of the route along much of the Eastern Seaboard, many of the resources and settings have been lost—primarily in the major urbanized centers such as Boston, New York, and Washington, D.C., as well as along I-95 and other major highways—due to 200 years of economic development and metropolitan growth. Even in the densest cities, memorials keep alive the awareness of this historic march.

Many waterways used by the troops are also present and functioning as shipping lanes, much as they did in 1781 and 1782. The best examples are in the Narragansett and Chesapeake Bays. A sense of association has also been made stronger by the historical markers and commemorative plaques that continue to be placed by local and state groups. Districts today called French Hill, Hussars Place, or Yorktown Heights; and road names such as Old Generals Highway carry on the march's legacy. Additionally, Yorktown campaign reenactments and events have been carried out in nearly every state along the route.

An important criterion for National Register eligibility is the integrity of a cultural resource, such as buildings, campsites, or roads. This form of integrity is sometimes confused with, but different from that of a national historic trail study. The integrity of cultural resources is mixed. Various associated resources and settings remain surprisingly intact in the nine states. Preserved historic structures, campsites, cemeteries, monuments, and museums all provide information about the route. All nine states feature extant 18th-century houses, churches, and taverns where French and American officers stayed, as well as numerous campsites—some preserved, some marked—that were used by enlisted men in the 1781–82 march. Several route sections along Route 6 in eastern Connecticut, in the stretch from Windham to Farmington, have been minimally altered since the march and it is possible to trace the original route followed by the French armies en route to New York. These sections are listed in the National Register. Another route section in rural Virginia, where Lauzun's hussars rode from Bowling Green to Gloucester, contains segments where the fields, farmhouses, and churches are largely as they were in the 18th century. The NPS would encourage listing in the National Register all historic route segments and other resources that are found to be significant under the National Register Criteria for Evaluation and retain integrity from the defined historic period of the route.

In addition to the rural route segments, several urban landscapes retain a high degree of integrity. These include the old quarters of Newport, Rhode Island (NHL), where French

officers held winter quarters in 1780; Brandywine Village in Wilmington, Delaware (NR); the Historic Tavern District in Christiana, Delaware (NR); and Williamsburg, Virginia (NHL), where French officers wintered in 1781.

For a general characterization of the route today, through both the urban and rural areas of the study area, see map 4.10. A partial inventory of associated cultural resources across all nine states is included as Appendix B.

Potential Partners and Provision of Recreational and Historic Experiences

There are several local, state, and regional organizations with active interests in Washington-Rochambeau history. A number of these constituents have organized as the National Washington-Rochambeau Revolutionary Route Association (W3R-USA), which incorporated as a 501(c)3 organization in 2003. Its primary mission is to support activities for public appreciation of the Washington-Rochambeau Revolutionary Route. They advise on local commemorative marking, make educational presentations, and seek public and private sources of financial aid. W3R-USA liaises with companion organizations that share common goals, as well as domestic and international military, heritage tourism, and service groups and chambers of commerce that have other primary missions but share an interest in Washington-Rochambeau history. "Whole trail experiences" that tour segments of the known route are being developed by state W3R groups in Connecticut, Maryland, Delaware, and Virginia.

Other potential partners that have been active participants include the wide range of patriotic and service organizations (such as the Daughters of the American Revolution, the Sons of the American Revolution, the Sons of the Revolution, the Society of the Cincinnati, and Rotary Clubs) that oversee commemorative marking and signage. Groups such as local historical societies, State Historic Preservation Offices, municipal authorities, and private individuals are actively preserving and maintaining National Register sites and other historic structures, cemeteries, resources, and landscapes related to the march. Many nonprofit and preservation organizations offer insight at various period and military sites and museums, such as those found in historic Newport, Colonial Williamsburg, the Hudson River Valley, Fredericksburg, and at Mount

A 225th-anniversary celebration of Rochambeau's arrival in Newport, Rhode Island, 2005.

A 225th-anniversary celebration of Rochambeau's arrival in Newport, Rhode Island, 2005. Photo taken at Fort Adams, the site of a French cannon battery and the first camp of the French cavalry.

Vernon, in some cases already interpreting the march and the Yorktown campaign to a wide range of visitors.

The National Park Service plays a partnering role in providing interpretive and educational experiences to visitors at its clusters of Revolutionary War parks and sites including at Boston, Morristown, Philadelphia, and Yorktown, not to mention the various partners with historic and recreational ties associated with the Chesapeake Bay Gateways Network.

Additionally, many potential partners exist among local and state parks, greenways, and municipal and regional trail groups. Recreational resources often crisscross or abut the Washington-Rochambeau Revolutionary Route and have the potential to provide access to the route, as well as highlight its stories. A recreational resource of note is the emerging East Coast Greenway, a trail in various stages of planning, development, and implementation that will extend from Florida to Maine and is located close to the route in several areas.

Retracement Opportunities

Although not all aspects of the route are fully known, and in some areas it is difficult to retrace the route due to development, there are opportunities in each state for a retracement experience. Large sections of the route pass through undeveloped, rural areas such as parts of eastern Connecticut, eastern New Jersey, and northern and tidewater Virginia. Additionally, the route passes through or near a number of associated national parks, National Historic Landmarks, National Register buildings, historic districts, and other preserved sites that continue to convey an 18th-century landscape. There are significant opportunities to enhance connectivity along the route. Many retracement activities will likely be focused on an auto experience with stops at historic sites. An auto tour guide, En Avant, is available for visitors in Connecticut. In other instances, foot or bike retracement may be possible in coordination with local trail, greenway, and the national East Coast Greenway efforts.

Additional Opportunities for Public Use and Enjoyment

If the Washington-Rochambeau Revolutionary Route is designated as a national historic trail, a management plan could encourage additional private and multi-jurisdictional initiatives to enhance public use and enjoyment of the route. Private owners of related resources would have the opportunity to engage in vol-

untary partnerships or cooperative agreements that have the flexibility to meet landowners' needs while ensuring protection and appropriate public use. Certified properties would be non-federal historic sites, trail segments, and interpretive facilities that meet the standards of the administering agency for resource preservation, education, and public enjoyment.

FINDING

There is sufficient indication that the Washington-Rochambeau Revolutionary Route has significant potential for public recreational use and for historic interest in satisfaction of NTSA criterion 11C. The route contains numerous historic resources associated with the march of the French and Continental armies serving under Generals Rochambeau and Washington. Though some areas of the route are now obscured, many areas are, or could be, developed for public retracement of the route. Retracement of the route would provide opportunities for historic interest based on appreciation, interpretation, and education, particularly at historic sites and landscapes associated with the route. There are also many partners to provide support with education, interpretation, preservation, and funding of initiatives associated with the route.

Rhode Island class at the 19th-century Kentish Guards Armory studying paintings of the Washington-Rochambeau military campaigns. The Kentish Guards (1774) were the first military unit of Nathanael Greene.

A 225th-anniversary commemoration of Lauzun's Legions' arrival for winter quartering in Lebanon, Connecticut. Left to right: State Representatives Pamela Z. Sawyer, Major General Pascal Vinchon, Military Attaché to the French Embassy, Jennifer Aniskovich, Connecticut Commission on Culture and Tourism, State Senator Edith B. Praque, State Senator Donald R. Williams, Jr. 10/2005

5 | *Affected Environment*

OVERVIEW

The national charter for environmental protection is the National Environmental Policy Act of 1969 (NEPA), as amended. NEPA requires either an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) of the consequences of proposed federal activities and documents how federal agencies plan and carry out their activities to protect and enhance the quality of the environment. Essentially a programmatic statement, this EA presents an overview of potential impacts relating to the proposed federal action.

This chapter provides general background information on the physical, natural, cultural, and socioeconomic resources within the project area and lays the groundwork for the next chapter, "Environmental Consequences" which identifies the potential impacts, either positive or negative, to these resources under the management alternatives presented earlier in this study. Each resource type is broken down into "environmental categories" or "elements" that were selected based on agency and public concerns, regulatory and planning requirements, and known resource issues. The level of detail provided in each is sufficient for this conceptual document, and the impacts that will be described in the next chapter, although general in nature, are based on the interpretation of professionals.

French troops rest during the march in one of the few contemporary depictions of the march that have survived.

It is important to note that upon selection of a preferred management alternative, more detailed plans may be developed for individual actions prior to their implementation.

NATURAL RESOURCES

The following elements make up the natural resources of the route and provide the context to compare the environmental consequences of route management alternatives. The categories are based on federal laws, regulations, and Executive Orders; NPS Management Policies 2001 (NPS 2000); NPS staff recommendations; and the recommendations of others knowledgeable about the route.

Physiology, Soils, and Climate

The proposed route passes through two major physiographic provinces known as the Atlantic Coastal Plain and the Piedmont. The Atlantic Coastal Plain occupies the geologic coastal plain of the Atlantic and Gulf Coast states from Massachusetts to Florida and the border of Texas. This province encompasses a gently rolling topography, interspersed with mountains and steep grades, characterized by extensive inlets and bays and low-lying salt marshes near the Chesapeake Bay. The land is typically no more than 100 feet above sea level while the hills reach between 300 and 400 feet above sea level. A low ridge chain, known as the fall line, separates the tidal lowlands of the Atlantic Coastal Plain with the Piedmont uplands.

The Piedmont, connecting an arc of urban centers from upstate New York to Montgomery, Alabama, is a vast plain of rolling hills crisscrossed

with minor streams, creeks, and rivers. The altitude ranges from 300 to 1,800 feet above sea level. Low mountain chains and isolated rocky areas are also present.

Throughout most of the eastern United States, soils can be generally classified as podzolic in its broadest sense. Northern soils tend to have more podzolic characteristics while the more southern soils have laterites. Podzolic soils of the eastern U.S. are more fertile than either typical podzols or true laterites. Soils in the Atlantic Coastal Plain are also typically sandy and low in mineral nutrients, therefore unable to hold large amounts of water. Better and more fertile soils can be found farther inland. In the Piedmont province soils tend to contain more clay because they were formed in place rather than formed elsewhere and transported by wind and water.

Rain is distributed fairly evenly throughout the year without a specific wet or dry season; however, climate over the length of the route varies. There is considerable difference in temperature, ranging from short summers and severe winters with possible heavy snow in the northern states to long growing seasons and milder winters in the southern states.

Surface Waters

Surface waters make up a significant portion of the route taken by Continental and French forces to Yorktown. The route passes across numerous inland and coastal waters, with harbors, canals, streams, reservoirs, ponds, lakes and wetlands. Notable major water features that the troops encountered include the Narragansett Bay, Connecticut River, Hudson River, Delaware River, Delaware Bay, Schuylkill River, Christiana River, Susquehanna River, Potomac River, York River, and the James River.

The Chesapeake Bay, which represents a large part of the route, is a resource of international significance. Historically one of the most productive estuaries in the world and the largest in North America, it lies totally within the Atlantic Coastal Plain; however, its watershed includes portions of the Piedmont. The bay is approximately 200 miles long, stretching from the mouth of the Susquehanna River in Havre de Grace, Maryland, to Norfolk, Virginia. Five rivers provide approximately 90% of the bay's freshwater volume. Four of these—the Susquehanna, Potomac, York, and James—were used by Washington and Rochambeau's troops as they made their way to Yorktown.

The French forces crossed the Atlantic Ocean and shipped equipment for the siege down the coast to Yorktown. The main contingent of the French army lodged on ships in Boston Harbor in 1782.

Air Quality

Air quality varies across the study area. In rural areas of Connecticut and Virginia for example, levels of nitrogen dioxide (NO2), ozone (O3), sulfur dioxide (SO2), particulate matter (PM), carbon monoxide (CO), and lead (Pb) are consistently low and visibility is high. In densely populated areas high levels of ozone and other pollutants occur frequently during summer months and may cause hazy conditions. These locations, New York–Northern New Jersey–Long Island in particular, are classified by the Environmental Protection Agency as ground-level ozone nonattainment areas. Air quality is closely linked with the use of fossil fuels and energy consumption associated with urbanization. Acid rain depositions also vary across the study area; however, the levels are largely the result of emissions outside of the study area.

Vegetation

Deciduous forests once covered much of the eastern half of the United States; today approximately 62% of the area is forested. Large stands of white pine common in the 18th century were cut down during the 19th and 20th centuries. Extensive pine forests can still be found in the Atlantic Coastal Plain, with pitch pine (*Pinus rigida*) the dominant species in the north and loblolly pine (*Pinus taeda*), slash pine (*Pinus caribaea*), and longleaf pine (*Pinus australis*) more abundant farther south. The Piedmont province is typically a mix of hardwood forests and softwood barrens. Species of basswood (*Tilia*), beech (*Fagus*), buckeye (*Aesculus*), hickory (*Carya*), maple (*Acer*), oak (*Quercus*), and tulip trees (*Liriodendron*) are also present. Beech and sugar maple (*Acer saccharum*) are increasingly abundant in the better soils with oak and hickory often occupying drier, more exposed sites. In fairly moist lowland areas, there are hardwoods such as beech, sweet bay (*Magnolia virginiana*), and several species of oak replacing pines. Goldenrods (*Solidago*) and asters (*Compositae*) are the most common flowers, as is ragweed (*Ambrosia*), a member of the aster family. Mountain laurel (*Kalmia latifolia*) and ferns (*Tracheophytes*) flourish on the forest floor, as do poison ivy (*Toxicodendron radicans*) and Virginia creeper (*Parthenocissus quinquefolia*). Moving closer to the shoreline and bay areas, various species of salt grasses and American holly (*Llex opaca*) are found. Many other plant species are common in the study area.

Fish and Wildlife

Today, the mixed vegetation patterns exhibited in and along the land portion of the route provide habitat for numerous species of invertebrates, fish, birds, reptiles, amphibians, and mammals. Among these, gray squirrels (*Sciurus carolinensis*), gray foxes (*Urocyon cinereoargenteus*), white-tailed deer (*Odocoileus virginicus*), and rabbits (*Oryctolagus cuniculus*) are prevalent in more open areas. As the deciduous trees mature and begin to hollow out, raccoons (*Procyon lotor*) have been attracted to the area.

The Chesapeake Bay region presented a viable habitat for black ducks (*Anas rubripes*), wood ducks (*Aix sponsa*), striped bass (*Morone saxatilis*), blue crabs (*Callinectes sapidus*), and oysters (*Ostrea edulis*), which were probably used for food supplements for the troops while camping in and around the rivers and bay area. Common snapping turtles (*Chelydra serpentina*), northern water snakes (*Nerodia sipedon*), white perch (*Morone americana*), and blue herons (*Ardea herodias*) were prevalent in these areas. Along the rivers and streams, opossum (*Didelphis marsupialis*) and beaver (*Castor canadensis*) were found.

Endangered or Threatened Species

The study area provides habitat for many plant and animal species of special concern. Federally listed threatened or endangered species occurring near the route, as determined by the U.S. Fish and Wildlife Service, are recorded in table 5.1. Other species of concern that may occur in the study area are recorded in table 5.2. The states of Connecticut, Massachusetts, Maryland, Pennsylvania, and Virginia maintain Internet sites where general mapping of these species is available, allowing species to be pinpointed within specific counties the route passes through. The remaining states provide general statewide information, thus some of the species listed on table 5.2 may not be found directly along the route.

Table 5.1 | *Federally Listed Species*

STATUS	SPECIES	STATES-FOUND
T	Amaranth, seabeach (*Amaranthus pumilus*)	DE, MD, NJ, NY, VA
E	Amphipod, Hay's Spring (*Stygobromus hays*)	DC
E	Bat, Indiana (*Myotis sodalis*)	NJ, NY
T	Beaked-rush, Knieskern's (*Rhynchospora knieskernil*)	DE, NJ
E	Chaffseed, American (*Schwalbea americana*)	MD, NJ
E	Darter, Maryland (*Etheostoma sellara*)	MD
T	Eagle, bald (*Haliaeetus leucocephalus*)	CT, DC, DE, MA, MD, NJ, NY, PA, RI, VA
E	Harperalla (*Ptilimnium nodosum*)	VA
T	Joint-vetch, sensitive (*Aeschynomene virginica*)	MD, NJ, VA
T	Pink, swamp (*Helonias bullata*)	DE, MD, NJ, VA
T	Pogonia, small whorled (*Isotria medeoloides*)	DE, NJ, NY, RI, VA
T	Plover, piping – except Great Lakes watershed (*Charadrius melodus*)	CT, DE, MA, MD, NJ, NY, RI, VA
E	Plover, piping – Great Lakes watershed (*Charadrius melodus*)	NY
T	Rabbit, New England cottontail (*Sylvilagus transitionalis*)	CT, MA, NY, RI
T	Sea turtle, green (*Chelonia mydas*)	CT, DE, MA, NY, VA
E	Sea turtle, hawksbill (*Eretmochelys imbricate*)	DE, MA, NJ, NY, RI, VA
E	Sea turtle, Kemp's Ridley (*Lepidochelys kempil*)	CT, DE, MA, NJ, NY, RI, VA
E	Sea turtle, leatherback (*Dermochelys coriacea*)	CT, DE, MA, NJ, NY, RI, VA
T	Sea turtle, loggerhead (*Caretta caretta*)	CT, DE, MA, NJ, NY, RI, VA
E	Sturgeon, short-nosed (*Acipenser brevirostrum*) [under jurisdiction of NOAA]	CT, DE, MA, MD, NJ, NY, RI
E	Tern, roseate (*Sterna dougallii dougallii*)	CT, MA, NJ, NY, RI, VA
T	Tiger beetle, northeastern beach (*Cicindela dorsalis dorsalis*)	MA, MD, NJ, RI VA
T	Tiger beetle, Puritan (*Cicindela puritana*)	CT, MA
T	Turtle, bog (*Clemmys muhlenbergil*)	CT, DE, MD, NJ, NY, PA
E	Wedgemussel, dwarf (*Alasmindonta heterodon*)	MA, MD, NJ, NY, VA
E	Whale, finback (*Balaenoptera physalus*)	DE, NJ, NY, RI
E	Whale, humpback (*Megaptera novaeangliae*)	DE, NJ, NY, RI

E = ENDANGERED

T = THREATENED

Table 5.2 | Other Species of Concern

SPECIES	STATES-FOUND
Beakrush, grasslike (*Rhynchospora globularis*)	MD
Beetle, American burying (*Nicrophorus americanus*)	MA, MD, RI
Burnet, Canada (*Sanguisorba Canadensis*)	MD
Butterfly, Karner blue (*Lycaeides melissa samuelis*)	NY
Campion, snowy (*Silene nivea*)	MD
Clammyweed (*Polanisia dodecandra*)	MD
Darter, Maryland (*Etheostoma sellara*)	MD
Dropwort, Canby's (*Oxypolis canbyl*)	DE, MD
False Solomon's seal, star-flowered (*Smilacina stellata*)	MD
Fame flower (*Talinum teretifolium*)	MD
Fern, American hart's-tongue (*Asplenium scolopendrium var. americanum*)	NY
Fern, climbing (*Lygodium palmatum*)	MD
Featherbells (*Stenanthium gramineum*)	MD
Flax, grooved (*Linum sulcatum*)	MD
Gerardia, sandplain (*Agalinis acuta*)	MD, NY, RI
Goldenrod, Houghton's (*Solidago houghtonil*)	NY
Jacob's ladder (*Polemonium vanbruntiae*)	MD
Leonard's skullcap (*Scutellaria leonardii*)	MD
Loosestrife, lowland (*Lysimachia hybrida*)	MD
Lousewort, swamp (*Pedicularis lancelata*)	MD
Manatee, West Indian (*Trichechus manatus*)	VA
Meadow parsnip, purple (*Thaspium trifoliatum*)	MD
Monkshood, northern wild (*Aconitum noveboracense*)	NY
Mountain-mint, whorled (*Pycnathemum verticillatum*)	MD
Pondweed, flat-stemmed (*Potamogeton zosteriformis*)	MD
Pondweed, large-leaved (*Potamogeton amplifolius*)	MD
Puma (=*cougar*), eastern (*Puma (=Felis) concolor cougar*)	DC, DE, NJ, NY, RI
Redhead grass (*Potamogeton richardsonii*)	MD
Roseroot, Leedy's (*Sedum integrifolium ssp. leedyl*)	NY
Smartweed, stout (*Polygonum robustius*)	MD

Table 5.2 | Other Species of Concern

SPECIES	STATES-FOUND
Snail, Chittenango ovate amber (*Succinea chittenangoensis*)	NY
Snakeroot, Seneca (*Polygala senega*)	MD
Squirrel, Delmarva Peninsula fox (*Sciurus niger cinereus*)	DE, MD, VA
Stitchwort, trailing (*Stellaria alsine*)	MD
Sturgeon, Atlantic (*Acipenser oxyrinchus*)	MA, MD
Tern, least (*Sterna antillarum*)	MA
Trillium, drooping (*Trillium flexpes*)	MD
Valerian (*Valeriana pauciflora*)	MD
Water-plantain, spearwood (*Ranunculus ambigens*)	MD
Whale, finback (*Balaenoptera physalus*)	DE, NJ, NY, RI
Whale, humpback (*Megaptera novaeangliae*)	DE, NJ, NY, RI
Witchgrass, wiry (*Panicum flexile*)	MD
Wolf, gray eastern distinct population segment (*Canis lupus*)	NJ, NY, RI
Woodpecker, red-cockaded (*Picoides borealis*)	MD, VA

The National Marine Fisheries Service identifies the presence of essential fish habitat in areas of Narragansett Bay, the Hudson River, Delaware River, and Chesapeake Bay including its tributaries. These aquatic habitats are designated as essential for certain species or life stages of species that are federally managed. Such species include Atlantic cod, cobia, flounder, haddock, hake, mackerel, and shark among others.

Natural Landmarks

The study area contains numerous National Natural Landmarks (NNL), federal designation of the country's best examples of biological and geological features in both public and private ownership. Eleven NNLs have been identified as proximate to the route. These include the following:

- Chester Cedar Swamp, Chester, Middlesex County, Connecticut
- Dinosaur Trackway, Hartford County, Connecticut
- Great Swamp, Morris County, New Jersey
- Iona Island Marsh, Rockland County, New York
- Mianus River Gorge, Westchester County, New York
- Moggy Hollow Natural Area, Somerset County County, New Jersey
- Pachaug-Great Meadow Swamp, New London County, Connecticut
- Palisades of the Hudson, Rockland County, New York
- Tinicum Wildlife Preserve, Philadelphia County, Pennsylvania
- Troy Meadows, Morris County, New Jersey
- William L. Hutcheson Memorial Forest, Somerset County, New Jersey
- Wissahickon Valley, Philadelphia County, Pennsylvania

CULTURAL RESOURCES

A complete inventory of the cultural resources located in the study area is beyond the scope of this study. Many thousands of cultural resources are located between Boston, Massachusetts, and Yorktown, Virginia. These include numerous national park units and National Historic Landmarks, among even more numerous National Register properties that protect a diverse spectrum of architectural, landscape, archeological, collections, and ethnographic resources. Examples include the Statue of Liberty and the collection of the Smithsonian Institution. The vast majority of these resources would not be affected by the management alternatives described for the Washington-Rochambeau Revolutionary Route. For this reason, the study team identified only cultural resources related to the route. As of the date of this report, not all states have concluded cultural resource surveys of the route. Several state studies are underway or planned. Within this limitation it is yet possible to broadly categorize cultural resources found along the route. Many sites are listed in the National Register or are designated as NHLs. Others are eligible for designation. No ethnographic resources have been identified; however, several Native American tribes are known to have lived in the study area and participated in the route, and a few French and American patriotic organizations regularly commemorate certain events associated with the route, such as the siege at Yorktown.

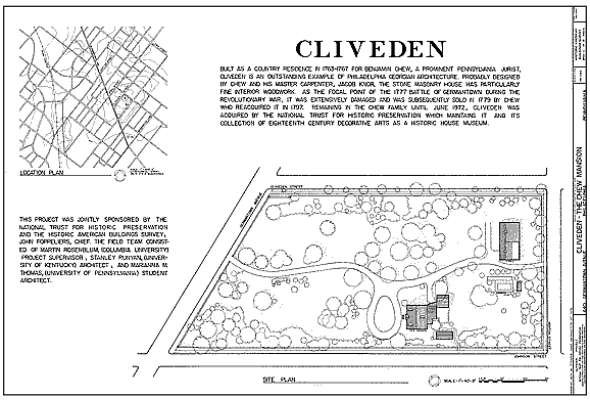
Six types have been identified using the criteria described in *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (NPS 1997). Along with a more complete inventory of route-related resources organized by state provided in Appendix B, this analysis addresses the congressional mandate in the Washington-Rochambeau Revolutionary Route National Heritage Act of 2000 to identify the full range of resources associated with the route. The resource types are:

Campsites and Bivouacs

Campsites and bivouacs, together with the historic route segments, are the most significant resources of the route because they pertain directly to the march. There are at least 40 identified campsites and bivouacs on the way to Yorktown and an additional 55 on the return march. Some are unmarked, others revealed only by signs and monuments.

Historic Road Segments and Landscapes

Connecticut has the longest continuous segments of the route to survive with physical attributes intact. So far, it is the only state along the route where known preserved route segments resembling wagon roads, original bridges, and stone walls that historically lined stretches of the route have been documented, nominated, and listed in the National Register. These segments survived because they were bypassed when the roads were straightened and improved at various times in the 20th century. Virginia also has some intact route segments located on military bases and not accessible to the general public, and others which have been improved and blacktopped such as Route 17 from Gloucester to Fredericksburg. The Virginia state legislature designated the route from Mount Vernon to Yorktown as the Washington-Rochambeau Highway in 1980. Other states have road segments and landscape features pertaining to the route.



Cliveden or Chew House, Pennsylvania.

Buildings and Building Sites

To date, over 150 buildings and sites have been identified along the route, many of which are National Historic Landmarks, and even more of which are listed in the National Register. Appendix B lists many of these sites, but does not represent a comprehensive tally. Further inventory and research will likely identify other sites.

Several former taverns in which French officers lodged while on the route still stand in Connecticut.

Archeological Resources

There are many archeological sites associated with the route. Most are campsites—about 95 along the route. Some campsites may also include American Indian archeological resources. Other resources include the ships which Cornwallis scuttled near Yorktown as de Grasse gained control of Chesapeake Bay. The wrecks are listed in the National Register as underwater archeological resources. Other sites, such as Beverwyk in New Jersey, reflect different aspects of the route. Beverwyk was once home to two families: the Abraham Lott family and the Lucas von Beverhoudt family. Throughout the Revolutionary War, Beverwyk was a significant plantation where noted individuals were entertained including George Washington and the marquis de Lafayette. The site, now a lawn and parking area, was excavated in the summer of 2000. Archeologists uncovered numerous personal items from the 18th century including buttons from Revolutionary War uniforms and slave artifacts. The site is National Register eligible and listed in the New Jersey Register of Historic Places.

Tombstone and Grave Markers

There are several cemeteries for both American and French soldiers in Connecticut, New York, Rhode Island, and Virginia.

Plaques, Tablets, and Statues

Sixteen plaques have been identified that recognize events and leaders associated with the route. They were placed by a variety of federal, state, and local authorities or patriotic organizations such as the Daughters of the American Revolution, Sons of the American Revolution, historical societies, or private organizations such as Rotary Clubs. Markers along the route take many forms. Department of Transportation markers were erected along roadsides in Connecticut and Virginia. A number of markers have been placed by local historical societies in New York at sites where officers and troops stayed. In Virginia, various markers near sites of significance were part of an early-20th-century program. In the last two years, additional interpretive signage has been developed for sites along the route.

VISITOR USE AND EXPERIENCE

Over 100 NPS units and 500 state parks are in proximity to the route, including many related to the Revolutionary War. Minute Man NHP, Longfellow NHS, and Boston NHP units in Massachusetts, Morristown NHP in New Jersey, Independence NHP and Valley Forge NHP in Pennsylvania, and Colonial NHP in Virginia are a few of many sites administered by the National Park Service with specific ties to


Faneuil Hall along the Freedom Trail in Boston, Massachusetts.

the American Revolution. Non-federal sites such as Boston Common and Washington's New York Headquarters in Newburgh, New York (which became the first designated state historic site in the country), are also easily accessible from the route.

Each of these sites offers some interpretation of the Washington-Rochambeau Revolutionary Route. However, no National Park Service unit or heritage area offers visitors a clear portrait of the critical collaboration between the French and American military that culminated in the siege of Yorktown, the crucial contributions of France toward the achievement of American independence, and the truly global scope of the war effort during this period of national history. Nor do existing National Park Service units or other organizations protect the numerous resources representative of the route, such as campsites or walking trail segments.

There are a few non-federal facilities that specifically interpret the route. Recent efforts in Connecticut have placed interpretive exhibits at several sites, such as Lebanon Green. At the southern end of the route, the Virginia Department of Transportation has installed markers identifying the Washington-Rochambeau Highway between Mount Vernon and Yorktown. Increasingly, special interest organizations and states are developing interpretive materials for tourists.

Table 5.3
Visitation at Select Related NPS Units

UNIT	ANNUAL VISITORS
BOSTON NHP AND FREEDOM TRAIL, MA	1,891,803
COLONIAL NHP, VA	5,411,169
INDEPENDENCE NHP, PA	3,857,995
MINUTE MAN NHP, MA	1,070,526
MORRISTOWN NHP, NJ	307,770
VALLEY FORGE NHP, PA	6,631,551

Other significant recreational experiences are available for visitors on or near the route. Millions enjoy the recreational opportunities of waterways such as the Narragansett and Chesapeake Bays, and the Hudson, Delaware, and James Rivers. The East Coast Greenway, the nation's first long-distance interurban trail network, connects major urban centers along the East Coast. This off-road recreational trail closely overlays the Washington-Rochambeau route between New Jersey and Maryland. The Appalachian National Scenic Trail, a 2,174-mile footpath from Maine to Georgia, runs close to the route through every state except Rhode Island. Another trail predominantly for vehicles, the New Jersey Coastal Heritage Trail, extends along coastal New Jersey to Cape May on the Atlantic Coast and west along the Delaware Bay to the Delaware Memorial Bridge south of Philadelphia. Established in 1988 by the NPS, this trail is divided into five regions linked by the common heritage of life on the Jersey shore. Numerous other trails intersect the route, including the Potomac Heritage National Scenic Trail and the proposed Captain John Smith and Metacomet-Mattabesett-Monadnock trails.

SOCIOECONOMIC RESOURCES

Land Use and Ownership

Massachusetts represents the northern end of a somewhat continuous belt of dense settlement that ends in the Virginia suburbs of Washington, D.C. The route passes through major cities such as Boston, Providence, Philadelphia, Annapolis, Baltimore, and Washington, D.C. But the route also passes through areas with an abundance of natural, historic, scenic, and recreational resources, particularly in Rhode Island, Connecticut, and Virginia. Much of Connecticut and the Maryland Peninsula between the Chesapeake Bay and the Potomac River provide a less urbanized area with a variety of woodland, farmland, and pastures. In Virginia, water-based segments extend down the

Chesapeake Bay while land-based segments return to a more rural landscape along Route 17, the designated Washington-Rochambeau Highway to Yorktown. Overall, the majority of the route is on or near publicly accessible roads and waterways with very little private ownership. However, the ownership of historic sites along the route is a patchwork of private (individuals and historical societies) and public (federal, state, local governments).

Population

In the 2000 census, the combined population of the states along the route was 57,902,300. Table 5.4 shows the breakdown of population by state in 1780 and in 2000. The historic route ran through most of the major cities on the Eastern Seaboard from Massachusetts to Virginia. This population is represented in Congress by over 70 legislators.

Table 5.4 | Population Levels

STATE	CIRCA 1780 POPULATION	2000 POPULATION
CONNECTICUT	206,700	3,405,565
DELAWARE	45,400	783,600
MARYLAND	245,500	5,296,486
MASSACHUSETTS	317,700	6,349,097
NEW JERSEY	139,600	8,414,350
NEW YORK	210,500	18,976,457
PENNSYLVANIA	327,300	12,365,455
RHODE ISLAND	52,900	1,003,464
VIRGINIA	538,000	7,078,515
WASHINGTON, D.C.	NA	572,059
SUBTOTALS	2,083,600	57,902,300
NATIONAL TOTAL	2,677,600*	281,421,906
% OF NATIONAL POPULATION	78%	21%

* Original 13 colonies

Tourism

The study area offers a wide variety of tourism opportunities. There are destinations for local, regional, out-of-state, and international visitors. Over 65 million people visit the East Coast each year to enjoy parks, historic sites, and recreational areas. Although statistics for states along the route vary in terms of available reports and the measurements they utilize, tourism is a substantial part of each state's economy. In 2001, around $10 million was spent by visitors to Connecticut. In Maryland during 2003 nearly 20 million person-trips were taken, with 83% of visitors traveling for pleasure and spending on average $310 in the state. Tourism brought $15.2 billion to the coffers of Virginia in 2003; it also accounted for nearly 8% of total employment there. While tourism is virtually the only industry in the Pocono Mountains of Pennsylvania, it is the second most important aspect of Washington, D.C.'s economy, accounting for 18 million visitors each year. The nearby beaches of Ocean City, Maryland, and the Delaware and New Jersey coasts also attract substantial numbers of tourists. Whether in the city or countryside, visiting historic sites is popular: Mount Vernon alone draws almost a million visitors a year (918,324 in 2004).

TRANSPORTATION AND ACCESS

Airports and highways are the most used types of transportation in the study area. Large airports near the route include Baltimore, Boston, Newark, Philadelphia, and Ronald Reagan Washington National. There are over 35,460 miles of public roads and 566 miles of interstate in the study area. Interstate 95 runs

north and south along the entire length of the East Coast and is easily accessible to all portions of the route. The Pennsylvania and New Jersey turnpikes are other major thoroughfares. While these run through a large part of the study area, only about 10% of the route follows interstates. Most segments travel a modern route for approximately 15 to 20 miles before changing onto state highways and two-lane secondary roads which more closely align with the route. While the names of the roads have changed, many include historic segments followed by the troops. This is evident in Virginia, particularly with the Washington-Rochambeau Highway.

Waterways, seasonal ferries, water shuttles, street rail, subway, and train are also transportation options. Over 1,000 miles of rail lines are present in and around the study area, and the major cities Boston, New York, Philadelphia, Baltimore, and Washington, D.C. are linked for passenger travel by Amtrak. Water taxis have become popular modes of transportation between Baltimore and Annapolis. Although ferries continue to operate in various places along the route, they are not comparable to the ones used during the march. Typically, today's ferry operates seasonally and is used primarily to transport tourists and their cars across rivers.

OPERATIONS AND ADMINISTRATION

Currently, the NPS provides no staff or funding dedicated solely to the Washington-Rochambeau experience. While there are numerous publicly owned and publicly accessible resources along the route, including many NPS sites, no one entity is responsible for coordinating interpretation and protection of resources specifically related to the march.

One of the largest supporters of the route is the W3R-USA, a nine-state partnership designed to support federal designation of the route as a national historic trail and to educate the public on its history. Part of their objectives and activities include supporting the route as a key Revolutionary War heritage tourism/heritage education attraction, encouraging research to document the places and events of original route activities, working with local preservation groups to save and restore sites along the route, and promoting tours of the route. The W3R is a nonprofit organization that receives no federal funding and relies on volunteers to accomplish its mission.

6 | Environmental Consequences

OVERVIEW

National Park Service policy requires an Environmental Assessment (EA) be prepared to evaluate the potential consequences (impacts) that would result from implementing alternatives (A) No Action and (B) National Historic Trail on the environment of the Washington-Rochambeau Revolutionary Route study area. The Council on Environmental Quality (CEQ) regulations for implementing the National Environmental Policy Act (NEPA) require assessments of potential consequences to existing physical, natural, cultural, and socioeconomic conditions. For purposes of this study, the resources to be evaluated under these categories are: Natural Resources; Cultural Resources; Visitor Use and Experience; Socioeconomic Resources; Transportation and Access; and Operations and Administration. In compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA) this chapter includes assessments of the effects of the alternatives on historic properties.

Elements of the landscape along the route in Connecticut.

The previous chapter lists each resource category that federal actions might impact. This chapter provides a general description of the environmental consequences to those resources that might result from implementation of management alternatives A and B, and discusses generalized measures to minimize those consequences. Because Alternative B establishes broad management guidelines rather than specific and detailed ones, the analysis of the impacts and measures to minimize them are generic in nature. This analysis does not mean to suggest that these measures would work for every site or be applied to any site without further study.

Implementation of Alternative B – National Historic Trail may require additional environmental analysis. Further study could include site-specific compliance prepared in consultations with the Environmental Protection Agency, U.S. Fish and Wildlife Service, the appropriate State Historic Preservation Officers, the Advisory Council on Historic Preservation, interested American Indian tribes, and other appropriate state and federal agencies.

METHODOLOGY FOR ASSESSING IMPACTS

The impact analyses were developed by an interdisciplinary team, and are based on review of existing literature and NPS studies, information provided by knowledgeable persons within the NPS and other agencies, professional judgments and insights, and public input.

Impact Thresholds

Potential impacts within this document are described as beneficial or adverse.

A **beneficial impact** produces a positive change in the condition or appearance of the resource

or a change that moves the resources toward a desired condition.

An **adverse impact** results in a negative change that moves the resource away from a desired condition or detracts from its appearance or condition.

Under the Advisory Council on Historic Preservation's regulations a determination of adverse effect or no adverse effect must be made for affected National Register listed or eligible cultural resources. An adverse effect occurs whenever an action alters directly or indirectly any of the characteristics of a cultural resource that qualify it for inclusion in the National Register, i.e. diminishing the integrity (the extent to which a resource retains its historic appearance) of the resource's location, design, setting, materials, workmanship, feeling, or association. Adverse effects also include reasonably foreseeable effects caused by the alternatives that would occur later in time, be farther removed in distance, or be cumulative (36 CFR 800.5(a)(1)). A determination of no adverse effect means there is an effect, but the effect would not meet the criteria of adverse effect (36 CFR 800.5(b)).

In this study the criteria for characterizing the severity or intensity of impacts to National Register listed or eligible resources are the Section 106 determinations of effect: adverse effect or no adverse effect. Beneficial effects are not recognized.

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires that all federal agencies incorporate environmental justice into their missions. They are to identify and address disproportionately high and adverse human health or environmental effects of their programs and policies on minorities and low income populations and communities. Neither of the alternatives are expected to have any direct or indirect adverse effects on human health or the environment regarding any minority or low-income population. However, if the trail is designated as a national trail and comes under federal administration, this Executive Order must be considered during preparation of the comprehensive trail management plan or other action plans to ensure compliance.

Impairment to Resources Located in National Park Areas

In addition to determining the environmental consequences of the alternatives, *NPS Management Policies 2001* (NPS 2000) and *Director's Order #12: Conservation Planning, Environmental Impact Analysis, and Decision Making* (DO #12) require analysis of potential impacts to determine whether or not actions would impair park resources.

A fundamental purpose of the NPS, as provided for in its Organic Act (1916) and reaffirmed by the General Authorities Act (1970) as amended in 1978, begins with a mandate to conserve park resources and values. However, the laws do give NPS management discretion to allow impacts to park resources and values when necessary and appropriate to fulfill the purposes of the park, as long as the impacts do not constitute impairment of the affected resources and values. Although Congress has given NPS management discretion to allow certain impacts within parks, that discretion is limited by the statutory requirements that NPS must leave park resources and values unimpaired, unless a particular law directly and specifically provides otherwise. The prohibited impairment is an impact that, in the professional judgment of the responsible NPS administrator, would harm the integrity of park resources

or values, including opportunities that would otherwise be present for the enjoyment of those resources and values. An impact would be likely to constitute impairment to the extent it affects a resource or value whose conservation is:

1) Necessary to fulfill specific purposes identified in the establishing legislation of a park;
2) Key to the natural or cultural integrity of the park or to opportunities for enjoyment of the park; or
3) Identified as a goal in the park's general management plan or other relevant planning documents.

Impairment may result not only from activities in managing the park, but also visitor activities or activities undertaken by concessionaires, contractors, and others operating in the park. An impairment determination is provided for each impact topic where appropriate, within the conclusion section of each alternative.

Cumulative Impacts

The CEQ regulations that implement NEPA require an assessment of cumulative impacts in the decision-making process for federal projects. Cumulative impacts are defined as impacts that result when the impact of the proposed action is added to the impacts of other present and/or reasonable foreseeable future action, regardless of what agency (federal or non-federal) or person undertakes such other actions (40 CFR 1580.7).

Numerous projects are occurring and will continue to occur in and around the route area. Because of the size and magnitude of the more than 600-mile route, no attempt has been made to capture specific, individual projects. However, most projects undertaken along the proposed route would typically fall into one of two categories: transportation and development. These are evaluated in the cumulative impact analysis in conjunction with the impacts to particular natural and cultural resources, visitor use and experience, or socioeconomic resources at the conclusion of each alternative assessment.

ALTERNATIVE A – NO ACTION

Impacts to Natural Resources

There would be no new federal action under this alternative. Existing adverse impacts on natural resources would continue to occur. Irreversible damage to the resources and landscapes could occur as a result of incompatible development. Damage caused by the use of informal trails established by visitors looking for the route would continue. Access points to and from water routes would remain in their current locations which could cause localized impacts. Individual state efforts to promote and protect natural resources, under each state's laws, would continue to be uncoordinated and inconsistent.

Impacts to Cultural Resources

There would be no new federal action under this alternative. There would be no new dedicated federal funds available to preserve historic resources; however, specific programs or sites could seek support from existing federal programs or utilize state, local and private funds.

Parts of the route located on NPS property would receive protection under existing federal resource protection laws; however, the responsibility for privately owned land would continue to remain in the hands of local citizens, organizations, local and state government, and private owners.

Existing locally based and state-level efforts to research stories associated with the route and inventory resources would continue; however, dispersed efforts would limit opportunities to expand the number of documented segments and sites associated with the route and to enhance understanding of the integral story. There would be limited coordination of efforts to support inter-

pretation and preservation of route segments and cultural resources associated with the route.

No formal management plan would be implemented to coordinate efforts to protect cultural resources. Resource deterioration would continue: historic route segments, and associated sites and structures could fall into disrepair, continue to deteriorate, be inappropriately developed, causing loss of historic integrity, or be demolished entirely. The integrity of historic landscapes and viewsheds could be diminished. Archeological sites would continue to be in danger of vandalism and inappropriate use. For the purposes of Section 106, the determination of effect would be no adverse effect.

Impacts to Visitor Use and Experience

There would be no new federal action under this alternative. There would be no new federal funding available for new programs, although specific sites could seek support under existing federal programs where applicable or utilize state, local, and private funds.

No formal management plan would be implemented, and efforts to interpret the route would remain limited and vary widely from state to state. The national significance would not be apparent because the interrelation of the route and its associated sites would not be understood as a whole due to the fact that some segments of the route are interpreted while others receive limited or no attention. As a result, it would be difficult for visitors to fully understand and appreciate the entire route and its role in the American struggle for independence. Various sporadic efforts to enhance public awareness would continue and would focus primarily on local resources without reference to the broader significance of the route.

Marking of the route would continue to be inconsistent or nonexistent. Confusing and sometimes contradictory signage would continue to limit visitor awareness and understanding of the route.

Impacts to Socioeconomic Resources

There would be no new federal action under this alternative. There would be neither change in benefits to local economies from visitation to the route and its associated resources, nor change in employment, development opportunities, or retail trade from tourism due to this alternative.

Impacts to Transportation and Access

There would be no new federal action under this alternative. Transportation and access improvements and construction would occur primarily in response to regional development and traffic pressures. Consideration of access issues associated with the route and associated historic resources would be made on a case-by-case basis. Compliance with state and local laws would be required. NEPA compliance would be required only if the project included federal funding.

Impacts to Operations and Administration

There would be no new federal action under this alternative. It is unlikely that there would be a coordinating management entity to promote, protect, and interpret the route and its associated resources; however, the efforts of the W3R-USA as coordinating entity may continue on a limited basis. These efforts would likely consist of promoting interpretation of the 225th anniversary of the route. There would be no new federal funds to operate or maintain the route or associated resources beyond existing federal programs and that which is currently being done in existing NPS units. The NPS would not devote additional staff or other resources to the route. Various efforts would continue with each state or locality working independently, as part of a group, or not at all.

Impairment

There would be no impairments under the "no action" alternative. Adoption of this alternative would have a negligible adverse impact on the existing resources or values of related national park system units. Parts of the route located on

NPS property would continue to receive protection under existing management plans and federal resource protection laws. There would be no impacts that harm the integrity of critical park resources or values.

Cumulative Impacts

There would be no new federal action under this alternative. Transportation and development projects such as road improvements, tree removal, or destruction of wildlife habitat in and around the route would continue to negatively impact the physical environment. They could also impact cultural resources by juxtaposing incompatible new design adjacent to or in the middle of the historic route segments, or cause loss of integrity or demolition at historic sites.

Transportation and access improvements and construction would occur primarily in response to regional development and traffic pressures. These could have a beneficial impact by improving visitor access to the route; however, road improvements would not necessarily take access points into consideration. When they did consider access points, there could be a negative impact on traffic and socioeconomic patterns by adding traffic and increasing tourism in sensitive areas without coordinated consideration of ways to mitigate their impact.

CONCLUSION

There would be no new federal action under the "no action" alternative; therefore, there would be no significant impact to existing conditions from implementing Alternative A. For the purposes of Section 106, the determination of effect would be no adverse effect on cultural resources. There would be no impairment of resources or values within the national park system.

ALTERNATIVE B – NATIONAL HISTORIC TRAIL

Impacts to Natural Resources

There could be both adverse and beneficial impacts to natural resources due to federal action as a result of national historic trail designation. The beneficial impacts would result from the comprehensive trail management plan that would provide a framework for the protection of natural resources and promote best practices to safeguard them. NPS interpretive programs would likely increase public awareness of the relationships between natural resources and historic events. The potential adverse impacts that would be mitigated through the trail management plan include:

- Trail use by pedestrians, bicyclists, and equestrians could impact soils and contribute to erosion. Trail pull-offs, unplanned social trails, and construction of signs and interpretive waysides could impact soils on the small amount of ground required. There could be some disturbance of fish and shoreline vegetation from water-based use of the trail, as well as water contamination associated with increased recreational activities. The management plan would stipulate that trails be planned to be sensitive to conditions in fragile natural resource areas, constructed to impact as little of the natural environment as possible. Trail conditions would be monitored.
- The management plan would provide protocols to ensure that vegetation, erosion, and sedimentation impacts associated with increased visitation would be avoided where possible and when not possible, minimized.

Impacts to Cultural Resources

There would be beneficial impacts to the route and associated historic resources due to national historic trail designation. Impacts would result from the following:

- There would be ongoing annual federal funding to support administration of the route,

as well as enhanced fundraising potential to supplement programs such as assistance to property owners for historic preservation efforts.
- There would be NPS staff dedicated to providing technical assistance to the entire 600-mile route, rather than state by state or only at a local level.
- NPS and a nonprofit trail association would work in partnership with public and private entities to research, maintain, preserve, and interpret historic resources associated with the route.
- A comprehensive trail management plan would include strategies for preservation of cultural resources throughout the route. The plan could help avoid, minimize, and mitigate impacts due to unplanned access and inappropriate development that could effect the integrity of route resources.
- Where possible, extant trail segments would be preserved and made accessible for visitors.
- To ensure professional preservation practices, the management plan would provide guidance and standards for NPS certification of sites encouraging sound preservation and consistent interpretation in accordance with the National Trails Systems Act. Federally assisted, sponsored, or funded projects would be subject to compliance with a variety of resource preservation laws including the National Historic Preservation Act (NHPA) and National Environmental Policy Act (NEPA).

For the purposes of Section 106, the determination of effect would be no adverse effects.

Impacts to Visitor Use and Experience

There would be beneficial impacts on visitor use and experience due to national historic trail designation. Impacts would result from the following:

- A comprehensive trail management plan would include guidance and standards on signage, research, interpretation, and educational content for programs, exhibits, and promotional materials.
- Signage would make the trail easier to follow and allow the trail to serve interpretive, educational, commemorative, and retracement purposes by identifying recreation, driving, and water-based routes.
- A coordinated system of trail markers could not only mark the route, but also provide enhanced interpretation of the overall story of the march while highlighting local elements and/or associated sites.
- Qualifying historic sites and interpretive programs would be certified as provided in the National Trails System Act, ensuring visitors of high standards of preservation and accurate interpretation.
- Improved coordination between interpreted sites would promote complementary and mutually reinforcing interpretive experiences.
- Although limited federal financial assistance would be provided annually, interpretive centers, programs, or experiences could be developed, improved, or created and operated with funds raised by partnerships.

Impacts to Socioeconomic Resources

Increased visitation would result in beneficial impacts to the economies of communities along the route due to national historic trail designation. The benefits would be minor in comparison to the overall economy of the 600-mile route, or even the economic contributions of heritage tourism in the study area. Benefits would likely be unevenly distributed across the route due to differences in accessibility, type of interpretive facilities, and the type and numbers of related historic sites. The beneficial impacts would result from the following:

- Efforts to maintain, manage, protect, and interpret the trail would provide additional

opportunities for tourism. This might also increase demand for support services such as food, lodging, and gas, thus creating localized spending with potential employment and tax revenues.
- Property values could increase if permanent preservation methods were utilized to protect open lands and landscapes.
- Recreational use of the trail in urban and suburban areas would also enhance housing values.
- Benefits would likely be distributed evenly across the route and among rural and urban areas.

Impacts to Transportation and Access

Increased visitation could have a negligible adverse impact on transportation due to increased tourist traffic congestion and pollution as a result of national historic trail designation. To mitigate any potential adverse impact:

- A transportation analysis would be undertaken as part of the comprehensive trail management plan to establish strategies for enhancing access to historic resources.
- All types of traffic circulation along the route would be enhanced by consistent signage marking the route.
- Improved pedestrian and bicycle access along sections of the route would be developed to reduce vehicular traffic.
- Alternative modes of transportation would be encouraged to reduce traffic congestion, noise, and pollution, benefiting the local community and the environment as a whole.
- The trail managers could advocate for a regional approach to transportation planning.

Impacts to Operations and Administration

Federal action would result in beneficial impacts to the operations and administration of route due to national historic trail designation. Impacts would result from the following:

- Ongoing federal funding would support trail administration, interpretation, and resource protection along the entire 600-mile route. Any federal funding would be contingent on NPS funding limitations and priorities.
- A comprehensive trail management plan developed by the NPS in conjunction with partners would enhance agency and stakeholder coordination and more effective resource protection along the entire route.
- In partnership with a nonprofit trail organization and an advisory council, the NPS would provide overall coordination on implementation of the management plan, including issues related to advocacy, commemoration, preservation, and maintenance of resources and fund raising for the entire route.

Impairment

National historic trail designation would not cause impairment. There would be no impacts that harm the integrity of critical park resources or values. Adoption of this alternative may lead related NPS units to modify existing management policies or introduce new visitor programs; however, parts of the route located on NPS property would continue to receive protection under existing management plans and federal resource protection laws.

Cumulative Impacts

Overall, national historic trail designation would have beneficial impacts on the affected environment. NPS management would likely lead to better natural and cultural resource protection by increasing public awareness of their relationship to historic events. The designation would increase visitation, benefiting local economies as well as providing technical assistance and some funding for preservation efforts. The development of a comprehensive trail management plan could help mitigate the impact of transportation and development projects in and around the

route and encourage appropriate road improvements to improve access to the route and signage to improve circulation. The plan would provide for coordinated, consistent, and accurate interpretation of the route.

CONCLUSION

There would be no significant impact to existing conditions from implementing Alternative B, designation of a national historic trail.

For the purposes of Section 106, the determination of effect would be no adverse effect on cultural resources. There would be no impairment of resources or values within the national park system.

Table 6.1 | Summary of Consequences

CATEGORY OF CONSEQUENCES	Alternative A: NO ACTION	ALTERNATIVE B: NATIONAL HISTORIC TRAIL
NATURAL RESOURCES	None	Beneficial impacts, with few adverse impacts
CULTURAL RESOURCES—NEPA	None	Beneficial impacts
CULTURAL RESOURCES—SECTION 106	No adverse effect	No adverse effect
VISITOR USE AND EXPERIENCE	None	Beneficial impacts
SOCIOECONOMIC RESOURCES	None	Beneficial impacts
TRANSPORTATION AND ACCESS	None	Negligible adverse impacts
OPERATIONS AND ADMINISTRATION	None	Beneficial impacts
IMPAIRMENT TO NPS RESOURCES	None	None
CUMULATIVE IMPACTS	None	Beneficial impacts

7 | Consultation and Coordination

OVERVIEW

The requirements of NEPA and NHPA are fulfilled through extensive public involvement in the planning and development of any proposed federal action, consideration of a range of alternative approaches, consideration of potential impacts to the natural, cultural, and socioeconomic environment, and through ongoing consultation. This chapter describes the public involvement and consultations conducted over the course of the study.

The study team briefed the National Conference of State Historic Preservation Officers on the study in March 2002. At the podium is John Shannahan, former State Historic Preservation Officer of Connecticut, who pioneered Washington-Rochambeau Revolutionary Route resource studies.

STUDY PROCESS

The study has been undertaken in several phases. In late 2000, an interdisciplinary study team was assembled, including representation from the two NPS regions (Northeast and National Capital). A planning consultant was added to the team to provide strategic and technical support. The team members are listed in Appendix F.

Early work by the study team focused on understanding the historical events, reviewing past commemorative efforts, current scholarship, completing field reconnaissance of the route, and holding a series of regional public scoping meetings. This work was accomplished in early spring 2002. The meetings and field reconnaissance provided opportunities for the public to express their interests and concerns. A summary of this initial work was presented to State Historic Preservation Officers from the affected states at their annual conference in Washington, D.C., in spring 2002.

The next phase of work focused on evaluating the national significance of the route and defining potential interpretive themes. Led by project historians, the study team analyzed the national significance of the route. The team's draft findings were reviewed by an international panel of scholars at a conference at West Point, New York, in summer 2002. Contributions from the scholars were used to further refine the statement of significance and associated themes. This effort was documented in a preliminary statement of significance that was reviewed by the National Park Service History Program in winter 2003. With the endorsement of the history program, the statement of national significance was submitted to the National Park System Advisory Board in spring 2003. The Advisory Board found the Washington-Rochambeau Revolutionary Route to be nationally significant. A newsletter was distributed in summer 2003 summarizing the progress of the study, highlighting the history program and Advisory Board findings.

Through the fall and winter of 2003–04, the study team undertook additional analyses and research that resulted in an enhanced understanding of the precise routes undertaken by various elements of the armies engaged in the march to Yorktown.

Guided by federal laws, regulation, and NPS policy, the team studied several approaches to preservation and interpretation. Three prelimi-

nary alternatives were developed: "no action," national historic trail, and a heritage concept. The preliminary management alternatives were described in a second newsletter distributed in summer 2004 and public comment on these alternatives was solicited.

Public comments on the preliminary alternatives initiated further consultation, analysis, and refinements by the study team. The team eliminated the heritage concept as infeasible and refined the trail alternative, resulting in the two alternatives which are presented and evaluated in this report: Alternative A, the required "no action" alternative which envisions continued state and local efforts to preserve and interpret the resources without additional federal involvement; and Alternative B, designation of the route as a national historic trail administered by the NPS.

These alternatives have been evaluated, and Alternative B has been identified as the NPS-preferred alternative—the alternative that best preserves and interprets the resources. The team also evaluated the probable impacts to the natural, cultural, and socioeconomic environments associated with each alternative. This is documented in the Environmental Assessment (EA) which is integrated in this report.

PROJECT SCOPING AND CIVIC ENGAGEMENT

Since the beginning of the study in November 2000, this project has engaged interested individuals and organizations in the development of this report. The study team conducted reconnaissance field trips to assess the condition of the resources and determine the feasibility of recreational travel and interpretation along the route, which also allowed the team to meet with interested stakeholders in informal and formal settings. A notice of intent to prepare an EIS as part of the study was published in the Federal Register in March 2002 (Vol. 67, No. 43, Page 9982). Subsequently, the study team conducted publicly advertised meetings, numerous team and work sessions with project partners and stakeholders, and hosted a public symposium of international interdisciplinary experts in an effort to better understand what is historically significant about the proposed resource. The study team held several interdisciplinary roundtables to understand how to best manage, interpret, and preserve the route and associated sites. A project website (*www.nps.gov/boso/w-r*) and newsletters helped communicate project progress and products and solicit input from a broad public audience.

Route Reconnaissance

The study team undertook the following route reconnaissance trips:

1. **October 2001. Rhode Island, Connecticut, and New York.** Meetings with Roger Begin and former Mayor Robert McKenna, Newport, Rhode Island; Alicia Wayland, Lebanon town historian and the Connecticut Historical Commission in Hartford, Connecticut; Tema Harnik, Executive Director of the Lower Hudson Conference, and military historian Dr. James M. Johnson, at the National Maritime Historical Society in Newburgh, New York.

2. **July 2003. New York and New Jersey.** Peekskill, New York, to Trenton, New Jersey, and back to Pines Bridge, New York.

3. **August 2003. Pennsylvania, Delaware, Maryland, Washington, D.C., and Virginia.** Meetings with Lee Anderson, Fort Mifflin; Kim Burdick, executive director for DE-W3R; and tour of Elk Landing and Head of Elk with Fred Allen and Gary Storke. Tour of Washington-Rochambeau sites in Baltimore and Annapolis with Ralph Eshelman; meetings with Jack Warren, historian Society of the Cincinnati; Tanya

Gossett, preservation planner with the American Battlefield Protection Program; and James Rees, executive director at Mount Vernon, Virginia. Meeting with Karen Rehm, historian, Colonial NHP, Virginia.

4. **October 2003. New Jersey, from Pompton to Trenton.** Meeting with historian Richard Simon.

Public Meetings

Three formal public meetings were conducted to describe the project and its objectives and solicit input from a broad public audience regarding the proposed study. Press releases were issued and a notice was published in the Federal Register (Vol. 67, No. 43, Page 9982) prior to the meetings. Meeting notices were sent to individuals listed in a database of stakeholders compiled through internal scoping by the NPS. The study team comprised of representatives from the NPS Northeast and National Capital Regions, and consultants, attended the meetings. All meeting participants were added to the database, which was used as the mailing list for subsequent newsletters.

The public meetings were held in March and April 2002 at three locations geographically distributed across the nine states of the study area. At each meeting, the study team introduced the background and purpose of the project and gave a brief history of the Washington-Rochambeau march in 1781–82 in the context of the Yorktown Campaign. The team also presented preliminary resource conditions, the study process, and a tentative schedule. Following the team's presentation, the public was given the opportunity to identify issues and opportunities related to the project, their interest in the project, and any community resources and events related to the route and/or study.

The public meetings were:

1. **Hartford, Connecticut**, 3/14/02, 1:30–3:30 p.m. at the South Congregational Church, 277 South Main Street

2. **Yorktown, Virginia**, 3/16/02, 1:30–3:30 p.m. in Theater 2 of the Yorktown Visitor Center, Colonial National Historical Park

3. **Trenton, New Jersey**, 4/6/02, 1:30–3:30 p.m. at the Old Barracks Museum, on Barrack Street

Additional public meetings will be held in various locations along the route to obtain public comments on this report.

Conferences, Symposia, Work Sessions, and Other Outreach

The following represent significant conferences, symposia, and work sessions for the study:

- Presentation to the National Conference of State Historic Preservation Officers, Washington, D.C., 3/17/02. A project outline and description of the route was shared. Input was solicited from SHPOs in the study area.
- Stakeholders meeting at National Park Service National Capitol Region, 3/18/02. A project outline and description of the route was shared. Input on the study was solicited from representatives from the French Embassy and several patriotic groups headquartered in Washington, D.C. shared their interests with the study team.
- Washington–Rochambeau Revolutionary Route Scholars Symposium for review of the historical significance of the 1781 march. U.S. Military Academy at West Point, New York, 6/15/02. Presenters included: Sue Kelly, New York Congresswoman; Jean-René Géhan, Counselor for Cultural Affairs to the French Embassy; and Dr. Ray Raymond, Political Officer to the British Consulate. Scholars included: General Gilbert Forray, Mr. René Chartrand,

An international scholars symposium on the Washington-Rochambeau Revolutionary Route was held at West Point, New York, in June 2002.

Dr. Harry T. Dickinson, Dr. Sarah Purcell, and Dr. Robert Selig.

- Workshop with NPS Trail Managers, 4/29–30/03. This session followed review of the significance statement. Managers of existing trails helped the study team understand trail planning and operations. The group laid out a broad range of alternatives.
- Management Alternatives Workshop, 9/30/03. NPS advisors reviewed progress on alternatives.

Stakeholder Interviews and Informational Sessions

The study team has held discussions with local jurisdictions, preservationists, and managers of related cultural resources and W3R groups set up in many of the states along the route. Each group has assisted the study, hosting meetings, providing the team with resource information, administrative/management recommendations, and ideas concerning potential future roles; and providing information to others who may be interested in or concerned about this project. The following is a partial list of organizations and agencies that were interviewed during this process:

- British Consulate, New York
- Daughters of the American Revolution
- Expédition Particulière
- Fort Mifflin, Pennsylvania
- French Embassy, Washington, D.C. and Consulate, New York
- Historic Alexandria, Virginia
- Historic Elk Landing Foundation, Maryland
- Historic Newport, Rhode Island
- Gloucester Historical Society, Virginia
- Lebanon Historical Society and the Huntington House, Connecticut
- Lower Hudson Conference and the National Maritime Historical Society, New York
- Society of the Cincinnati
- Sons of the American Revolution
- Sons of the Revolution
- Souvenir Français
- U.S. Army, Center of Military History
- Washington's Estate at Mount Vernon, Virginia
- W3R-USA
  - Leadership Meeting, Wilmington, Delaware, 10/11/03
  - New England Regional Meeting, Connecticut, 9/16/03
  - First National Meeting, Delaware, 4/22–23/05
  - New England Regional Meeting, Rhode Island, 7/8/05

NPS Internal Consultations

- Discussions with the National Park Service Mid-Atlantic Council, 2002 and 2003
- Draft Statement of Significance Report submitted to the NPS Advisory Board, 1/30/03
- Presentation to NPS Advisory Board Landmarks Committee, 4/8/03
- Meeting and findings determined by the NPS Advisory Board Landmarks Committee, 4/8/03
- Meeting and findings determined by the NPS Advisory Board, 6/10–11/03
- Regional briefing with NER ARD Planning

& Partnerships, 6/9/03
- Conference call on 5/20/04 with Jonathan Dougherty, Chesapeake Bay Gateways Network
- Conference call on 6/8/04, and subsequent consultations with David Gaines, former Superintendent, Long Distance Trails Office, Santa Fe, New Mexico.
- Conference calls on 6/8/04 and 6/10/04 with Bill Sharp, Program Manager, Star-Spangled Banner National Historic Trail
- Review of working draft by Superintendents or project-related NER and NCR parks
- Review by Regional Directors, NER and NCR

Congressional Briefings

- Congressional briefing on 10/16/03 with Jon Renfrew, key member of Congressman Larson's staff, and other congressional staff (Olver, Davis, Wolf, Holt, Goode, and Greenwood).

OTHER CONSULTATIONS

Advisory Council on Historic Preservation and State Historic Preservation Offices

Section 106 of the National Historic Preservation Act of 1966, as amended (16 USC 470, et seq.) requires that federal agencies that have direct or indirect jurisdiction take into account the effect of undertakings on national register properties and allow the Advisory Council on Historic Preservation (ACHP) and the State Historic Preservation Offices (SHPOs) the opportunity to comment. Toward that end, the NPS will work with the SHPOs in the nine states and the ACHP to meet the requirements of 36 CFR 800 and the 1995 Programmatic Agreement among the National Conference of State Historic Preservation Officers, the ACHP, and the NPS. This agreement requires the NPS to work closely with the SHPOs and the ACHP in planning and design for new and existing NPS areas. The agreement also provides for their review of development projects during at least four stages—task directive, policy review draft, and draft and final documents. The SHPO and the ACHP will be invited to participate in the scoping process for development of any proposed facilities.

To ensure that any trail proposals that might affect properties listed or eligible for the national register comply with provisions of Section 106, the ACHP and the SHPOs were invited to participate in the study process. Representatives of the SHPOs and ACHP have had an opportunity to provide input and will review and comment on this resource study and EA.

The 1995 Programmatic Agreement also provides for a number of programmatic exclusions for specific actions that are not likely to have an adverse effect on cultural resources. These actions may be implemented without further review by the SHPOs or the ACHP provided that NPS internal review finds the actions meet certain conditions and this review is documented with an assessment of effect. Undertakings, as defined in 36 CFR 800, not specifically excluded in the programmatic agreement must be reviewed by the SHPOs and the ACHP during the planning and design stages and before implementation. Throughout the process there will be early consultation on all potential actions.

Prior to any ground-disturbing action by the NPS, a professional archeologist will determine the need for further archeological inventory or testing evaluation. Any such studies will be carried out in conjunction with construction and will meet the needs of the SHPOs as well as the NPS. Any large-scale archeological investigations will be undertaken in consultation with the SHPOs. Responsibility for protecting archeological resources is included under several laws mentioned earlier as well as the Archeological Resources Protection Act of 1979. The study team has consulted with the SHPOs and the ACHP in the following ways.

- Project Agreement sent to the ACHP in 2001.
- Presentation to the National Conference of State Historic Preservation Officers, Washington, D.C., included basic description of the route and project outline, 3/17/02.
- Letters requesting comment on the preliminary alternatives described in Newsletter 2, were sent in June 2004.
- Copies of an internal working draft of this resource study and EA were sent in March 2006.

American Indian Tribes

Working in conjunction with the NPS ethnographers, the study team identified the federally recognized tribes with a possible interest in the preservation and interpretation of the route. The Director, NPS Northeast Region, sent letters to tribal representatives to begin the consultation process set forth in Section 106 of the National Historic Preservation Act, as amended (36 CFR 800.2 (c) (2)(B) (ii)) regarding historic properties and sites of significance to Indian tribes that may be affected by the proposed management alternatives. The NPS invited tribal commentary on the proposed alternatives and anticipates establishing collaborative relationships with interested tribes to discuss the cultural significance of the Washington-Rochambeau Revolutionary Route and incorporate tribal perspectives into thematic interpretation. The study team had subsequent discussions with the tribes that expressed an interest in the study, and with additional tribes identified by internal reviewers as having a relationship with the historic events. The NPS will continue to keep all related tribes informed as the process continues, and should the trail be designated, will involve interested tribes in the development of the comprehensive trail management plan. Development of trail facilities may require additional consultation with American Indian tribes under the Native American Graves Protection and Repatriation Act (NAGPRA).

Federally recognized tribes contacted:

- Aroostook Band of Micmacs, Presque Isle, Maine
- Delaware Nation, Anadarko, Oklahoma
- Houlton Band of Maliseet Indians, Littleton, Maine
- Mashantucket Pequot Tribal Nation, Mashantucket, Connecticut
- Mohegan Tribe of Indians of Connecticut, Uncasville, Connecticut
- Narragansett Indian Tribe, Wyoming, Rhode Island
- Oneida Nation of Wisconsin, Oneida, Wisconsin
- Passamaquoddy Tribe, Princeton, Maine
- Penobscot Nation, Indian Island, Maine
- Tuscarora Nation, Lewiston, Maine
- Stockbridge-Munsee Community of Wisconsin, Bowler, Wisconsin
- Wampanoag Tribe of Gay Head (Aquinnah), Aquinnah, Massachusetts

State agencies contacted:

- Commission on Indian Affairs, Massachusetts Department of Housing and Community Development, Boston, Massachusetts
- Virginia Council on Indians, Richmond, Virginia

U.S. Fish and Wildlife Service

Section 7 of the Endangered Species Act of 1973, as amended (16 USC 1531 et seq.) requires all federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) to ensure that any action authorized, funded or carried out by the agency does not jeopardize the continued existence of listed species or critical habitat. The USFWS initial findings related to the Washington-Rochambeau Revolutionary Route are contained in Chapter 5, Affected Environment. These advisements were provided by the Chesapeake Bay, New England, New Jersey, New York, Pennsylvania, and Virginia USFWS field of-

fices. Copies of this correspondence is included in Appendix D.

The NPS will continue to consult with the USFWS regarding habitat requirements and management strategies for rare, threatened, and endangered species before the implementation, design, and construction phases of any proposed actions. The NPS will develop and implement measures in consultation with the USFWS to ensure that protected federally listed species and their habitats will not be affected. In accordance with NPS policy and the U.S. Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 USC 661 et seq.), the NPS will consult with the appropriate state conservation agencies to protect state-listed and candidate species of concern.

Newsletters

Two newsletters were developed for the project. The first was distributed in summer 2003 to the mailing list generated during early reconnaissance and the public meetings. It covered the study objectives. The second newsletter, outlining three preliminary management alternatives, was distributed in fall 2004 to an expanded mailing list. A project update describing the status of the study and rough timetable for its completion was posted to the project website in April 2005.