National Park Service
U.S. Department of the Interior

Prince William Forest Park
Prince William and Stafford Counties, Virginia

Assessment of Effects
Cultural Resources Technical Memorandum

Prince William Forest Park Comprehensive Trails Plan

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1. INTRODUCTION

The National Park Service (NPS) is developing a Comprehensive Trail Plan for Prince William Forest Park (PRWI). PRWI is located in Prince William and Stafford Counties, Virginia, and is the largest continuous protected natural area in the NPS National Capital Region. Within the National Park System, PRWI is the largest example of a Piedmont forest and contains the largest collection of Civilian Conservation Corps (CCC) structures.

As a federal undertaking, the project is subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) "Protection of Historic Properties" (Section 106). This technical memorandum has been prepared as part of the continuing consultation between the NPS and the Virginia Department of Historic Resources (DHR), Virginia's State Historic Preservation Office (SHPO). Section 106 consultation for the Comprehensive Trail Plan was initiated with SHPO in a letter dated February 13, 2018 (Appendix A).

In support of the Comprehensive Trail Plan, the NPS has developed this Technical Memorandum to document the presence of historic properties, defined as those that are listed or eligible for listing in the National Register of Historic Places (NRHP) for the purposes of Section 106 review. Identification of historic buildings, structures, sites, objects, districts, and cultural landscapes was undertaken within the Area of Potential Effect (APE) established for this project**.** The NPS consulted with SHPO and interested parties regarding the APE. Work was directed and conducted by staff that meet the *Secretary of the Interior's Professional Qualification Standards* (36 CFR Part 61) in the disciplines of Historical Landscape Architecture, Architectural History and History.

As part of the National Environmental Policy Act (NEPA) process, the NPS developed one action alternative for the Comprehensive Trail Plan. The focus of this memorandum is on the action alternative.

2. PROJECT DESCRIPTION

The approximately 14,500–acre project area is located in Prince William and Stafford Counties, Virginia, approximately 30 miles south of Washington, DC. The park is bordered by I-95 to the east, VA 234 (Dumfries Road) to the north, and Marine Corps Base Quantico and Marine Corps Community Services (MCCS) Quantico land to the south and west (see **Figure 1**). Residential communities near the park are located predominantly off of VA 234.

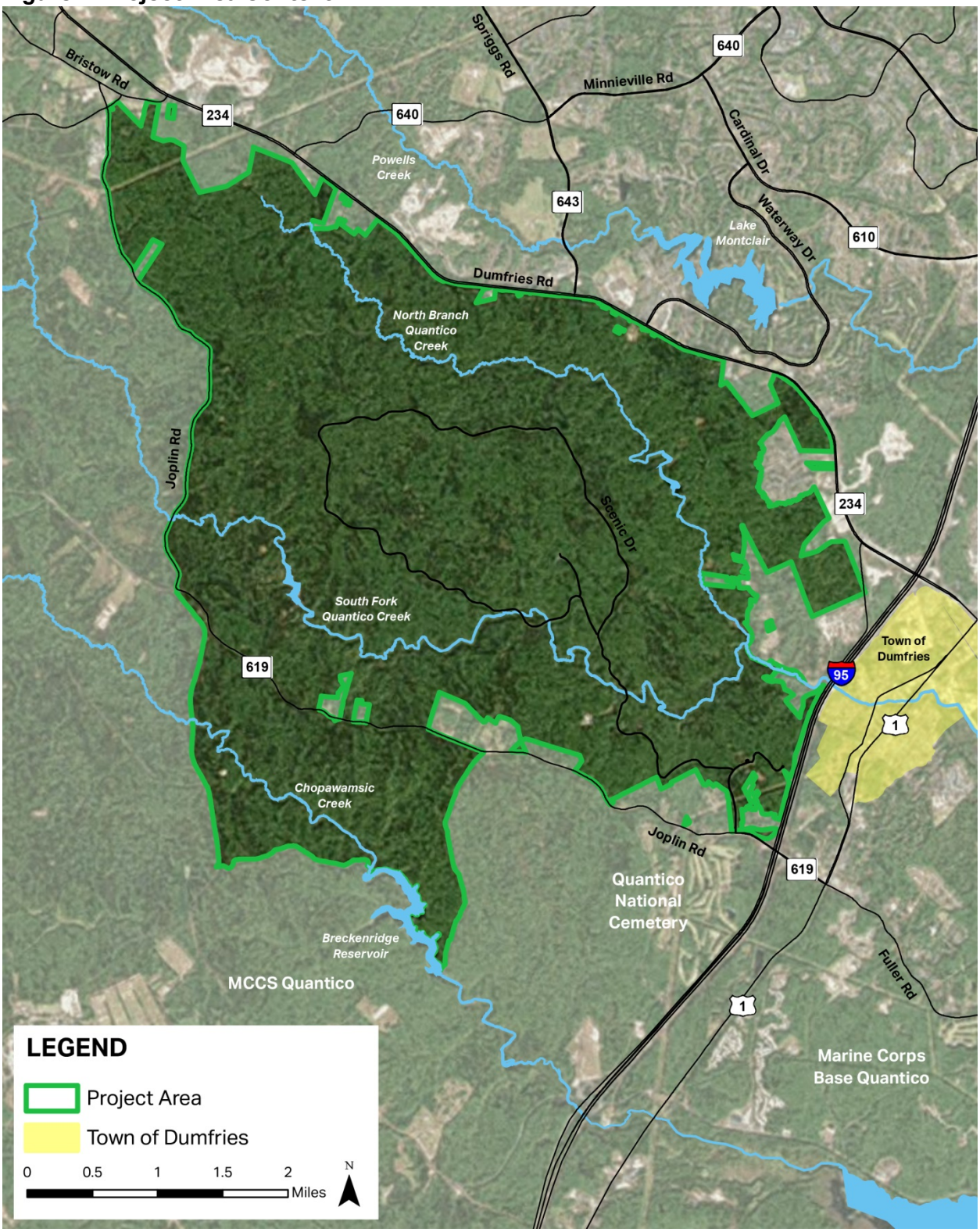
The park contains the following elements:

- Approximately 40 miles of trails are located throughout the park. Approximately 30 miles of trails are currently open to pedestrian use and approximately 10.5 miles of maintained gravel roads are currently open to pedestrian and bicycle use.
- Five cabin camps accommodate groups of 60 to 200 individuals and contain sleeping cabins, an activity building, restrooms, kitchens, dining halls, and other features. The camps were built by the CCC during the 1930s and used by the Office of Strategic Services during World War II. Cabin Camps 1-5 are contributing elements of the NRHP-listed PRWI Historic District. Cabin Camps 1-4 have been listed in the NRHP as historic districts.
- The Chopawamsic Backcountry Area contains a loop trail and eight campsites for backcountry camping.
- The Oak Ridge Campground contains 100 campsites for tents, tent trailers, and RVs.
- The Turkey Run Ridge Group Campground contains nine campsites; six campsites can accommodate up to 25 people and 3 campsites can accommodate up to 40 people.
- The park also contains an RV campground, visitor center, a picnic pavilion, cemeteries, and remnants of homesteads, historic town sites, mines, and other diverse cultural resources.

The park consists primarily of Piedmont forest with multiple elevation changes. Important water resources that traverse the park include the headwaters and course of North Branch of Quantico Creek and the course of South Fork Quantico Creek, and North Branch Chopawamsic Creek, all tributaries of the Potomac River within the Chesapeake Bay Watershed.

The purpose of the Plan is to provide comprehensive guidance for enhancing the park's trail system and visitor experience in a manner that is sympathetic with the natural and cultural surroundings and balances overall resource protection with intended trail uses and long-term management. The Plan is meant to provide park managers with a framework by which they can

Figure 1: Project Area Context



manage and maintain existing trails; close and realign existing trails when needed; add new trails and access points where appropriate; and, where feasible, create trails that are universally accessible.

The Plan is needed to address the following concerns and on-going issues affecting the park's trail system:

- Over the years, trail segments were added incrementally, without cohesive planning. The resulting trail system has connection issues and is difficult to maintain.
- Many park trails have eroded and degraded due to poor design and alignment, resulting in safety concerns.
- Due to heavy use and erosion, some trail segments are contributing to streambank failures, which increase stream sedimentation and habitat degradation.
- Some trail segments do not connect features of interest within the park, which encourages visitors to go off trail, creating resource issues.
- There is a lack of standardized trail signage.
- The full breadth of allowable trail uses has never been comprehensively planned and assessed.
- The park lacks logical connections to, and integration with, local and regional trail systems.
- The park's trail system has no direct access from Route 234. Northern neighbors must travel roughly eight to ten miles to reach the park's main entrance.

The proposed action alternative includes the following elements:

- New connecting trails
- Realigned trail sections
- New accessible trails
- New mountain biking trails
- New equestrian trails
- New parking areas
- Expanded existing parking areas
- Visitor access improvements

2.1 Action Alternative

The Action Alternative proposes to provide new trails and accessible trails, realign existing trail sections with design problems, and expand allowed uses on trails in the park. The Action Alternative also proposes to add new parking areas and expand existing parking areas, which would support connections to the existing and planned regional trail network. These elements, which would augment ongoing trail maintenance and resources management practices, are described below and shown in Figure 2.

Methodology and Design Parameters

Under the Action Alternative, the alignment of new and realigned trails, as well as the location of new parking areas and expanded parking areas, would avoid significant and potentially significant archeological sites, cemeteries, sensitive habits, and steep and unsustainable slopes, and minimize crossings of water resources and wetlands, and unsuitable soils to the extent feasible.

New and realigned trails, along with new and converted mountain biking and equestrian trails, would also be designed, constructed, and maintained according to appropriate trail design standards for tread width, surface, grade, cross slope, clearing, and turn parameters. All accessible trails would be designed and constructed to comply with the 2015 Architectural Barriers Act (ABA) Standards.

New Trails

The Action Alternative would provide approximately 12.9 miles of new trails (a 32 percent increase to the park's trail system if fully realized) that would generate links between existing trails to create shorter and longer loop options, create new pedestrian access points into the park, and connect to new areas and features of interest in the park (Table 1). New trails would be added to the northwest portion of the park, along the North Branch of Quantico Creek, and in the Chopawamsic Backcountry Area. New trails added to other areas of the park would improve trail connections to multiple locations, including South Fork Quantico Creek, within the Scenic Drive loop, and from the Brittany neighborhood subdivision off of Exeter Drive. All new trails would allow hiking. Approximately 2.0 miles and 4.1 miles of new trails would also allow mountain bikers and equestrians, respectively. No new trail sections would allow shared use by both mountain bikers and equestrians.

Realigned Trails

The Action Alternative would close and realign sections of existing trails, including internal cabin camp trails, that suffer from moderate or severe erosion or other condition problems due to heavy use or poor design and alignment. Realigned trails would alleviate unsafe conditions;

reduce erosion, which has contributed to streambank failures; and create more sustainable trails. Approximately 29.3 miles of existing trails would be realigned, including priority trail sections. Ongoing trail maintenance would rehabilitate existing trails not realigned to minimize erosion and reduce drainage issues.

Accessible Trails

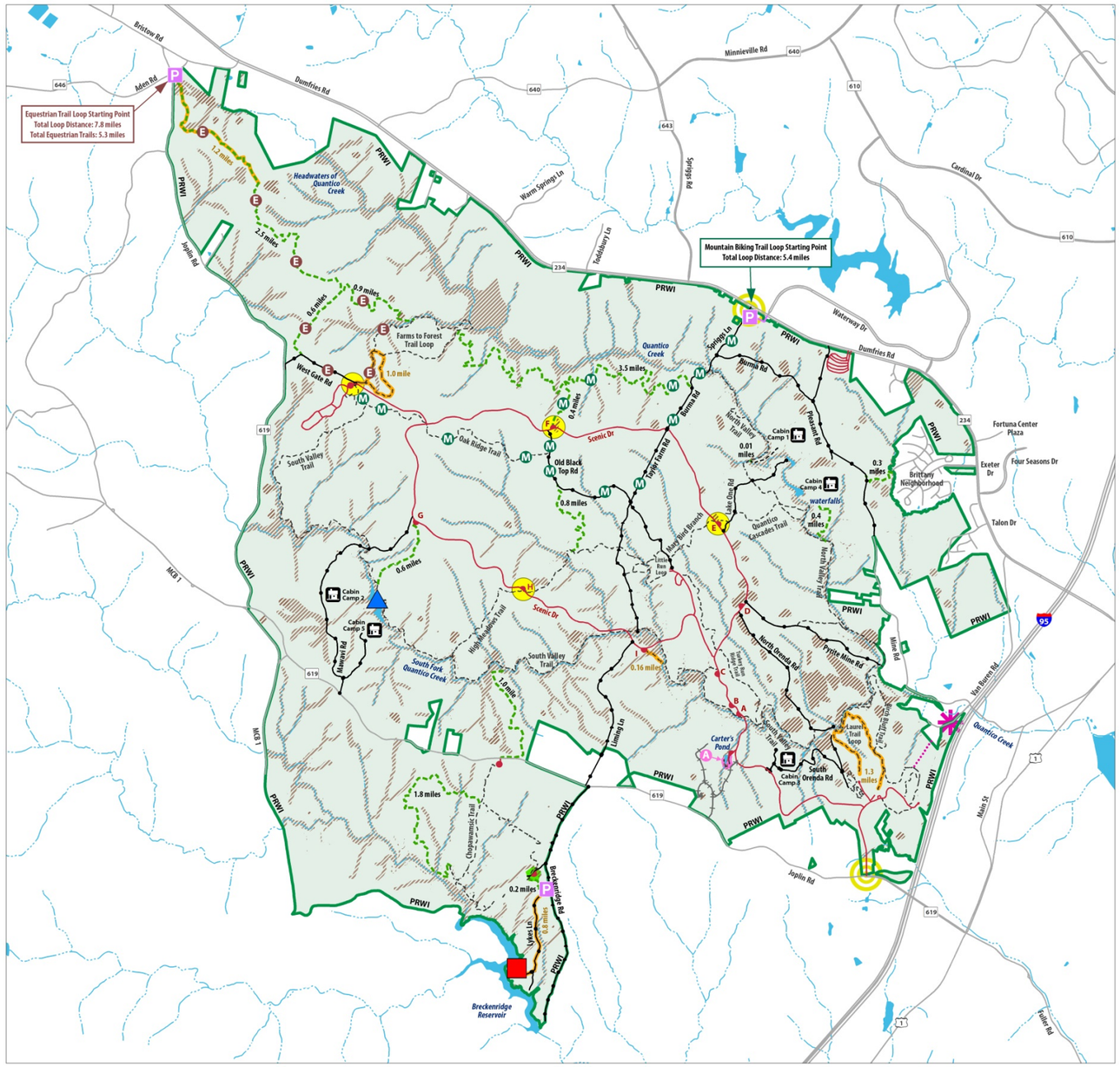
The Action Alternative would provide approximately 4.3 miles of trails that are universally accessible for visitors with physical disabilities (Table 1). These new accessible trails would provide loop routes, create access to points of interest in the park, and connect to parking areas. Approximately 1.2 miles of new trails would be accessible trails and approximately 3.2 miles of existing trails would be converted to accessible trails.

The Action Alternative would also provide accessible trails in Cabin Camps 1, 2, 4, and 5, specifically in areas shown in Figure 3. New accessible trails in these Cabin Camp areas would connect buildings and features where cabin camp user groups congregate at, or otherwise use on a daily basis (e.g., dining hall, craft, lodge, pavilion, restrooms, and council ring). The new accessible trails would create a minimum of one accessible unit in each camp.

Expansion of Trail Uses

The Action Alternative would expand the mountain biking trail system and would establish trails for horseback riding in the park. New mountain biking trails would create a loop trail option, connect trails that currently allow mountain biking (i.e., maintained gravel roads), and provide more trail options for mountain bikers in the park. Equestrian trails would create a loop trail and provide a new trail use in the park.

The Action Alternative would open the 1.9-mile Oak Ridge Trail to mountain biking and create an approximately 5.4-mile mountain biking trail loop starting and ending at the proposed new parking area along VA 234. The trail loop would proceed along Spriggs Lane to Burma Road to Taylor Farm Road to Old Black Top Road to a new trail connecting parking lot F back to Burma Road. The Oak Ridge Trail would be improved to mountain biking trail standards and would continue to allow hikers. A trail designed, constructed, and maintained according to bicycle trail design parameters would be constructed parallel to the existing maintained gravel roads in the mountain biking trail loop. The new trail connecting parking lot F and Burma Road would allow hikers in addition to mountain bikers, but would be designed, constructed, and maintained according to bicycle trail design parameters. In total, the Action Alternative would provide approximately 6.6 miles of trails designed, constructed, and maintained specifically according to mountain biking trail design parameters (Table 1).



Legend

- PRWI — Prince William Forest Park
- Existing Trail
- Potomac Heritage National Scenic Trail / Park Perimeter Connection
- PRWI Public Vehicle-Accessible Road
- Parking Area and Lot Name
- Maintained Gravel Road
- Park Headquarters - Authorized Access Road
- Other Road
- Waterbodies and Perennial and Intermittent Streams

Trail Plan

- New Trail
- New Accessible Trail

Specific Visitor Use Routes

- M — Mountain Biking
- E — Equestrian

Parking

- P — New Parking Area
- New Public Access Road
- Expanded Existing Parking Area
- Restored/Revegetated Existing Parking Area

Visitor Access Improvements

- New Water Access Point
- New Viewing Platform

Mapping Considerations

- Avoidance Area

Future Trail Changes (not part of this Trail Plan)

- A — Carter's Pond Trail Accessibility Improvements
- Potential Future Washington-Rochambeau Road Trail
- Future Trail Connection to Regional Trail System

0 0.25 0.5 1 1.5 2 Miles

N

Figure 2: Prince William Forest Park Trail Plan

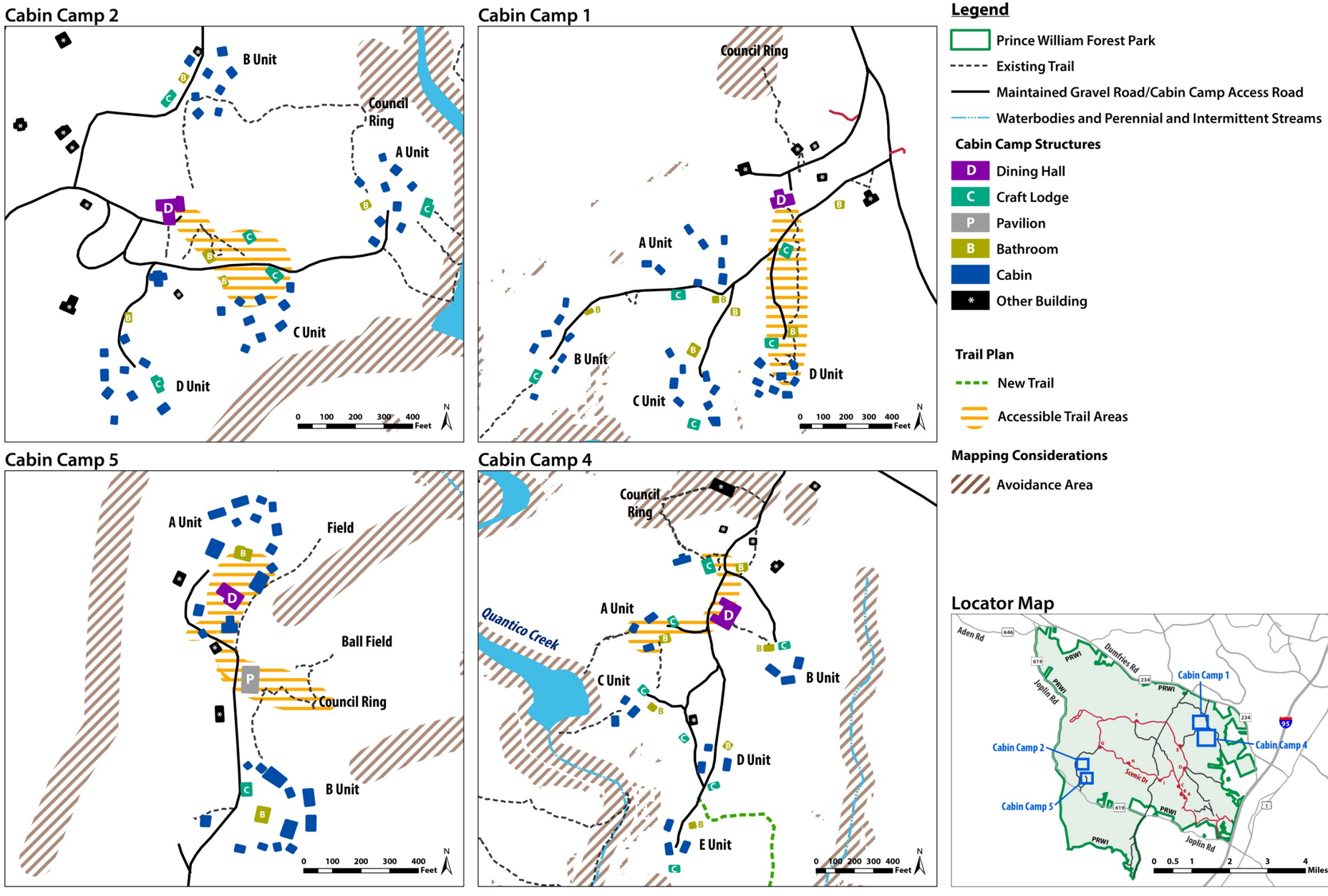
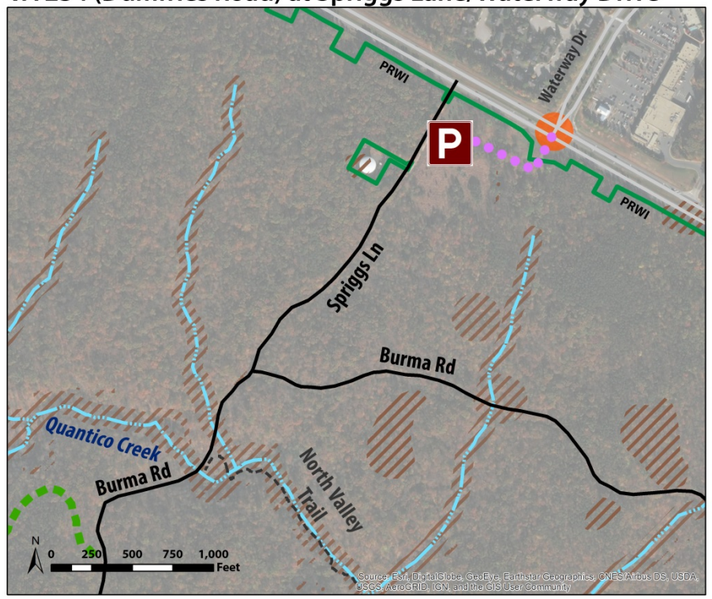


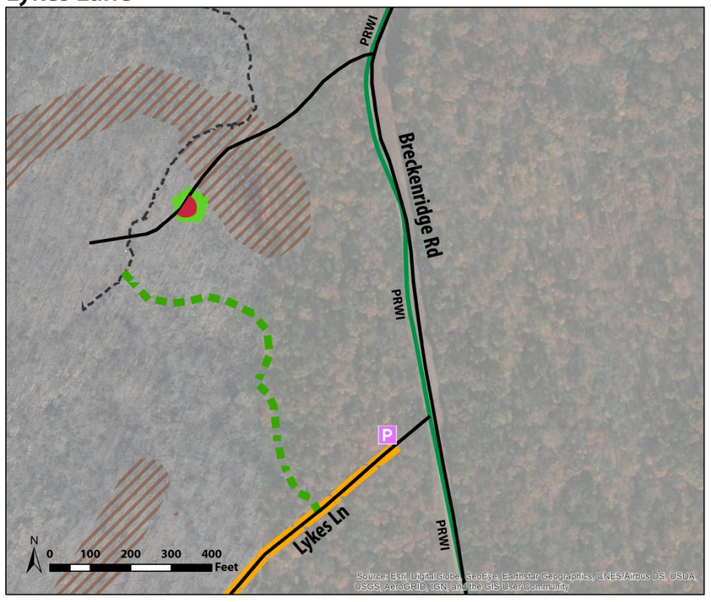
Figure 3: Cabin Camp Accessible Trail Areas

VA 646 (Aden Road) at Independent Hill

VA 234 (Dumfries Road) at Spriggs Lane/Waterway Drive



Lykes Lane



Legend

- PRWI — Prince William Forest Park
- Existing Trail
- PRWI Public Vehicle-Accessible Road
- Parking Area
- Maintained Gravel Road
- Other Road
- Signalized Intersection
- Waterbodies and Perennial and Intermittent Streams

Trail Plan

- New Trail
- New Accessible Trail

Parking

- New Parking Area - Maximum 15 spaces
- New Parking Area - Maximum 25 vehicle spaces and 8 horse trailer spaces
- New Parking Area - Maximum 100 spaces
- New Public Access Road
- Restored/Revegetated Existing Parking Area

Mapping Considerations

- Avoidance Area

Locator Map

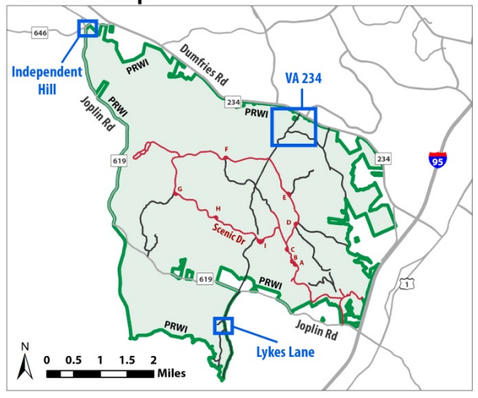


Figure 4: New Parking Areas and Public Access Roads

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The Action Alternative would create an approximately 7.8-mile equestrian trail loop starting and ending at the proposed new parking area at Independent Hill. The trail loop would proceed along a new connecting trail to the Farms to Forest Trail Loop to West Gate Road back to a new connecting trail. Sections of the Farms to Forest Trail Loop would be improved to equestrian trail standards and continue to allow hikers. A trail designed, constructed, and maintained according to equestrian trail design parameters would be constructed parallel to the West Gate Road. The new trails in the equestrian trail loop would allow hikers, but would be designed, constructed, and maintained according to equestrian trail design parameters. In total, the Action Alternative would provide approximately 5.3 miles of trails designed, constructed, and maintained specifically according to equestrian trail design parameters (Table 1).

Parking

Alternative B would provide three new parking areas and expand four existing parking areas. The new parking areas on VA 234 (Dumfries Road) at Spriggs Lane/Waterway Drive, VA 646 (Aden Road) at Independent Hill, and at Lykes Lane near Breckenridge Road would create new access points to the park. The new parking area at VA 234 (Dumfries Road) would be a paved lot of up to 100 spaces that would accommodate cars, buses, and RVs, covering approximately 1.1 acres. The new parking area at VA 646 (Aden Road) would be a lot of up to 25 spaces of crushed stone (or similar material) that could accommodate eight horse trailers covering approximately 1.2 acres. The new parking area at Lykes Lane would replace an informal parking area located north of Lykes Lane, off Breckenridge Road. Both the new VA 646 (Aden Road) and Lykes Lane lots would be crushed stone (or similar permeable material).

Four existing parking lots (lots E, F, H, and the Oak Ridge Campground Front Lot) would be expanded by a total of 46 paved parking spaces covering 0.5 acres.

Table 1: Action Alternative – New and Improved Trails by Trail Use Type

	Trail Length by Use Type (Miles)		
Trail Type	Accessible	Mountain Biking	Equestrian
New Trails	1.2	2.0	4.1
Existing Trails Improved to Accommodate New Trail Use	3.2	4.5	1.2
Total Length (Miles)	4.3	6.6	5.3

Note: All trails types are available for hiking uses.

New Perimeter Access

New perimeter parking would create access points to the park, provide direct access to the park from VA 234 and the Independent Hill area, connect to the park's trail system, and accommodate future visitor growth. New parking areas and expanded parking areas in the interior of the park would alleviate parking demand and overflow, provide more parking options along Scenic Drive, improve parking connectivity to trails, and accommodate future visitor growth. A new trail from the Brittany neighborhood would enable visitor access from the northeast portion of the park. Alternative B would not preclude future access to Mine or Van Buren Roads as part of a potential regional trails and pedestrian network. Other Visitor Access Improvements

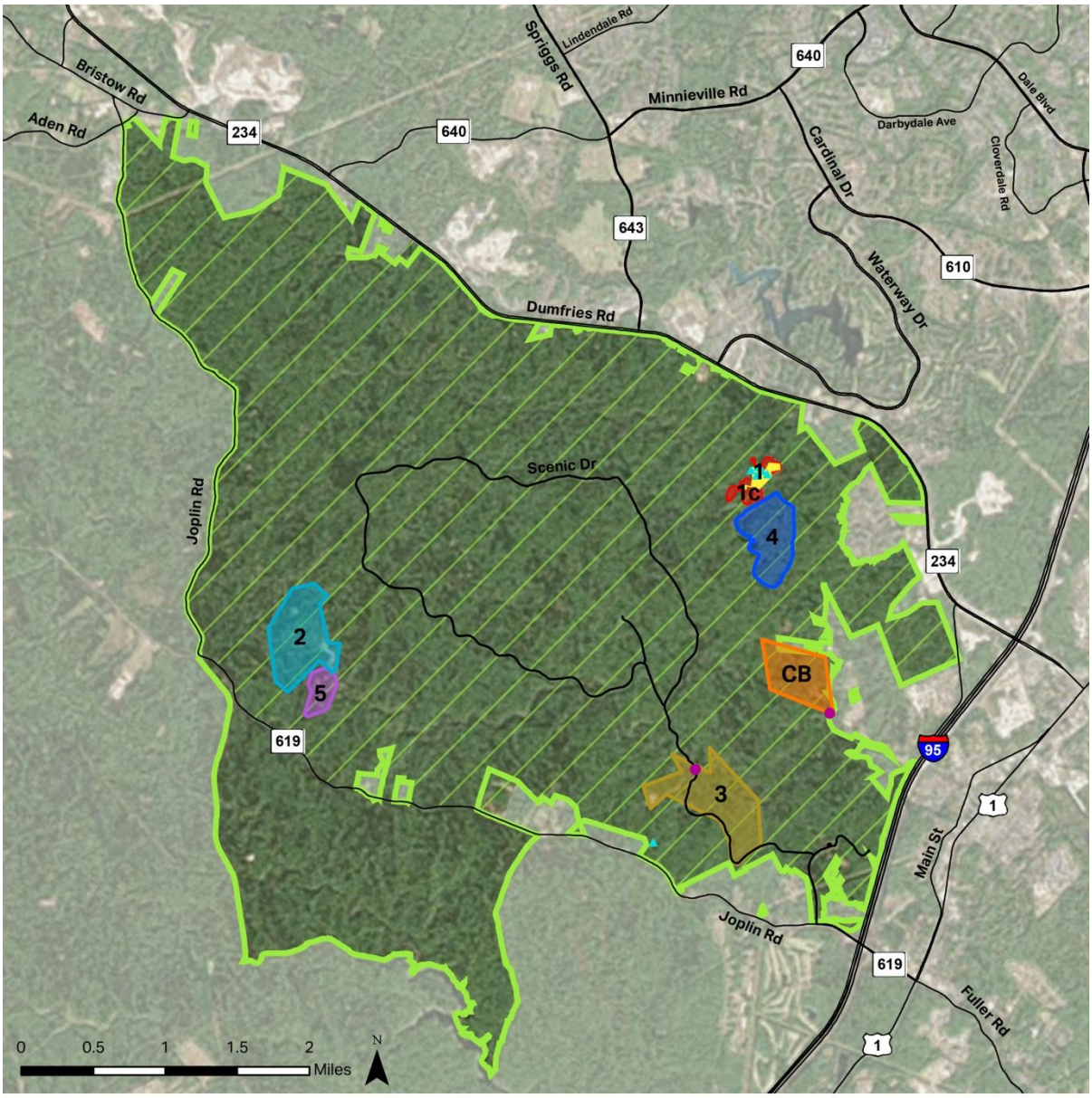
The Action Alternative would provide a water access point, such as a pier or dock, to Lake 2/5 along the South Valley Trail to allow non-Cabin Camp users to visit the lake. The Action Alternative would also add a viewing platform at the end of Lykes Lane to provide visitors with views to the Breckenridge Reservoir.

The Action Alternative would also improve signage throughout the park consistent with the Prince William Long-Range Interpretive Plan (2009) guidelines. Standardized trail signs would be placed at new trailheads, accessible trailheads, critical trail intersections, and trailheads that allow mountain bikers or equestrians. New signs would provide clear direction for the navigation of new, existing, and realigned trails. Signs at accessible trailheads would comply with the 2015 ABA Standards for trailhead signs. Signs at shared-use trailheads would provide information about the allowed trail user groups and appropriate trail yielding etiquette. Signs at the intersection of the North Valley Trail and the new Cabin Camp 1 and Cabin Camp 4 connecting trails would inform users of the park's larger trail system that these new connecting trails are only for Cabin Camp users. New park entrance and orientation signage would also be added to the new VA 234 (Dumfries Road) at Spriggs Lane/Waterway Drive and VA 646 (Aden Road) at Independent Hill parking areas.

2.2 Area of Potential Effect

The APE for historic resources, cultural landscapes, and archeological resources is identical with that defined in the project's Environmental Assessment (EA) for these resources (Figure 5). The APE encompasses the project area and includes the entire PRWI Historic District, including the four Chopawamsic Recreational Demonstration Area camp historic districts, and the Cabin Branch Pyrite Mine Historic District.

Figure 5: **Area of Potential Effect**



LEGEND

- Project Area and Draft Area of Potential Effect (APE)
- Prince William Forest Park Historic District
- CB — Cabin Branch Pyrite Mine Historic District
- 1 — Chopawamsic RDA – Camp (1) Goodwill Historic District
- 1c — Cabin Camp 1 Cultural Landscape
- 2 — Chopawamsic RDA – Camp (2) Mawavi Historic District
- 3 — Chopawamsic RDA – Camp (3) Orenda/SP-26 Historic District
- 4 — Chopawamsic RDA – Camp (4) Pleasant Historic District
- 5 — Cabin Camp 5
- Other Historic Buildings
- Historic Bridges

3. HISTORICAL SUMMARY OF THE PROJECT AREA

Colonial and Early National Periods

The area including the Park has an extensive history. Prior to the early colonization of Virginia in the early 1600s, the area was occupied by the Algonquian-speaking tribe known as the Doegs or Tauxenents. In 1608, Captain John Smith documented contacts with local populations along the Potomac and Patuxent Rivers. After the initial exploration, settlers moved into the region and built farms and plantations.

Lands of the park were first patented during the 1650s. Serving as a tobacco-related center, the community of Dumfries was settled as early as 1686. The population within the area initially increased primarily through the use of indentured servants, brought to work on plantations. The growth stagnated during the mid-1700s, perhaps due to the large size of the landholdings and the absentee owners. It is likely that no more than 20 families resided within the general Park boundaries during the Colonial period.

The region's inhabitants established roads that later became VA 234 and VA 619, as well as others now abandoned or rerouted. A spur of the King's Highway, in use by the 1710s, ran along the eastern edge of the park. The section of this road was used to avoid high waters within the main crossing of Quantico Creek near Dumfries.

In 1776, colonists signed the Declaration of Independence, starting the Revolutionary War. Although no fighting took place in the Dumfries area during the Revolutionary War, Dumfries served as a supply port for the American militia. Dumfries was situated along the King's Highway, which was traveled during the war by General Rochambeau and General Washington on their march to Yorktown. The French army camped outside of the town (Rice and Brown 1978 Vol. II: 92).

By the time the United States of America was established, the Virginia economy was heavily invested in tobacco farming and largely dependent on slave labor, particularly enslaved peoples brought to North America from the west coast of Africa. The extensive land clearing required for tobacco cultivation damaged local ecosystems and waterways, which had been used for shipping channels.

Between 1770 and 1830, many of the large patented lands were broken up and sold off as smaller parcels. New landowners established residences and farms. Seven family-owned farms are known to have existed within the Park area by 1830, all of which were occupied into the 20th century. Despite the increase in resident landowners, much of the land in the Park area continued to be held by absentee landowners and farmed by tenants.

A shift from tobacco to wheat production resulted in an expansion of cultivated lands. Farmers abandoned the system of "long fallow" tobacco farming and cut many more trees, removed stumps, and plowed fields. This change in farming practices led to an increase in active agricultural fields within the Park and a related increase in soil erosion. The selective logging of larger trees likely changed the forest composition, resulting in a reduction of oaks and hickories and an increase in pine. Other landscape changes include the addition of large numbers of wagon roads connecting farms to one another and to the main public roads. Farmers also piled stones along the edges of plowed fields and at property corners.

Three mills were built within the Park area. Millers sited the buildings along creeks, taking advantage of swift water flow caused by the area's topographic relief. These buildings include Clifton Mill along North Fork Quantico Creek, and Nelson Mill and another unnamed mill along South Fork Quantico Creek. A quarry was associated with the Clifton Mill. Two other quarries are located in the project area: one near Chapman Plantation and one along South Fork Quantico Creek.

This period also saw the construction of the Poor House in 1794 on a tract of 255.75 acres (103.5 hectares). The residents of the Poor House typically consisted of children, the elderly, and the mentally ill. The Poor House remained there until the 1920s.

A community of free African Americans in the northeastern area of the Park near Mine (Batestown) Road formed in 1807 following the granting of land and monies from Dumfries merchant John Gibson to seven children of Nancy Mackie. A descendent, Henry Cole, became the largest free African American landowner in antebellum Prince William County.

Civil War and Reconstruction Periods

The Dumfries area was generally sheltered from the Civil War until December 1862, when Confederate forces raided the area to sabotage the telegraph line that came south from Alexandria. A number of Union units, including portions of Colonel Charles Cane's brigade from the Union Twelfth Corps, garrisoned around Dumfries to secure the line. Two raids by Confederate General Wade Hampton on December 12 and December 17 attacked the Dumfries area twice, convincing Confederate General J.E.B. Stuart to attack Dumfries on December 27, 1862.

Numerous men from the vicinity of the Park were recruited into Company B of the 49th Virginia Infantry (the Quantico Guards) and the Prince William Partisan Rangers. The 49th Virginia participated in battles across the region before surrendering at Appomattox. The Prince William Partisan Rangers also operated regionally until being "disbanded in disgrace" on November 23, 1864, for refusal of an order to attach to the 5th Virginia.

The effect of the Civil War on farming and other land uses in the area does not appear to have been great. A small reduction in land under cultivation within the Dumfries and Coles districts between 1860 and 1870 may result more from the general decline in agricultural production than from landscape damage during the war. The number of farms in the Park area remained consistent, and there is no evidence of any being destroyed during the war. The area did not see much population growth, though, until the end of the nineteenth century, as more residents moved in and established new communities.

The Park witnessed the growth of two African American communities after the Civil War. Although its history extends into the early 1800s, Batestown, located in the eastern portion of the Park around Mine Road, experienced its heyday after the end of the Civil War. Larger communities grew up in these areas as landholdings became divided between family members. For example, after the death of Henry Cole, his land was subdivided and the new parcels occupied by other members of the community. As of 1926, there were at least 10 houses within the former boundaries of Cole's lands, which had been divided into nearly 20 separate properties.

Mining arose as a new industry in the area, and the Park specifically, after the Civil War. Two mines operated in the Park: the Greenwood Gold Mine and the Cabin Branch Pyrite Mine. The Greenwood Gold Mine was located around the headwaters of North Fork Quantico Creek; it only operated for a few years and closed in 1885.

Post-World War I Period

The landscape of the Park retains much of its character from the 1920-1930 period. Most of the historic roads are still visible in the landscape today, including many of the unpaved roads frequented by both motorized vehicle and horse-drawn wagon traffic, and Ridge Road (Route 643), which was improved in the 1920s. The landscape of this period included fewer fields and more houses, old fence lines, and areas of ornamental vegetation, such as wisteria, vinca, or mock orange shrubs, than it did in the preceding century. The remains of many houses are still visible as building foundations. Forests comprised of young trees and few large old trees were evidence of logging that occurred throughout the period.

Major changes to the occupation and use of the project area began during the Great Depression through the activities of the Civilian Conservation Corps (CCC). One of the many tasks of the CCC was the establishment of Recreational Demonstration Areas (RDAs), which consisted of properties purchased in an "impoverished" community and adapted using modern conservation techniques to develop new kinds of economic activities, such as tourism. RDAs were intended to provide children from poor urban neighborhoods an opportunity to experience the countryside. While the Resettlement Administration identified the area between Chopawamsic Creek and Quantico Creek as a ruined landscape and poor rural backwater, their biased

assessment of the area did not recognize the value of the African American communities living there. While some of the landowners within the RDA may have been happy to sell their property, many held out and were ultimately evicted, leaving them bitter about the loss of their homes.

Over 2,000 CCC members helped create the Chopawamsic RDA. The first PRWI's rustic cabin camps opened in 1936. As was common at the time, the camps were segregated by race as well as gender. Camps 1 and 4 were reserved as black camps, while Camps 2, 3, and 5 were reserved as white camps. Thousands of children used the camps during the operation of the RDA.

During World War II, the War Department took over the Chopawamsic RDA for the training of the U.S. Army's Office of Strategic Services (OSS). Cabin Camps 2, 3, and 5 became Area A, which trained OSS personnel for clandestine missions behind enemy lines. Cabin Camps 1 and 4, designated Area C, became a training area for radio operators for clandestine assignments. Many areas of the Park were also used as firing ranges for small arms and grenades, among other munitions. The Army also built bunkers and dummy tanks for training and razed all of the old houses and outbuildings.

After World War II, the federal government transferred the Chopawamsic RDA to the NPS, and Congress formally changed its name to Prince William Forest Park in 1948. The NPS expanded the recreational focus of the Park. Visitors still use the cabin camps, and trails—some of which follow the routes of old roads—are found throughout the Park. The NPS has constructed a number of improvements within the Park over the past 70 years, including the Visitor Center, office and maintenance buildings, and the improved Scenic Drive. The Park also expanded to include the Chopawamsic Backcountry Area, some of which was not within the original RDA.

4. EXISTING CONDITIONS

PRWI contains numerous cultural resources, as well as multiple trails, day use facilities, camping areas, and interpretive features in a hilly, natural setting with multiple sensitive natural resources. The historic resources at the park include Prince William Forest Park Historic District; the Emergency Conservation Works (ECW) Architecture at Prince William Forest Park, 1933-42; Cabin Branch Pyrite Mine; and five Chopawamsic Recreational Demonstration Area Camps, four of which is listed separately in the NRHP. The park also contains the documented Cabin Camp 1 Cultural Landscape and numerous archeological resources, including prehistoric occupations, mines, camps, farmsteads, dwellings, a poor house, mills, military base/facility, a school, and cemeteries.

Landscape Context

PRWI straddles two physiographic provinces, the Piedmont and Coastal Plain, and preserves approximately 10,875 acres of the Eastern Piedmont forest ecosystem (the most of this type in any national park) and much of the Quantico Creek watershed. It is one of the largest parcels of undeveloped land in the region. A wide assortment of plants and animals thrive in the park due to its variety and large scale of contiguous habitat. The landscape is characterized by sandy, easily eroded soils, narrow ridge tops, steep valleys and undulating topography.

Circulation

Circulation within PRWI is comprised of paved roads, maintained gravel roads, and natural surface trails. The primary entrance is from Joplin Road (VA 619) at the southeastern edge of the park, leading to the Visitor Center, Cabin Camp 3, and Scenic Drive, which is a paved circuit route that connects to multiple locations in the interior of the park, Turkey Run Campground, Oak Ridge Campground, maintained gravel roads, and hiking trails. Access to the RV Campground is from Dumfries Road north of the park. Other vehicular park entrances from surrounding roadways connect to Cabin Camp areas, campgrounds, and the Chopawamsic Backcountry Area in the southwestern portion of the park.

Hiking and shared use trails are located throughout the park. Several hiking trails follow Quantico Creek and South Fork Quantico Creek. A concentration of trails lead around the Visitor Center and day use amenity areas near the park entrance. Other trails branch off Scenic Drive to access interior portions of the park. The Chopawamsic Backcountry Area provides a loop trail for hikers in the southwestern portion of the park.

Activities

PRWI offers multiple opportunities for recreation. The park has approximately 30 miles of hiking trails and 10.5 miles of gravel roads and shared use trails. Hiking is permitted on all trails and roads, whereas biking is permitted on paved and unpaved roads and one shared use trail.

Multiple camping opportunities exist within the park. Three campgrounds offer tent camping, with the Chopawamsic Backcountry Area offering primitive tent-only campsites. The RV campground offers hookups for RVs near Dumfries Road.

Five Cabin Camps located within the park can accommodate groups of up to 200 people. These facilities have sleeping cabins, and activity buildings, restrooms, and a dining facility. Four of the five camp areas are for large groups only; Cabin Camp 3 is for small groups or individuals.

Other recreation opportunities within the park include picnicking; birding and/or wildlife viewing, learning about the area at the Visitor Center; and fishing.

4.1 Historic Resources and Cultural Landscapes

Prince William Forest Park Historic District

The Prince William Forest Park Historic District encompasses the entire park north of VA 619 (Joplin Road). The district has an extensive history dating back at least 9,000 years when Native American people inhabited the district's hills. The Prince William Forest Park Historic District was listed in the NRHP in 2012 under multiple criteria:

- Criterion A in the areas of Entertainment/Recreation, Ethnic Heritage, Industry and Military for its association with the American Park Movement, role in the development and training of the first US intelligence agency, and for its association with the broad cultural changes that occurred in northern Virginia. It is nationally significant as a model for the RDA program that provided camps specifically for African Americans during the era of segregation.

- Criterion C in the area of Architecture for its intact collection of rustic style CCC-built camp buildings.

- Criterion D for the archeological record that contains important information about prehistoric settlement patterns at the interface of the Coastal Plain and Piedmont provinces and about the historic lifeways of the rural populations who occupied the landscape from Colonial times until World War II.

The PRWI Historic District contains 287 contributing resources, including archeological sites, cemeteries, Carter's Pond and Dam, a vehicular bridge, the Washington-Rochambeau Trail,

resources associated with the Cabin Branch Pyrite Mine and in all five cabin camps, and other miscellaneous resources. Of the contributing resources in the PRWI Historic District, 199 are associated with five historic districts previously listed in the NRHP (NPS 2012). Each of these historic districts, as well as a documented cultural landscape, are described separately.

Chopawamsic Recreational Demonstration Area Camps

The APE includes the five cabin camps constructed by the CCC between 1936 and 1940. Of these, Camps 1, 2, 3, and 4 were listed in the NHRP in 1989, cumulatively encompassing 456 acres of PRWI. Contributing resources within these four historic districts cumulatively include 144 buildings, two sites, and seven structures. Cabin Camps 1, 2, 3, and 4 contain buildings and structures that support daytime recreational activities and overnight accommodations.

Dams were constructed to enhance the landscape, as well as enable swimming at the Cabin Camps. As part of the development of the Cabin Camps, road development in the park was restricted, except those needed for service vehicles and fire protection. A network of fire breaks was carved out of the forest; some of the current fire trail roads were in use as trails during the CCC period, and vice versa (NPS 1989a-d).

All contributing resources are related to the movement within the progressive era of the New Deal to build model resource-reclamation projects, and the accompanying rise of rustic architecture. The grouping of the contributing resources within these districts represents three themes and movements of the 1930s: 1) the social-welfare efforts of the New Deal manifested in the CCC, 2) the trend in outdoor recreation and mobility, and 3) NPS role in land reclamation (NPS 1989a-d).

Chopawamsic RDA – Camp (1) Goodwill Historic District and Cultural Landscape

Chopawamsic RDA – Camp (1) Goodwill Historic District encompasses approximately 13 acres. The district includes eight contributing buildings (a lodge, office/administration building, dining hall/kitchen, infirmary, craft lodge, two staff quarters, and central washhouse), one contributing structure (water tower), and one contributing site (a ballfield known as site SP-22, one of the CCC camps responsible for construction of the public use facilities. The buildings represent the core facilities around which the individual unit camps are arranged; the camper cabins have been replaced and are non-historic.

A Cultural Landscape Inventory was completed by the NPS for Cabin Camp 1 in 2011. Character-defining features of Cabin Camp 1 identified in the camp's CLI include (NPS 2011):

- Buildings and Structures. The building and structures built in the 1930s by the CCC are examples of the rustic style established by the NPS to popularize and standardize park architecture during the New Deal era when an expansion of national and state park

systems was occurring at a rapid place. Many of the buildings and structures maintain integrity.

- Cluster Arrangement. Early park planners deemed the camp's hub–and-spoke layout with designated areas for both large and small groups desirable for the health, safety, and mystique of group camping.

- Topography. The CCC made topographic alterations in a way that retained the look and feel of the naturally occurring topography.

- Spatial Organization. The camp is located in the undulating landscape of the Quantico Creek watershed and in an area where a deciduous forest provides shade in the summers and sun in the winters. The proximity of the camp to Quantico Creek was intentional; the creek was dammed by the CCC and used by campers for swimming and boating. The units are separated by ravines and hidden from each other behind vegetation.

- Circulation. An entrance road to the camp remains in its historic position and the main roads and paths that lead people around the camp are as they were in the 1930s.

- Small Scale Features. A campfire circle on the north side of the camp and a flagpole in front of the Administration building were both included in the original plan.

- Vegetation. The camp was built in an area that was covered with deciduous forest. The laborers constructing the camp worked with the existing vegetation rather than implementing a formal planting plan. Current vegetation in the camp is similar in character to the vegetation found on the site during 1935-1945.

- Constructed Water Features. A dam on Quantico Creek was constructed by the CCC during the initial planning and construction of the camp. The dam impounds an approximately 1.8 acre area, known as Lake 1, which provided an area for swimming and boating.

- Land Use. Land use at the camp has been almost exclusively limited to group camping from the time it was built in the early 1930s through today.

Chopawamsic RDA – Camp (2) Mawavi Historic District

Chopawamsic RDA – Camp (2) Mawavi Historic District encompasses approximately 132 acres, which contains 56 contributing buildings and one contributing structure:

- 36 cabins

- four unit lodges

- four latrines

- office/administration building
- craft shop
- dining hall
- beach storage facility
- three helps'/staff quarters
- infirmary
- stable quarters
- two storage buildings
- washhouse
- playfield latrine and playfield
- campfire circle
- dam

The camp buildings are arranged like a wheel: the dining hall, arts, medical and administration and staff dwellings are a hub, around which four unit camps and a maintenance area radiate. Each unit camp is composed of a lodge, latrine, two leaders' cabins, four to six four-person cabins, and a single eight- to 10-person cabin. A concrete dam is located near Cabin Camp 2.

A ballfield with latrine is located north of the camp; two fields and a camp fire circle lie between Unit A and Unit B. The ballfield was the approximate site of CCC Camp SP-25.

Chopawamsic RDA – Camp (3) Orenda/SP-26 Historic District

The Chopawamsic RDA – Camp (3) Orenda/SP-26 Historic District encompasses approximately 179 acres with 44 contributing buildings, three contributing structures, and one contributing site. In addition to containing structures that supported daytime recreational activities and overnight accommodations, Cabin Camp 3 includes the maintenance area that contains the remains of CCC work camp 5P-26. The cabin camp is arranged with dining hall, arts, medical, administration and staff buildings flanked on one side by Unit C's six eight- to 10-person cabins; by Unit A's one- to five-person cabins; and Unit B's trio of eight-to 10-person cabins. Each unit also includes a lodge and latrine. Other camp elements include the lake to the east and an entrance gate. The wood truss bridge over the south branch of Quantico Creek is a distinctive contributing structure.

A second concentration of contributing buildings is located in the maintenance area, those occupied by CCC enrollees who between 1935 and 1939 were employed in the construction of public recreational facilities. The remains of the camp include the former central parade ground with flagstaff intact, parallel to which is the former blacksmith shop and electric shop. Northeast of the parade ground lies a former paint shop and garage; southwest of the parade ground is a storage building. West of this grouping is a stable with adjoining tackroom and a garage.

Chopawamsic RDA – Camp (4) Pleasant Historic District

Beginning south of the campground at Quantico Creek and its tributary, the Chopawamsic RDA – Camp (4) Pleasant Historic District encompasses approximately 132 acres, and 36 contributing buildings and two contributing structures: 15 camper cabins, five lodges, five latrines, office/administration building, dining hall, infirmary, craft lodge/ nursery, two helps'/staff quarters, central washhouse, recreation building/ theater, two storage buildings, and two dams blocking Quantico Creek

Like Cabin Camp 3, the camp buildings are arranged like the spokes of a wheel: the dining hall, arts, medical and administration, and staff dwellings are the hub, around which five unit camps and a maintenance/parking area radiate. Each unit camp is composed of a lodge, latrine, and three eight- to 10-person cabins; a lake and dam is situated west of the camp.

ECW Architecture at Prince William Forest Park, 1933-42

The ECW Architecture at Prince William Forest Park is a multiple property listing in the NRHP covering numerous elements within PWRI. The listing includes the natural landscape and the built elements within the park that were constructed by the CCC, which was created by the Emergency Conservation Work Act of 1935. The ECW Architecture at Prince William Forest Park is significant because it represents early 20th-century federal efforts to provide recreational facilities for low-income groups and families living in congested urban centers in the form or organized camping facilities. PRWI is culturally significant for its rustic architecture, natural landscape, and sympathetic park design. The park is historically important as one of six RDAs established in Virginia—the fourth largest in the nation—by the CCC.

The following character-defining elements have been identified within PRWI:

- Natural landscape features
    - streams
    - drainages and ridges
    - forest

- Constructed landscape features
    - park roads

    - foot trails
    - dams and lakes

- Architectural typology
    - sleeping quarters: cabins
    - administration/service: i.e., infirmary, dining hall, latrine
    - recreational/cultural: crafts lodge, campfire ring

- Architectural design
    - NPS "pattern book" sources: picturesque plans, elevations
    - indigenous materials: i.e., wood, stone
    - hand-crafted (or simulated) features: i.e., hardware
    - horizontal emphasis: single story, low roof lines

Some topographic changes occurred at the site for the establishment of the main park entrance, draining and grading, and the construction of trails, which were intended to follow watercourses and connect to points of interest.

Cabin Branch Pyrite Mine Historic District

The Cabin Branch Pyrite Mine encompasses 88 acres and is located mostly within PRWI along the North Branch Quantico Creek. Between 1889 and 1920, large quantities of pyrite ore were mined and shipped to processing plants to produce sulfuric acid. Physical remains of the mine include foundations of at least twelve buildings, railroad tracks, approximately eight mine shafts, and extensive underground workings. Tools, rails, hardware, and other artifacts are still found on the site today. Contributing resources within the historic district include four sites and 42 structures (NPS 2002a).

The mine was listed as an historic district in the NRHP in 2002 under multiple criteria:

- Criterion A for association as the major supporting industry of the formal colonial port city of Dumfries, VA, for approximately 30 years

- Criterion D for its yield, or is likely to yield information important in prehistory or history

4.2 Archeological Resources

The area including the park has an extensive history. Mid-Atlantic prehistory is traditionally divided into three major periods: the Paleoindian (10,000–8000 B.C.), Archaic (8000–1200 B.C.), and Woodland (1200 B.C.–A.D. 1606). Taken together, the major eras of Mid-Atlantic prehistory represent a timescale beginning with the earliest known regional occupations and concluding with the watershed period of contact with European and African cultures. Occupation of this area of Virginia dates back to at least the Paleoindian period, approximately 12,000 years ago,

and dozens of prehistoric archeological sites are recorded within the park (Seibel and Crowl 2018). Although a Phase I archeological survey has not been conducted for the entirety of the APE, 117 archeological sites are documented within PRWI. These sites include prehistoric occupations, mines, camps, farmsteads, dwellings, a poor house, mills, military base/facility, a school, and other site types. A total of 47 cemeteries are also known within the park.

Only approximately 1,200 acres of the park have been subjected to "comprehensive" archeological survey (e.g., meeting 2017 DHR *Guidelines for Conducting Historic Resources Survey in Virginia*). The park has a high potential to contain undocumented prehistoric and historic archeological sites; it is likely that no more than about 25 percent of the archeological sites within the park have been found. It is also likely that there are numerous cemeteries still undocumented, both historic and prehistoric, within the park.

Any park areas with slopes less than 15 percent, with moderately well to excessively well-drained soils, and within 656 feet (200 meters) of a water source should be considered to have a moderate to high potential to contain prehistoric archeological sites. Although maps and previous contextual work indicate that there was a substantial historic human presence within the park, historical occupation was diffuse and of a low density. Any upland area in the vicinity of an historic road has the potential to contain historic archeological remains, though the nature of these remains could be diverse. Lowland areas, such along Quantico and Chopawamsic creeks, have the potential to contain undocumented industrial or transportation remains (NPS 2018).

5. EFFECTS ASSESSMENT

This document records the assessment of effects on the historic and archeological resources as identified in the preceding sections. The effects of the Action Alternative are discussed in the section below, and address anticipated effects of the alternative on the project area's and the APE's historic and archeological resources.

5.1 Historic Resources

Prince William Forest Park Historic District

No changes to the historic day use, camping, or administrative uses of the site would occur. The natural resources of the site would remain, including the park's overall topography, the features of the Quantico Creek watershed, and the forest ecosystems. No changes would occur to the buildings, structures, sites and objects, as well as circulation, within the Historic District except those outlined below:

- The plan would realign sections of existing trails with moderate or severe erosion or other design problems; the existing sections of realigned trails would no longer serve as trails. These trails include the South Valley Trail, North Valley Trail, Farms to Forest Trail

Loop, Quantico Cascades Trail, High Meadows Trail, Crossing Trail, Cabin Branch Mine Trail, the access trail from Cabin Camp 4 A-Unit to Lake 4, and others.

- Some existing trails in the park would be converted to accessible trails, including sections of the Farms to Forest Trail Loop. New accessible trails would also be created. These changes would also occur in Cabin Camps 1, 2, 4, and 5. In order to comply with the 2015 ABA Standards, the conversion of existing trails to accessible trails may require localized and minimal changes to the trail surface material and the construction of accessible trails may require topographic alterations. New accessible trails would introduce trails in the park where no trails are currently located, and would introduce trails in the Cabin Camps where no defined trails are present.

- Multiple new trails would be located within the park; most would be located in areas away from contributing buildings, structures, sites and objects. A new trail would lead out of Cabin Camp 4 to connect to the North Valley Trail

- A new structure would provide access to the eastern shore of Lake 2/5.

- New trails would be constructed parallel to Burma Road and Old Blacktop Road to accommodate mountain bikers.

- New parking would be added at Spriggs Lane, Independent Hill, and Lykes Lane, and expanded Oak Ridge Campground Front Lot and at multiple points along Scenic Drive.

The introduction of the accessible, new, and realigned trails, as well as the Lake 2/5 water access feature, would alter the circulation and topography of the historic district. The realignment and addition of new trails where no trails are present would result in changes to circulation patterns. The new trails and water access feature would also expand awareness by visitors of the historic resources within PRWI.

The closing and realignment of sections of the Cabin Branch Mine Trail and North Valley Trail with moderate or severe erosion or other design problems would alter the historic location of trails within the Cabin Branch Pyrite Mine. The trails would maintain their existing character and setting of a natural trail within a woodland setting. Natural vegetation would be allowed to grow into the closed trail section.

The development of new and accessible trails could minimally alter existing topography in order to provide appropriate slopes for trails. At the Cabin Camps, the placement of accessible trails could alter the character associated with the Cabin Camps' rustic architecture and harmony between the natural and designed landscape.

The new parking at Independent Hill would facilitate a new entrance to PRWI, while Spriggs Lane would support visitor access from the northeastern portion of the park. In both cases, primary circulation routes leading to contributing elements of the Prince William Forest Park Historic District would not be altered. Expansion of parking in areas along Scenic Drive would be consistent with existing usage. New parking areas at Spriggs Lane, Independent Hill, and Lykes Lane, and expanded parking at Oak Ridge Campground Front Lot and multiple points along Scenic Drive would be located away from contributing historic resources. Although the installation of parking at these points would require vegetation removal, the overall vegetated character of the park would remain.

Proposed park features designed to be compatible with the rustic character of the landscape would minimize potential adverse effects on PRWI by using indigenous materials, muted colors, and a design that is representative of the rustic style and sympathetic and complementary to the surrounding landscape. These design actions would be undertaken in a manner that is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Therefore, the undertaking would result in no adverse effect on the PRWI Historic District.

Chopawamsic Recreational Demonstration Area Camps

The Action Alternative would not result in physical changes to the buildings, structures, or sites within the Chopawamsic RDA Camps except for Lake 2/5. A new point of interest would provide access to the eastern shore of Lake 2/5.

The Action Alternative would introduce new trails and realign existing trails within and in the vicinity of the Chopawamsic RDA Camps, as described below.

Some existing trails in Cabin Camps 1, 2, 3, and 4 would be converted to accessible trails and/or new accessible trails would be created. In order to comply with the 2015 ABA Standards, the conversion of existing trails to accessible trails may require changes to the trail surface material, and the construction of all accessible trails may require topographic alterations. The creation of new accessible trails would introduce defined trails in the Cabin Camp where there currently none, thus altering the setting of the Cabin Camp structures and introducing defined circulation. The undertaking would realign sections of internal Cabin Camp trails with moderate or severe erosion or other design issue. No changes would be made directly to the historic structures.

The undertaking would add a new trail to connect a new water access point on the eastern shore of Lake 2/5 from Scenic Drive. The undertaking would also add a new trail leading out of Cabin Camp 4 to connect to the North Valley Trail. In addition, the undertaking would realign portions of the South Valley trails and the access trail from Cabin Camp 4 A-Unit to Lake 4 with moderate or severe erosion or other design problems in order to improve their long-term maintenance. The existing sections of realigned trails would no longer serve as trails.

The new and realigned trails, which are not contributing elements of the historic districts, could be visible within the historic district, but would be similar in character to existing trails and would not noticeably alter the vegetative character and patterns of the setting. Additionally, the trails would allow greater use and awareness of the historic district. The new and realigned trails could alter the feeling associated with these camps' rustic architecture and design harmony with the natural and constructed landscape. PRWI would minimize potential adverse effects by using indigenous materials, muted colors, and a design that is representative of the rustic style and sympathetic and complementary to the surrounding landscape. These design actions would be undertaken in a manner that is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

The introduction of a Lake 2/5 water access feature would add a new structure, such as a deck or overlook, to the lake. This structure would introduce a new element to the historic district. However, direct access to the lake for recreation would be consistent with the historical uses of the Cabin Camp, which has remnants of a previous access point on the lake. The new water access feature could alter the feeling associated with these camps' rustic architecture and design harmony with the natural and constructed landscape. The new water access feature and trails would minimize potentially adverse effects on the historic district by using indigenous materials, muted colors, and a design that is representative of the rustic style and sympathetic and complementary to the surrounding landscape. These design actions would be undertaken in a manner that is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Therefore, there would be no adverse effect on Chopawamsic RDA Camp Historic Districts or the Cabin Camp 1 Cultural Landscape.

<u>ECW Architecture at Prince William Forest Park, 1933-42</u>

The undertaking would result in changes to the Park's forest cover. New trails and parking areas would be added, existing trails would be realigned, and existing parking areas would be expanded within the Park's forest. However, the introduction, realignment, and expansion of these elements within the forest would not be perceptible on the overall patterns of development within the Park. New parking areas would be constructed in areas with existing tree clearings, when possible. Although the Action Alternative would remove approximately 27.2 acres of vegetation within the 12,572-acre park, such changes would be minimal within the context of the Park's forested area. Therefore, the Park would continue to retain its forested character.

Changes would also occur to constructed landscape features within the Chopawamsic RDA, as outlined below:

- New trails would be constructed parallel to Burma Road and Old Blacktop Road to accommodate mountain bikers.

- The undertaking would realign sections of existing trails, including internal Cabin Camp trails, with moderate or severe erosion or other design issues; the existing sections of realigned trails would no longer serve as trails. Natural vegetation would be allowed to grow into the closed trail section.

- Some existing trails in the park would be converted to accessible trails. New accessible trails would also be created. These changes would also occur in Cabin Camps 1, 2, 4, and 5. In order to comply with the 2015 ABA Standards, the conversion of existing trails to accessible trails may require changes to the trail surface material and the construction of all accessible trails may require topographic alterations. New accessible trails would introduce trails in the park where there currently are no trails and could introduce trails in the Cabin Camps where currently no defined trails are present.

- A new point of interest would provide access to the eastern shore of Lake 2/5.

No direct changes would occur on the architectural typology or style. However, the introduction of a Lake 2/5 water access feature and accessible, new, and realigned trails would result in changes to the setting of the buildings due to the addition of trails, parking, and new road materials in the vicinity of the Cabin Camps. These alterations could alter the feeling associated with these camps' rustic architecture and design harmony with the natural and constructed landscape.

The water access feature and new trails would aim to minimize adverse effects on the ECW Architecture by using indigenous materials, muted colors, and a design that is representative of the rustic style and sympathetic and complementary to the surrounding landscape. These design actions would be undertaken in a manner that is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Therefore, there would be no adverse effect on ECW Architecture at Prince William Forest Park, 1933-42.

<u>Cabin Branch Pyrite Mine Historic District</u>

The undertaking would close and realign sections of the Cabin Branch Mine Trail and North Valley Trail with moderate or severe erosion or other design problems. Both of these trails are contributing sites to the Cabin Branch Pyrite Mine Historic District based on their location as routes of the main track and spur tracks for the mine. These existing trails also run near multiple contributing structures and sites. These trail alignment changes would avoid the main track and spur tracks. The trail alignment changes would be visible within the historic district, but would be similar in character to existing trails and would not noticeably alter the vegetative character and patterns of the setting. The surrounding character of the new trails would be similar to that of the existing trails. The new and realigned trails could alter the feeling associated with the natural and manmade landscape. PRWI would minimize potential adverse effects by using indigenous

materials, muted colors, and a design that is representative of the rustic style and sympathetic and complementary to the surrounding landscape. These design actions would be undertaken in a manner that is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Therefore, the undertaking would result in no adverse effect on the Cabin Branch Pyrite Mine Historic District.

5.2 Archeological Resources

The Action Alternative would add new trails in a number of locations throughout the park. New trail locations would avoid documented, archeological sites and cemeteries and would provide a buffer to avoid potentially encountering remains during construction. However, there is potential for adverse effects to archeological resources during implementation, though the potential for adverse effects is considered low due to the possible presence of undocumented archeological resources throughout the park and the ground disturbance required to develop proposed elements in the Plan. New trails; realigned trails; the conversion of existing trails at the Farms to Forest Trail Loop, the South Valley Trail, Lykes Lane, the Laurel Trail Loop, and portions of the Cabin Camp circulation to accessible trails; new and expanded parking areas; and water access points at the Cabin Camp 2/5 lake and Breckenridge Reservoir would require minor ground disturbance and grading in areas that may previously be undisturbed. Proposed vegetation clearance would cause ground disturbance in previously disturbed areas. These activities have the potential to disturb as-yet unidentified archeological resources.

Ground disturbance related to the proposed project elements could disrupt or displace unknown archeological resources and result in a loss of integrity of the archeological resource, and therefore could result in an adverse effect. Some ground disturbance would be surficial, such as construction of earthen-surfaced trails, while other project elements would likely use mechanical equipment, such as to remove vegetation and/or install pavement. In order to avoid or minimize the potential for adverse effects, the NPS would conduct an archeological survey for undocumented areas where ground disturbance is proposed after exact project /limits-of-disturbance boundaries are identified and prior to any construction work. The survey would determine the presence or absence of archeological deposits in the footprint of disturbance. If NRHP-eligible or potentially eligible archeological resources are present, the NPS would define appropriate avoidance, minimization, or mitigation measures to be taken and would consult with DHR and consulting parties.

Ongoing impacts on archeological resources from existing trails would be addressed through re-routing of trails or the use of wood chips, landscape fabric, or other methods to cover exposed resources. PRWI would manage these impacts in accordance with NPS policies.

While the potential of any trail system work to impact unmarked cemeteries or human remains is low, the potential does exist and a protocol for the unanticipated discovery of cemeteries or human remains should be developed for the construction contractor.

While the implementation of the recommended actions in the Action Alternative has the potential to disturb currently undocumented archeological resources that would result in an adverse effect, each element of the Plan will be the subject of a separate Section 106 consultation as outlined in the 2008 NPS Programmatic Agreement. All work will be designed to meet the DHR 2017 *Guidelines for Conducting Historic Resources Survey in Virginia* and applicable Secretary of the Interior's standards.

6. AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

In order to avoid or minimize adverse effects on historic properties, several steps will be undertaken by NPS during implementation of the Action Alternative.

- PRWI would undertake Cultural Landscape Report for the trails system and for each Cabin Camp prior to the design and implementation of the Action Alternative.
- The new and realigned trails would be undertaken in a manner that is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Design and construction of the water access feature would be undertaken in a way that is compatible with the Park's rustic design idiom and is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- NPS would provide interpretation of the Cabin Branch Mine Trail and North Valley Trail explaining their presence and significance within the Cabin Branch Pyrite Mine Historic District.
- NPS would conduct an archeological survey for undocumented areas where ground disturbance is proposed after exact project /limits-of-disturbance boundaries are identified and prior to any construction work. The survey would determine the presence or absence of archeological deposits in the footprint of disturbance. If NRHP-eligible or potentially eligible archeological resources are present, the NPS would define appropriate avoidance, minimization, or mitigation measures to be taken and would consult with DHR and consulting parties

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8. APPENDIX A

United States Department of the Interior

NATIONAL PARK SERVICE
Prince William Forest Park
18100 Park Headquarters Road
Triangle, VA 22172

IN REPLY
REFER TO:

1.A.2. (PRWI/RM)

February 13, 2018

Virginia Department of Historic Resources
Attn.: Ms. Julie Langan
State Historic Preservation Officer
2801 Kensington Avenue
Richmond, VA 23221

Subject: Prince William Forest Park Comprehensive Trail Plan and Environmental Assessment—Section 106 Consultation

Dear Ms. Langan:

The National Park Service (NPS) is preparing a Comprehensive Trail System Plan and corresponding Environmental Assessment (EA) for Prince William Forest Park (PRWI). The NPS is formally initiating consultation for this project with the Virginia Department of Historic Resources (DHR), in accordance with 36 CFR 800.3 of Section 106 of the National Historic Preservation Act.

At more than 14,000 acres, PRWI is the largest continuous protected natural area in the NPS National Capital Region. It is also the largest example of a Piedmont forest in the National Park System, serving as a sanctuary for a diversity of plants and animals. The park contains approximately 30 miles of trails that are currently limited to pedestrian use, and approximately 10.5 miles of gravel roads that are open to pedestrian and bicycle use. The park contains the largest collection of Civilian Conservation Corps (CCC) structure in the National Park System. Additionally, the park contains remnants of homesteads, historic town sites, mines, and other diverse cultural resources. The entire park is listed in the National Register of Historic Places as a Cultural Landscape.

The NPS is developing a Comprehensive Trail Plan for PRWI to provide comprehensive guidance for enhancing the park's trails system and visitor experience in a manner that balances overall resource protection with intended trail uses and long-term management. The Plan is meant to provide park managers with a framework by which they can manage and maintain existing trails; close re-align existing trails when needed; add new trails and access points where appropriate; and, where feasible, create trails that are universally accessible. The Plan is needed to address the following concerns and on-going issues affecting the park's trail system:

- Over the years. trail segments were added incrementally without an adequate comprehensive approach resulting in an overall trail system that has connection issues and is difficult to maintain.

- Many of the park's existing trails have eroded and degraded due poor design and alignment, resulting in safety concerns.
- Due to heavy use and erosion, some trail segments are contributing to streambank failures, which increases stream sedimentation and habitat degradation.
- Some trail segments do not connect features of interest within the park, which encourages park visitors to go off trail creating resource issues.
- There is a lack of standardized trail signage.
- The full breadth of allowable park trail uses has never been comprehensively planned and assessed.
- The park lacks logical connections to, and integration with, local and regional trail systems.
- There is no direct access to the park for the communities along the Route 234 corridor, requiring those park neighbors to either travel a considerable distance to access the Park or enter the park through the use of social trails.
- Certain park destinations, such as Carter's Pond and the Pine Grove Picnic Area, do not fully meet accessibility standards.

The NPS is developing an EA for the Comprehensive Trail System Plan in accordance with the National Environmental Policy Act (NEPA). The NPS will also develop an Assessment of Effect for this project as a separate, but parallel, process to the EA. The proposed Area of Potential Effect is the project site, as shown in the attached map. However, at this early stage, we are unable to make any determination of effect. We are planning to consult with the public per 800.3(e) in public meetings and through our Planning, Environment, and Public Comment website (https://parkplanning.nps.gov/). We anticipate that these outreach efforts will accommodate the requirements of both NEPA and the Section 106 processes.

A copy of the EA and the Assessment of Effect will be provided to your office for review when it becomes available, and we anticipate further consultation with your office as mandated by Section 106.

We look forward to working with you on this project. If you have any questions, please do not hesitate to contact Tammy Stidham at (202) 619-7474 or via email (tammy_stidham@nps.gov).

Sincerely,

Tanya M. Gossett
Superintendent

Enclosure: Proposed Area of Potential Effect