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# THE POTOMAC HERITAGE TRAIL



A PROPOSED NATIONAL SCENIC TRAIL

As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interests of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. Administration.



U.S. DEPARTMENT OF THE INTERIOR  
Rogers C. B. Morton, Secretary

Bureau of Outdoor Recreation  
James G. Watt, Director

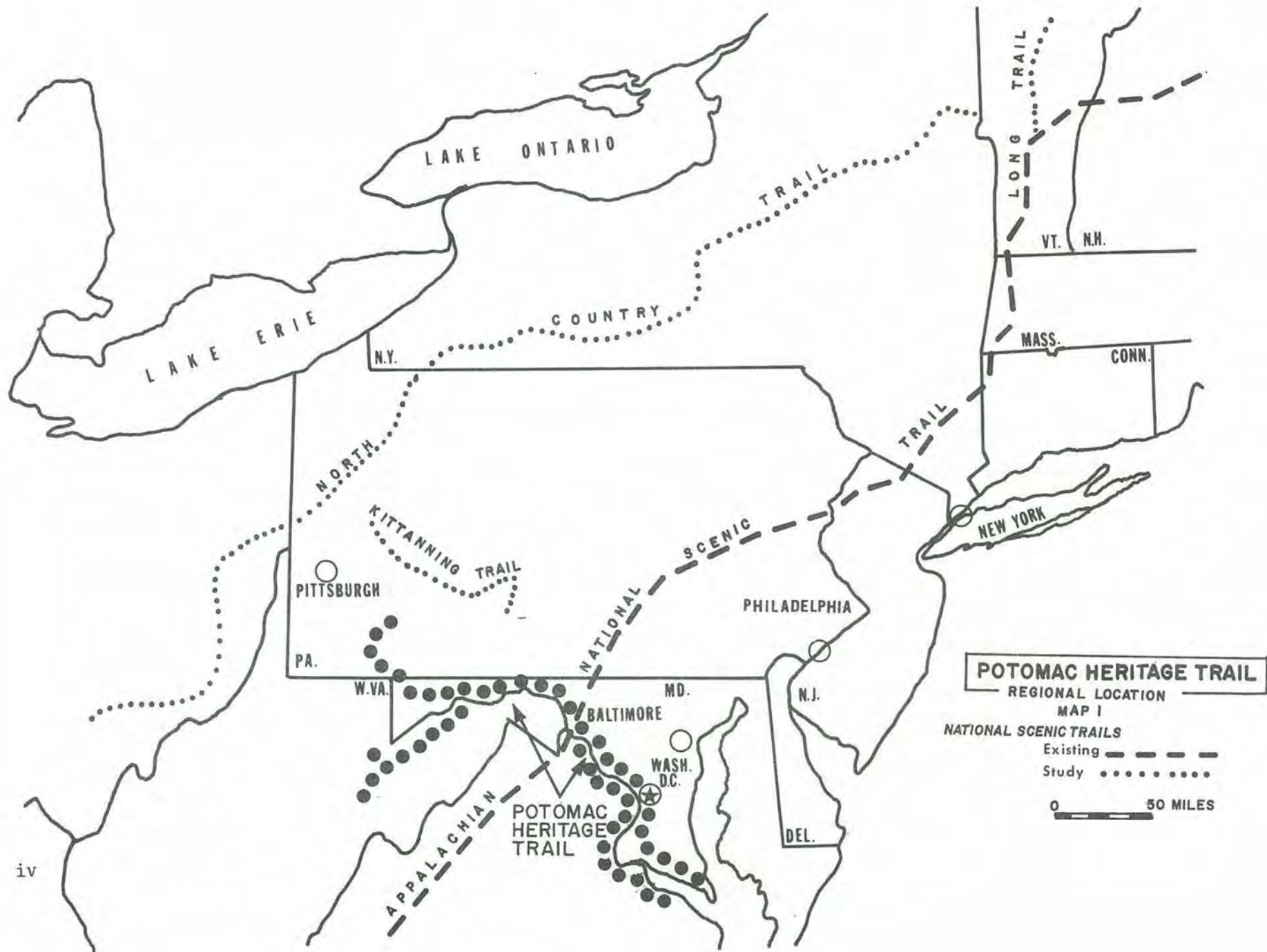
THE POTOMAC HERITAGE TRAIL

DECEMBER 1974



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**POTOMAC HERITAGE TRAIL**

REGIONAL LOCATION  
MAP I

NATIONAL SCENIC TRAILS  
Existing ———  
Study ·····

0 50 MILES

## INTRODUCTION

## INTRODUCTION

On October 2, 1968, the President signed into law Public Law 90-543, the National Trails System Act. This Act instituted a national system of recreation and scenic trails, designated the initial components of that system, and prescribed the methods by which, and standards according to which, additional components may be added to the system. In the National Trails System Act, the Secretary of the Interior, and the Secretary of Agriculture, are directed to "make such additional studies as are herein or may hereafter be authorized by the Congress for the purpose of determining the feasibility and desirability of designating other trails as national scenic trails." (Section 5(b)). Among these authorized studies is that of the Potomac Heritage Trail. This study report is therefore submitted under the provisions of Public Law 90-543, Section 5(c)(2).

In accordance with the Act, this report delineates the route of the Potomac Heritage Trail, defining the associated scenic, historic, natural, and cultural qualities which establish the national significance of the proposed route. The report also treats land ownership and use, land acquisition, development and maintenance, and administration. The role of State and local government, participation by public and private organizations, and other items required under Section 5(b) (1 through 9), are also discussed.

A reconnaissance study for this trail was made by the National Park Service; their findings and recommendations are in the unreleased report, A proposal, Potomac Heritage Trail: A Trunk Trail in The Nationwide System of Trails, prepared by the National Park Service for the Steering Committee of the Nationwide Trails Study, dated October 1965. The present study was begun by the Interagency Field Task Force led by the Bureau of Outdoor Recreation in May 1969.



The concept of the Potomac Heritage Trail was presented to the public in the Bureau of Outdoor Recreation publication, Trails for America: Report on the Nationwide Trails Study in December 1966, as follows:

#### Potomac Heritage Trail

Trails normally are associated with a single type of landscape -- mountain, lake shore, or river course. Few traverse more than a single physiographic region. Practically all are connected with a single strong landscape feature such as a mountain range, river valley, or historic pathway. Thus, few trails offer diverse recreation, scenic, and cultural opportunity. Yet such an opportunity exists with the Potomac River as its backbone.

Perhaps no other river in the country is historically as rich as this stream. The national government grew up and reached its maturity in the Potomac Valley. Many famous Americans were born, reared, and lived on the banks of the Potomac.

The Potomac Heritage Trail would follow the course of the Potomac River from source to mouth, linking an astounding array of superlative historic, scenic, natural, and cultural features, and offering an outstanding recreation opportunity for the residents of the Potomac Valley and its annual millions of visitors. The Nation's Capital, potentially the greatest source of persons who would visit this trail, is the focal point of the system.

Trails for America  
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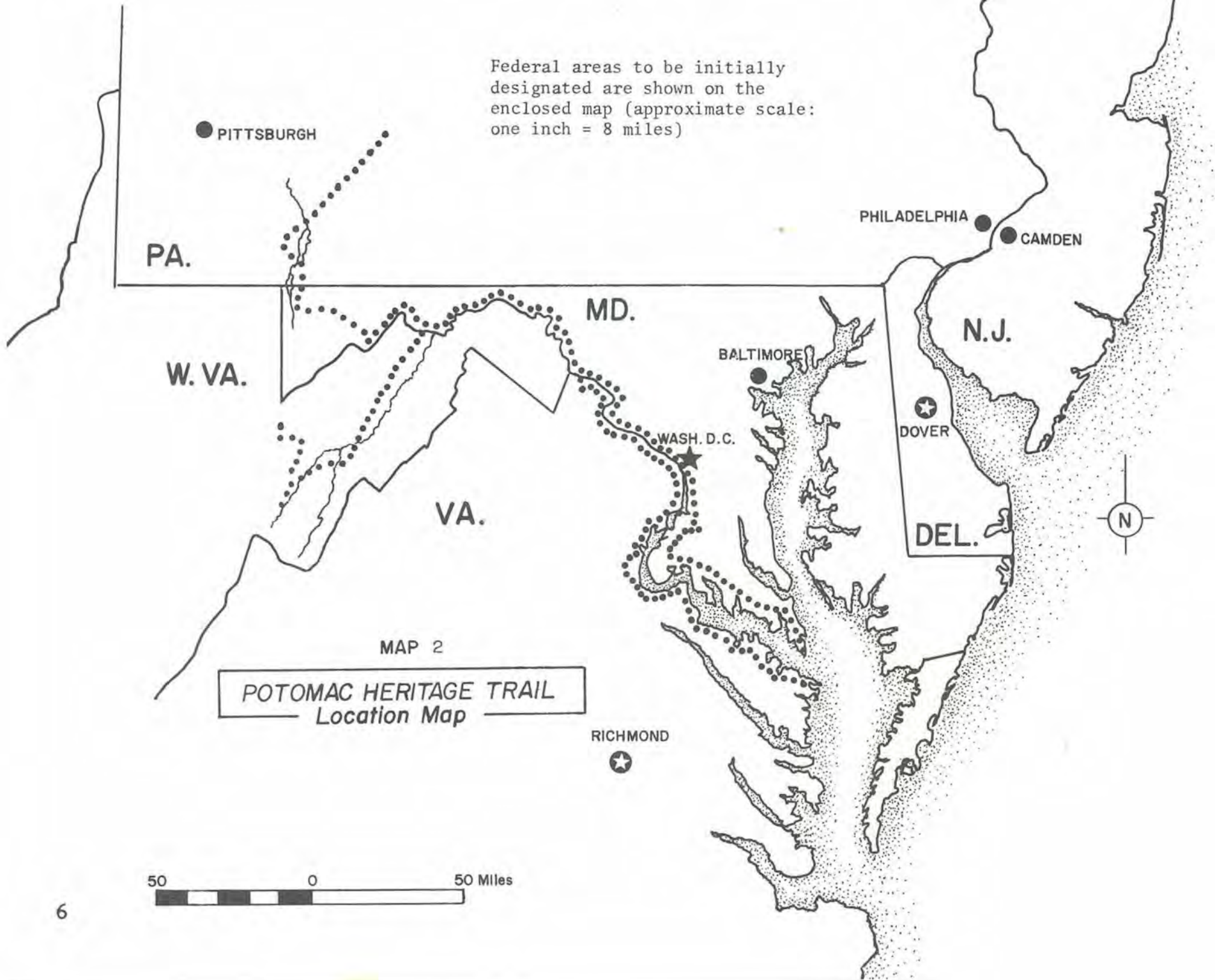
The trail is also referred to in Land, People, & Recreation in the Potomac River Basin, the final report of the Recreation and Landscape Sub-Task Force of the Federal Inter-departmental Task Force on the Potomac (1968), in The Nation's River, the Department of the Interior Official Report on the Potomac (October 1968), and in The Potomac -- A Model Estuary (July 1970), prepared by the Bureau of Outdoor Recreation in response to a House of Representatives Interior and Insular Affairs Committee Resolution of April 2, 1969.

For the purposes of this report, it is assumed:

1. that both hiking and walking for pleasure, though distinguishable recreation activities, are manifestations of a single recreation impulse, and that both activities would find expression and accommodation on the Potomac Heritage Trail;
2. that hiking, walking for pleasure, bicycle riding, horseback riding, and other compatible uses of a National Scenic Trail exhibit significant recreation values for the general public;
3. that concomitant benefits to physical and mental health, social adjustment, individual well-being, and national pride are desirable and valid objectives;
4. that participation in the above activities will increase; and
5. that the economy will continue to support leisure time at least at present levels for an expanding population, and that technological advances will likely increase the available per capita leisure time.

SUMMARY:  
FINDINGS AND RECOMMENDATIONS

Federal areas to be initially designated are shown on the enclosed map (approximate scale: one inch = 8 miles)



50 0 50 Miles

## SUMMARY: FINDINGS AND RECOMMENDATIONS

The Potomac Heritage Trail, as studied and presented in this report, is found to be desirable and feasible for inclusion in the National Trail System as a National Scenic Trail of about 874 miles in length. The trail route as recommended runs from Point Lookout, Maryland, and Smith Point, Virginia, generally following the Potomac to the Washington-Alexandria-Arlington metropolitan area; it runs westward from Georgetown to Cumberland, Maryland, on the towpath of the Chesapeake and Ohio Canal; from Arlington to Harpers Ferry, West Virginia, it runs along the south bank of the Potomac. At Oldtown, Maryland, the main trail divides, one branch running south to dual termini at Spruce Knob-Seneca Rocks National Recreation Area and at Blackwater Falls State Park, both in West Virginia. A second, or northern branch, continues from Cumberland, Maryland, to the Youghiogheny River and then north to Braddock's Road, west to Fort Necessity National Battlefield and Ohiopyle State Park, and north along the Laurel Ridge highlands to Conemaugh Gorge near Johnstown, Pennsylvania.

Those characteristics which make the trail worthy of national scenic designation are both individually impressive and collectively significant. The variety is truly remarkable, ranging from historic battlefields and fortifications--Fort Necessity, Fort Washington, Antietam, and Balls Bluff, to historic homes--Stratford Hall, Mount Vernon, Gunston Hall, and the White House, from the urban complex of metropolitan Washington with all of its government functions and its central place in the development of American life to the remoteness of the Dolly Sods in Monongahela National Forest, from the strenuous hiking in the Savage River country of western Maryland to the leisurely stroll through historic Alexandria, and from the tranquility and isolation of Zekiah Swamp to the somber melancholy of Antietam Battlefield. And above all, there is the River itself.

It would therefore be in the national interest to create, develop, and maintain this proposed trail passing through four States and the District of Columbia, accommodating not only hiking, but - on suitable portions - bicycling, horse-back riding, and similar compatible uses.

Approximately 45 percent of the trail is routed on existing public lands. It is anticipated that the trail as proposed would generate 2 million visitor days of use for the entire trail were it in existence at the present time. Estimates indicate approximately 2.3 million visitor days by 1980, and nearly 3 million by the year 2000. The trail would be open throughout the year, though the major hiking season would be April through November. Some winter use would occur near the population cores and, where winter sport conditions exist, there could be some further winter use for snowshoeing and ski-touring.

The economic impact of this trail is estimated to be relatively small. Its length, its generally extensive rather than intensive recreation use, its linear nature, the fact that nearly one-half of the route is on land already in public ownership, and the flexibility which its master planners may utilize in locating considerable portions of the route to minimize negative effects--all combine to lessen its economic impact. In some cases its presence could actually promote improved land management practices.

The acquisition of private lands would be minimal and the construction of the route would result neither in major alterations in the local tax base nor inject large sums of money into the local economy. Therefore, the use which it would receive as an extensive recreation facility requiring only minimal related facilities could not be expected to result in any concentrated impact on local economies.

On the basis of these findings, this report recommends:

1. That the Potomac Heritage Trail be found qualified for designation as a National Scenic Trail in the National Trails System by the Congress--its general route to be in accord with that shown in this report.
2. That 323 miles of the proposed 874 mile Potomac Heritage Trail generally located within the exterior boundaries of Federally administered areas (including the District of Columbia) be established initially as a National Scenic Trail as generally depicted on the map enclosed in this report. Funds to establish these initial sections of trail would be provided by the Federal administering agencies involved through existing program sources.

3. That the Secretary of the Interior may designate lands outside the exterior boundaries of Federally administered areas as components of the Potomac Heritage National Scenic Trail only upon application from the States (including the District of Columbia) or local governmental agencies involved if such components meet the criteria established in the National Trails System Act and such supplemental criteria as the Secretary may prescribe and are administered by such agencies without expense to the United States.
4. That overall administration be assigned to the Department of the Interior, in consultation with the heads of other Federal agencies where lands administered by them are involved, with appropriate administrative responsibility being given to State agencies, counties, and such local agencies or private trail organizations as may be appropriate; and that an Advisory Council on the pattern of that established for the Appalachian National Scenic Trail be constituted.
5. That the overall administering agency prepare guidelines for planning, design, and management of the trail within three years after the trail is designated.



THE POTOMAC HERITAGE TRAIL ROUTE

## THE POTOMAC HERITAGE TRAIL

### Impressions...

In a sense, life is a series of impressions...  
reality is not merely what you perceive,  
but how you perceive it.

Standing at Chapel Point on the Port Tobacco River in Maryland,  
breathing the quiet summer air in the late afternoon,  
looking across the river into a haze of reflected golden sunlight  
toward the Potomac...

At a farm called Mount Air, later that evening, watching the sun set upriver,  
seeing, on the opposite shore, a solitary bald eagle  
soaring above the treetops in the afterglow...  
sensing the emotional pull of the land one's forefathers had come to  
and made their own,  
feeling the present slip away and the ghostly past assert its claim...

On a changeable windswept summer morning, looking out of the observation tower  
on Spruce Knob, over rolling hills and a panoramic sweep of highland scenery,  
with the clouds parting occasionally to allow the sun to brighten the vista,  
realizing what must have drawn men here to this wilderness...

Later that day, crossing the Dolly Sods, thinking of the strange beauty  
to be seen in the bleak and the stark...

Discovering George Mason's home, Gunston Hall, in Virginia -  
the perfection of its Palladian drawing room and gardens -  
pondering the Enlightenment that produced such a revolutionary,  
enunciating citizens' rights we now take for granted...  
Mason, leaving his tidewater plantation only with the greatest  
reluctance to attend councils where Washington, Jefferson,  
Adams, Madison, Franklin, and Hamilton listened to him with respect...

Hiking on the Chesapeake and Ohio Canal Towpath,  
conscious of the forces -- social, economic, individual --  
which demanded, molded, and shaped this artery to the interior...

On a grim and overcast day, visiting Antietam --  
being deeply and inexpressibly moved by the realization  
that this bloody carnage was also one's heritage, a part of America --  
and later reading an account by a survivor of the battle,  
whose thoughts and feelings were similar...

Standing on the Mall at the Lincoln Memorial in the morning sunlight,  
reflecting on the fair promise of this Nation...  
wondering how the Founding Fathers would feel, and what they might think,  
in this place, in this time...

The Potomac Heritage Trail offers a wide range of insights for  
thoughtful Americans to reflect upon with both humility and pride.

There co-exists, sometimes in a most delicate balance, a natural heritage, in addition to the more apparent cultural heritage embodied in the historic homes, buildings, battlefields, and artifacts along the trail route. The great river, with such tributaries as the St. Mary's and the Port Tobacco on the estuary, and the Shenandoah at Harpers Ferry, the forests and farmlands, the mountains and plateaus, the wildlife, including the symbolic American bald eagle, the superb vistas and panoramas -- all mingle inextricably with the dramatic events enacted upon this stage, though they are much more than mere stage scenery. The trail route blends the cultural and the natural heritage, so that St. Mary's City and Antietam, for example, are balanced by Zekiah Swamp and the Monongahela National Forest. So, too, the city of Washington may be contrasted with Point Lookout, with Blackwater Falls, or with Ohiopyle. Throughout its length, the Potomac Heritage Trail provides contrasts between and convergences of the cultural and the natural heritages.

Extending from the estuary at Smith Point, Virginia, and Point Lookout, Maryland, up both shores of the river through tidewater Virginia and Maryland to the Nation's Capital, continuing west through Virginia hunt country to Harpers Ferry and along the Chesapeake and Ohio Canal Towpath in Maryland to Cumberland, stretching southwest along the ridges and valleys to Spruce Knob-Seneca Rocks and Blackwater Falls in West Virginia, and northwest to Ohiopyle on the Youghiogeny River, along the Braddock Road and to Washington's Fort Necessity, and finally up the Laurel Ridge to Conemaugh Gorge near Johnstown in Pennsylvania -- the Trail is permeated with our National heritage.

For most of its length, the trail route follows terrain characteristic of the Potomac River Basin, which comprises five physiographic provinces: Appalachian Plateau, Valley and Ridge, Blue Ridge, Piedmont, and Coastal Plain. About mid-way between Cumberland, Maryland, and the Mason-Dixon Line, however, the trail leaves the Potomac Basin and begins to follow the north-south ridges and valleys of the Ohio River Basin into Pennsylvania. In profile the route begins at its lowest point near sea level at Point Lookout, Maryland, and Smith Point, Virginia, and rises to 4,862 feet at Spruce Knob, West Virginia, its highest point and terminus of its southwestern leg.

Topography in the upper Potomac Basin is typically mountainous with steep, rugged, rocky slopes and narrow bottom lands bordering the rivers. From a point just to the west of Mouth of Seneca in the Monongahela National Forest and generally northward, the route runs along the Allegheny Front, turning west across the top of a 4,000-foot high plateau known as the Dolly Sods - an area characterized by rock outcrops and sharp ridges as well as relatively level plateau sections - to Blackwater Falls State Park in West Virginia. The leg of the trail from Brushy Run within the Monongahela National Forest northeastward to Oldtown, Maryland, generally follows the valley of the South Branch of the Potomac. Seneca Rocks, a 1,000-foot high quartzite formation and Smoke Hole Gorge, a 20-mile trough formed by the South Branch, are major terrain features encountered upon entering this river valley, which afterward is alternately wide and narrow with broad vistas often backdropped by scenic ridges.

At Oldtown, Maryland, on the Chesapeake and Ohio Canal and the Potomac River main stem, this segment of the trail meets the northern sections which begin at Johnstown, Pennsylvania. From Johnstown the trail runs southwest along the Laurel Ridge to Ohiopyle State Park. At Ohiopyle, the trail continues southwest to the Braddock's Grave-Fort Necessity site, then turns east along Braddock's Road to Youghiogheny Reservoir, where the trail continues southward to Friendsville, Maryland. The trail then turns eastward and begins to run counter to the north-south axis of the Allegheny Mountain structure. It meets the North Branch of the Potomac River at the Narrows, a spectacular steep-sided cut formed by the river near the western terminus of the Chesapeake and Ohio Canal at Cumberland, Maryland.

The water level Chesapeake and Ohio Canal route passes through alternating wide and narrow valleys and occasional spectacular gorges downstream to Harpers Ferry. Here the trail divides again, one leg continuing on the canal to Washington, D.C., and the other crossing the river, continuing along the bank, and finally climbing atop and along the Potomac Palisades on the west bank just north of the Capital. Continuing on both sides of the river through the Washington, D.C. metropolitan area, the trail segments enter a moderately dissected plateau, which is bordered by a lowland plain along the shore. Major terrain features on both sides of the Potomac Estuary south of the Capital are beaches and low cliffs. On the Maryland side, these are interrupted and variety is added by marshes and occasional high cliffs, while on the Virginia side, headlands are more numerous; both shorelines are cut by a large number of small creeks and embayments.

Variations in the topography and location of the trail route from shoreline to mountain produce variety in climate along its length. In the estuary, the Atlantic Ocean and Chesapeake Bay tend to moderate temperatures, while mountainous terrain inland produces more extreme conditions along higher sections of the route. The inland climate tends to be warmer and dryer in the valleys than on higher elevations, and the plateau areas to the east are affected by the increased precipitation and snowfall generated by the Allegheny Mountains. Using the Southern Eastern Shore and Allegheny Plateau climatic divisions as examples, the following table shows that winters are generally milder and summers hotter in the estuary than in highland sections:

TABLE 1 CLIMATE -- SELECTED AREAS ALONG THE TRAIL ROUTE

<u>Climate Factor*</u>	<u>Allegheny Plateau</u>	<u>Southern Eastern Shore</u>
Temperature	48°F	57°F
Number of Days recording 32°F or lower	150	70
Number of Days recording 90°F or higher	2 - 3	25 - 30
Precipitation (inches)	49	48
Snowfall (inches)	78	9
Frost penetration (inches)	18	5

\*Average annual data based on period 1931-1955

Although temperatures and related factors vary considerably, precipitation is fairly well distributed, averaging 48 inches per year in the estuary and 49 inches in plateau sections. A notable exception is the "rain shadow" of Cumberland, Maryland. The movement of air masses over the Allegheny Mountains will often trigger precipitation on the eastern slopes and plateau, but the warming of this air as it passes eastward toward Cumberland tends to dissipate storm clouds resulting in a yearly average precipitation of 36 inches. By contrast, a high mountain area such as the vicinity of Spruce Knob, West Virginia, receives about 50 inches per year. In the estuary, summer precipitation patterns may be greatly modified by a variable number of thunderstorms. By and large, except for some seasonal extremes mentioned, climate offers no serious limitation to activities in connection with a national scenic trail for a late spring through early fall recreation season in the mountains and a longer season in estuary areas.

More than one-half of the Potomac River Basin is forested - primarily with deciduous types, but also with evergreens in scattered areas. The Monongahela National Forest in West Virginia, for example, contains distinct timber associations -- the spruce-fir northern hardwood type found in higher elevations and the oak-hickory and cove hardwood association in the valleys and slopes. A marked transition in timber associations occurs in this area. Cove hardwoods consisting of yellow poplar, maples, and mixed oaks and hickories are found at the lower elevations in moist coves and ravines. On the well drained dry slopes at this same elevation an oak-hickory association becomes the dominant vegetation.

At the higher elevations along ridge tops a spruce-fir association consisting of red spruce, red pine, hemlock and occasionally balsam fir in swampy areas, predominates. Below the spruce-fir type a northern hardwood association becomes evident. This association consists mainly of yellow birch, beech, red maple and other species characteristic of a more northern climate.

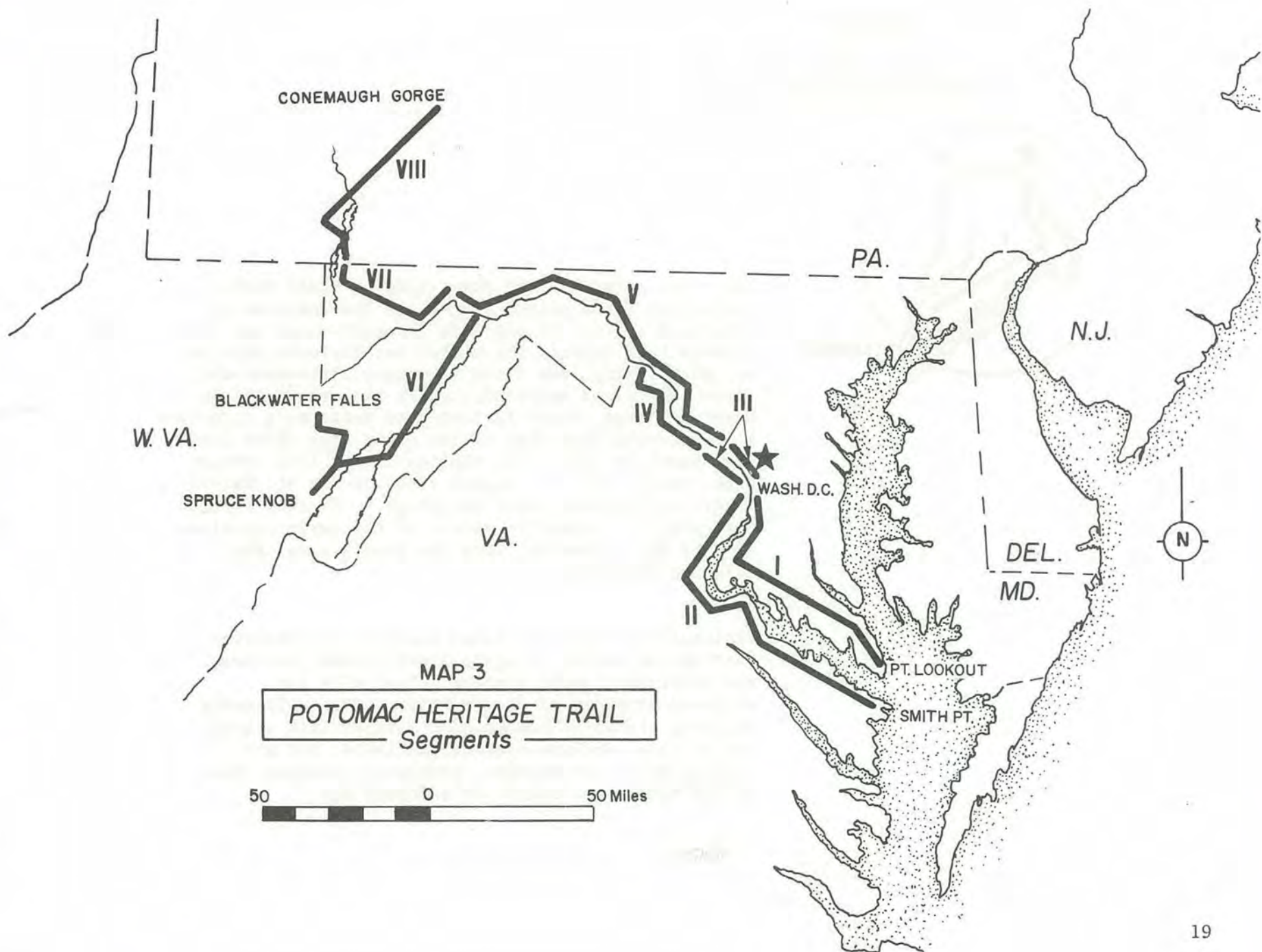
Along the shore of the estuary, oaks and pines are the dominant species interspersed with occasional pockets of white cedar. Wet areas are vegetated with willows, alder, sycamore and other species indigenous to wet areas.

Migratory waterfowl such as ducks, geese, and swans occupy the waters of the estuary, a major wintering and resting place along the Atlantic Flyway. The marshes and wetlands offer a great resource for observing and hunting ducks and geese. Upland game birds are plentiful as are white-tailed deer. Outstanding in symbolical significance is the American bald eagle, found on estuary headlands.

Shellfish such as oysters, clams, and crabs are plentiful in the waters of the lower estuary, as are such commercial fish species as river herring and striped bass. Near highland sections of the trail, there are many mountain streams supporting rainbow, brook and the occasional brown trout. Bass streams are also numerous in these areas, though bass may also be found in the fresh-water portions of the rivers.

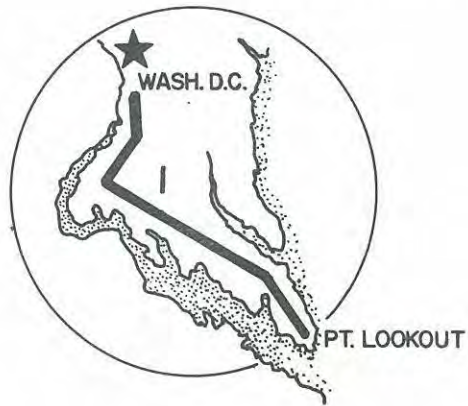






## Segment I

Point Lookout State Park, Md.  
to District of Columbia line



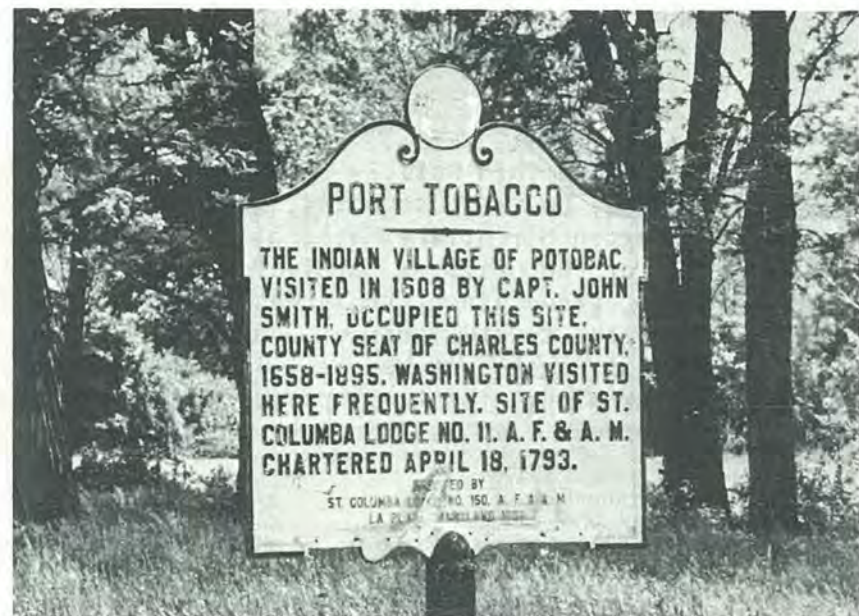
The trail originates at Point Lookout State Park, a one-time Union prison camp which has remained in a natural state. It proceeds through wooded and some cleared land towards the hamlet and historic site of St. Mary's City, the first permanent settlement and first capital of Maryland. Other than the small St. Mary's College, there is little to indicate a life very far different from that of its early days after its settlement in 1634. The replica of the 17th century State House, with its superb views of the St. Mary's River, and various other buildings -- Clocker's Fancy, for example - evoke the spirit of the early colonization of the tidewater, when the frontier was the Atlantic shoreline.

Particularly along the lower estuary, one observes that as the thrust of agriculture, trade, business, and government moved further inland with the westward movement of the frontier, certain formerly thriving tidewater communities settled into a quiet way of life, perhaps somewhat isolated, but preserving up to the present, generally speaking, much of the temper and spirit of a former age.



West and north of Port Tobacco, the trail route touches and passes near such State Parks and Forests as Doncaster and General Smallwood. At the Federally-administered Piscataway Park, a wide range of recreational opportunities is offered and from Fort Washington Park on the Potomac, the trail runs north to the District of Columbia line.

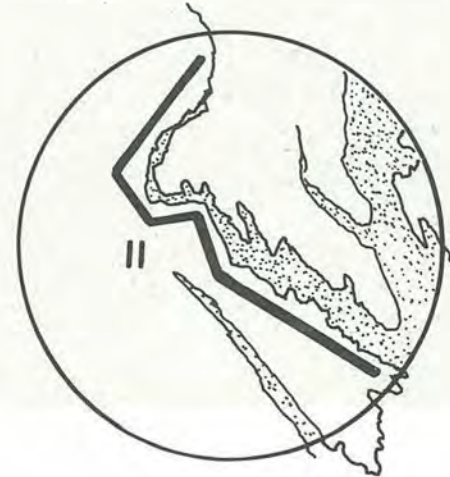
Beyond St. Mary's City, and the rhythmically-named Tippity-Wichity Island, the trail follows stream valleys past Leonardtown and Charlotte Hall through Allen's Fresh and Zekiah Swamp. The last-named, a unique hardwood swamp, is still relatively primitive, with little surrounding development; the trail runs about halfway up the swamp before turning west to the remaining buildings of the historic town of Port Tobacco. During the later 17th century this was one of the busiest seaports in the New World, but sediment build-up in the river and changing economic conditions reduced Port Tobacco to a quiet village. In this area a number of historic sites and early homes are preserved in excellent condition, including St. Ignatius' Church, St. Thomas' Manor, and Rose Hill, an early 18th century home owned by George Washington's personal physician, Gustavus Brown.



Originating at the mouth of the Potomac, at Smith Point on Virginia's Northern Neck, the trail passes along the estuary through two areas recognized in The Potomac -- A Model Estuary as having considerable recreation/conservation potential: Smith Point itself and Hack Creek and Neck. Where development bars use of the estuary shore, the trail uses stream valleys to reach the headwaters of Nomini Creek. At the mouth of Nomini Creek the trail takes advantage of the estuarine vista afforded by the Nomini Cliffs, passing close to Stratford Hall, the family home of the Lees, which offers a reminiscence of early 18th century tidewater plantation life, a way of life which produced many of our Nation's leaders.

## Segment II

Smith Point, Va. to  
Alexandria, Va.



Beyond Stratford Hall is Westmoreland State Park, a major public recreation area with swimming, boating, canoeing, and picnicking facilities. Next is Wakefield, the George Washington Birthplace National Monument, which consists of a memorial mansion in the style of the original Wakefield Manor, extensive gardens, and the tombs of Washington's father, grandfather, and great grandfather. The trail, running inland here, turns riverwards towards Monrovia, near the once popular riverfront vacation town of Colonial Beach. At Monrovia is the site of President James Monroe's birthplace. Further along, the trail passes through the Quantico Marine Corps Schools on the main street. It is joined by a side trail from Prince William Forest Park.

Some thirty-five miles to the west of Monrovia lies Fredericksburg on the Rappahannock, with its many Monroe and Washington associations -- the law offices of James Monroe (the James Monroe Museum Library); the home of Mary Ball Washington, the President's mother; Kenmore, the pleasant Georgian manor house of the President's sister, Betty Washington Lewis and her husband Colonel Fielding Lewis;



Connecting  
or Side Trail

the Rising Sun Tavern, built by the President's youngest brother, Charles Washington, first known as the Washington Tavern, a social center for colonial Fredericksburg, and later associated with General George Augustine Washington; and the Ferry Farm, where President Washington spent time during his boyhood. While the Potomac Heritage Trail adheres closely to the river, a connection from the trail to Fredericksburg would be in order.



On Mason Neck the trail passes Gunston Hall, the superb colonial plantation home of George Mason. The recent publication of Mason's letters appears to indicate a significant re-evaluation of his considerable influence in the formation of the United States. The house, its gardens, and its situation evoke eloquently later 18th century tidewater Virginia plantation life at its zenith. Lands for a large state park and a large regional park are being acquired on Mason Neck, and a National Wildlife Refuge has been established.

Between Mason Neck and Mount Vernon is the Army Engineers' Reservation at Fort Belvoir, with its considerable recreation/conservation potential. Segment two ends at the Alexandria line, although the persons and events of the revolutionary and post-revolutionary periods in our national heritage, foreshadowed along the estuary, cross over this boundary into historic Alexandria and Arlington.



Historic Pohick Church, the parish church of Mount Vernon, Woodlawn, and Gunston Hall, is near the trail route here, as is, slightly further on, Woodlawn Plantation, presented by Washington to his nephew, Lawrence Lewis, and his ward, Eleanor Parke Custis, on their marriage. Mount Vernon, Washington's Potomac River plantation is, of course, justly celebrated and honored, and is a major historic attraction on this segment of the trail.

Segment III

Metropolitan Washington-  
Alexandria-  
Arlington



From Fort Washington in Maryland the trail has proceeded up the shore to the District line; crossing the Anacostia, it runs down Pennsylvania Avenue to the monumental core of the Nation's Capital: the Library of Congress, the Supreme Court, the Capitol, the Mall, the National Gallery, the Smithsonian Institution, the Washington Monument, the White House, the Lincoln Memorial, and the Jefferson Memorial. Here the trail presents the monumental in two senses -- the memorials to our great national leaders, and the living present of the executive, legislative, and judicial branches of our government. In addition, and this is unique to the Potomac Heritage Trail, the city-scape itself, a part of Megalopolis, the national capital, the "City of Magnificent Distances," offers the users of the trail an urban experience not found elsewhere among the list of potential National Scenic Trails.



Encircling Washington is a ring of Civil War forts, designed for the protection of the capital, which have since been converted into parks. A 23-mile long Fort Circle Parks Trail around the District, starting at Fort Stanton Park, to Fort Davis Park, Fort Dupont Park, Fort Chaplin Park, Fort Mahan Park, past Kenilworth Aquatic Gardens, across the Anacostia River to Fort Totten Park, Fort Slocum Park, to Rock Creek Park, descending through the valley to Georgetown and the Chesapeake and Ohio Canal, was designated a National Recreation Trail in the National Trails System in July of 1971. While the Potomac Heritage Trail passes through the monumental core of the national capital, this route provides views of the city-scape from its periphery.

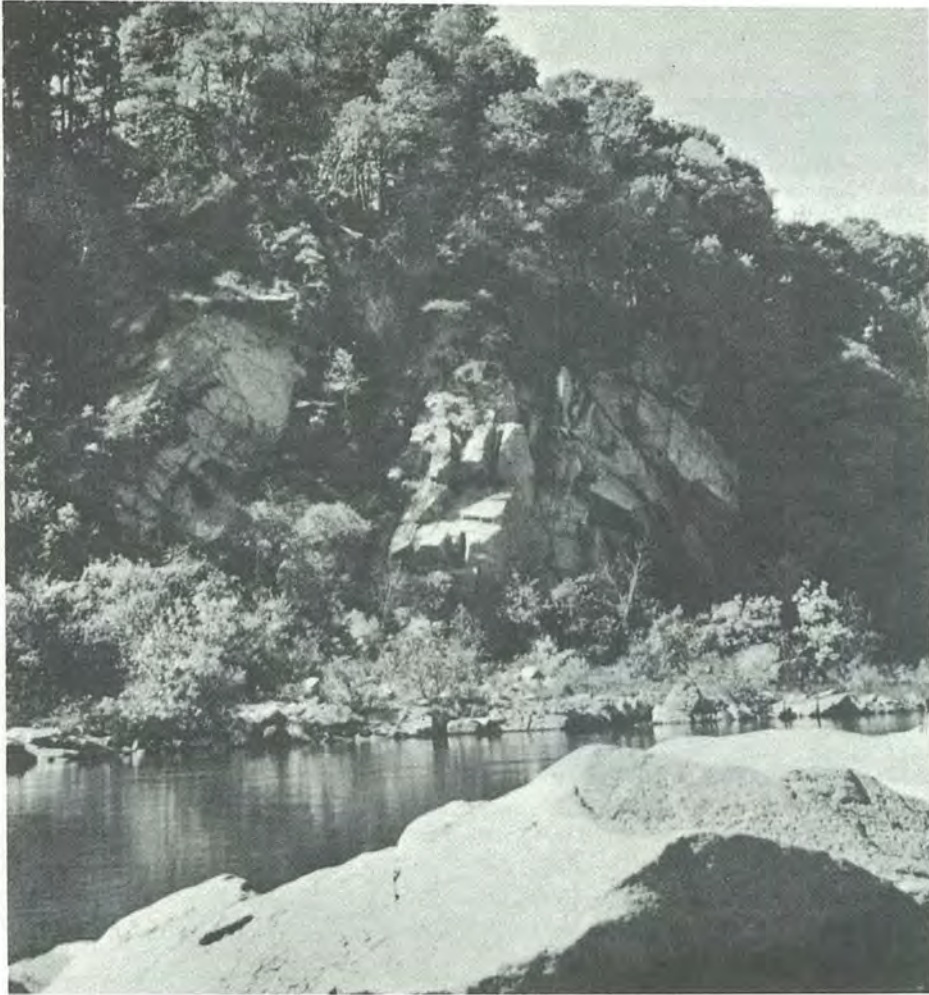
Connecting  
or Side Trail





Across the river in Alexandria and Arlington, and in the Georgetown section of Washington, one also has a sense of the past and the present commingled, but in such a way that the monumental scale of the public city is tempered to that of the private citizen and his family. In Alexandria, the trail gives access to Christ Church, where both Washington and Robert E. Lee had pews, to Lee's boyhood home, Lord Mayor Ramsay's house, the Carlyle house, Gadsby's Tavern, the Friendship Fire Company, and the Lawrason-Lafayette House and the Dulaney House. The historic buildings of Alexandria are a reminder that this port town served as a center for later 18th century Northern Virginia, that prior to the building of the national capital, and for some time into the 19th century, it was a major focus for the agricultural economy of the river region. As Alexandria waxed powerful, towns like Port Tobacco waned, in the manner that St. Mary's City had earlier been superseded by Annapolis.

Above Alexandria, in Arlington, the trail runs along a narrow corridor near the river to reach Memorial Bridge, where a crossing to the Lincoln Memorial may be effected, giving a magnificent vista along the Reflecting Pool to the Washington Monument, with the west front of the Capitol at the far end of the Mall dominating the panorama. At Memorial Bridge the trail also gives access to Arlington National Cemetery, the Custis-Lee Mansion, the Tomb of the Unknown Soldier, and the John F. Kennedy grave. There is also, via a causeway, access to the Theodore Roosevelt Memorial on Theodore Roosevelt Island.

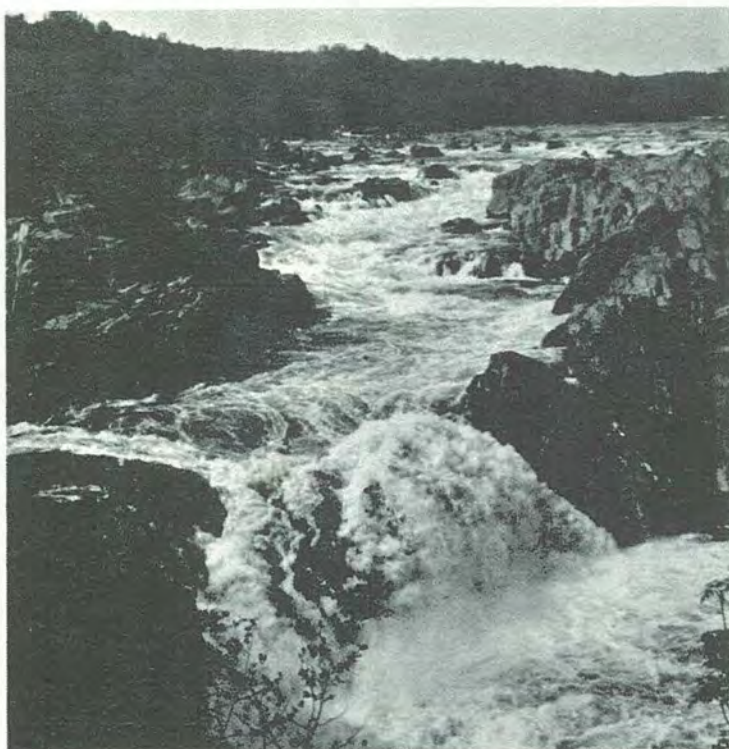


#### Segment IV

Arlington, Va. to vicinity  
of Harpers Ferry, W.Va.



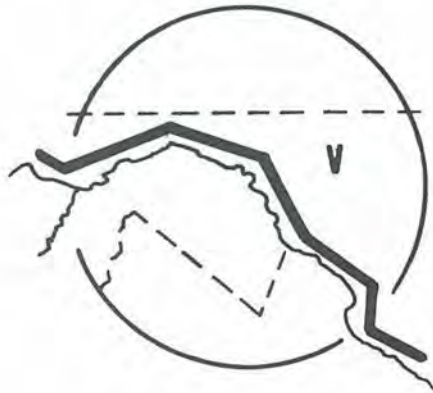
The trail here runs west along the Virginia shore of the Potomac, through part of Virginia's celebrated "Hunt Country," as a parallel complementary trail to the Chesapeake and Ohio Canal Towpath route on the northern bank. Two existing trails, from Key Bridge, to Chain Bridge and Fort Marcy, and from Chain Bridge to Cabin John Bridge are also called "Potomac Heritage Trail." These are largely on the route of the proposed National Scenic Trail. It is along here that the Potomac Palisades, rising above the river in rugged bluffs, with deeply entrenched tributary streams, forested, and dramatic in appearance, give a sense of the power of nature, within easy distance of the city.



At Great Falls, the 76-foot drop of the Potomac over a massive rock outcrop necessitated the building of the Potowmack Canal, in the development of which George Washington was involved, used by riverboat men to skirt the falls. The remains of the Canal, and of Matildaville, a town sponsored at this location by Lighthouse Harry Lee, are in the Great Falls Park, administered by the National Park Service.

Past Fairfax County river recreation areas, the trail follows the river westward, below Balls Bluff National Cemetery, a reminder that during the Civil War, the Potomac was a border river. The trail continues through country-side largely devoted to agriculture, well to the north of Leesburg and Oak Hill, the nearby home of President James Monroe, and terminates just below Harpers Ferry, where it crosses the river to join the Chesapeake and Ohio Canal towpath via the bridge between Sandy Hook and Loudoun Heights. The bridge is also used for the Appalachian National Scenic Trail's crossing of the Potomac.





### Segment V

Chesapeake & Ohio  
Canal Towpath:  
Georgetown, D.C. to  
Cumberland, Md.

This historic route is the core of the Potomac Heritage Trail, since it is already publicly owned, open to hiking and compatible uses. It remains as a monument to American determination in opening the transmontane regions, although it fell victim to improved modes of transportation in the course of time. Like the Erie Canal and the Pennsylvania State Works (a transportation conglomerate), it was designed to connect the Atlantic Seaboard with such inland waterways as the Great Lakes and the Ohio River. Completed as far as Cumberland by 1850, it went no further. Like its predecessor the Potowmack Canal, it had a checkered career although, unlike the other grand waterways, the canal and towpath are remarkably well-preserved, with locks, lock-houses, aqueducts, dams, and other features of interest. Within the Chesapeake and Ohio Canal National Historical Park exists the Chesapeake and Ohio Canal historic trail along the towpath, developed by five Boy Scout Councils in cooperation with the superintendent and rangers of the national monument. Their "Hiker's Guide" provides a detailed explanation and consideration of the route, and gives an "Of Special Interest" feature for each section of the route. The Chesapeake and Ohio Canal Museum at Great Falls is noteworthy, as is the Seneca Creek aqueduct, and the particularly impressive aqueduct at Monocacy River.





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At Harpers Ferry the towpath is, of course, on the north side of the river, across from the Harpers Ferry National Historical Park at the confluence of the Shenandoah with the Potomac. The primary focus of interest is on the October 1859 raid of the fanatic abolitionist John Brown, which created a national furor. To the north along the trail route is Antietam. Beyond the National Battlefield and Cemetery is Fort Frederick, a notable colonial stone frontier fort against the French and Indians, now a Maryland State Park. The Paw Paw Tunnel, 3,120 feet in length, built between 1836 and 1850 is, as the "Hiker's Guide" notes, "a lasting tribute to the skill of our 19th century builders." The Paw Paw Bends area is one of particular scenic attractiveness along the main stem of the Potomac River. At Oldtown the leg south to Spruce Knob-Seneca Rocks and Blackwater Falls joins the Canal towpath. The towpath route continues some 18 miles to Cumberland, its western terminus, the Queen City of western Maryland.



Antietam National Battlefield Site today offers mute testimony to the "bloodiest single day" of the Civil War. On September 17, 1862, in the four hours of the "battle of the cornfield" alone, the dead and wounded numbered above 12,000. The somber spirit of this incredible slaughter is recalled by one of the survivors:

Connecting  
or Side Trail

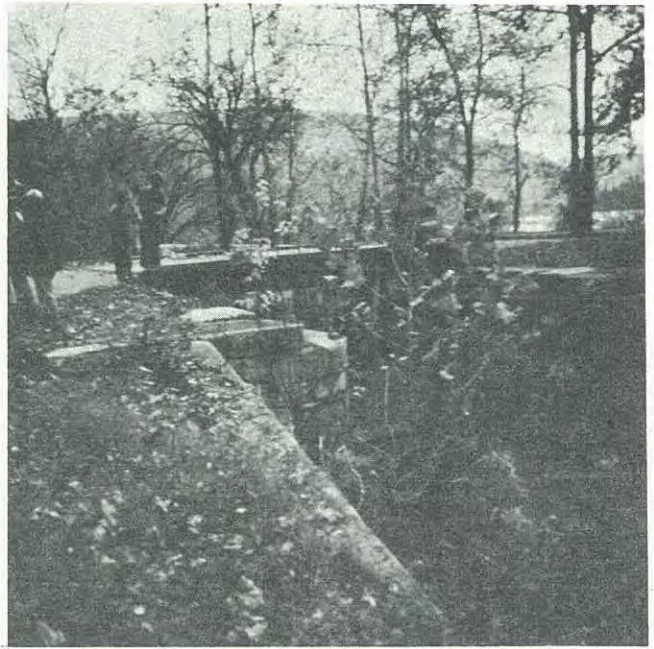


"There was no tree over our heads to shut out the stars, and as I lay looking up at these orbs moving calmly on their appointed way, I felt, as never so strongly before, how utterly absurd in the face of high Heaven is this whole game of war, relieved only from contempt and ridicule by its tragic accompaniments, and by the sublime illustrations of man's nobler qualities incidentally called forth in its service. Sent to occupy this little planet, one among ten thousand worlds revolving through infinite space, how worse than foolish these mighty efforts to make our tenancy unhappy or to drive each other out of it. Within a space of four square miles lay two thousand men, some stiff and stark, looking with visionless eyes up into the pitying heavens; some tossing on the beds of the hospital, or lying maimed and bleeding under the trees, some hugging in their sleep the deadly weapon with which, to-morrow, they may renew the work of death."

The Bivouac and the Battlefield, George F. Noyes, New York, 1863; (quoted in James Murfin, The Glean of Bayonets, New York, 1965, p.292)

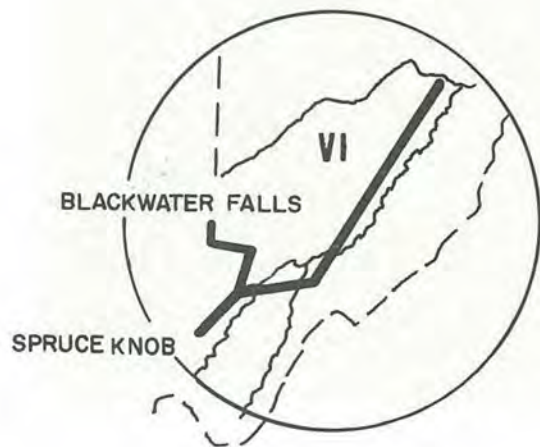


The experience of Antietam is a sobering one for the hiker on the Potomac Heritage Trail, but this too is a part of the American heritage...and the distance from Stratford Hall to the Lee-Custis Mansion to Antietam can illuminate the national past significantly. A connector or side trail from the trail route along the Canal Towpath to the National Battlefield Site, a relatively short distance, should be established. An extension of this side trail to the Appalachian National Scenic Trail at South Mountain could provide a loop system within an area of exceptional historic significance, beauty, and diversity.



### Segment VI

Oldtown, Md. to Spruce Knob,  
W.Va. and Blackwater Falls  
State Park, W.Va.



Offering perhaps the strongest contrast with the estuarine reaches of the eastern end of the trail, this portion of the route follows the scenic South Branch of the Potomac, crossing the unique Dolly Sods, and inviting the hiker to dramatic mountain and forest vistas. Oldtown itself is of interest because, as Frederick Gutheim points out in The Potomac: "At Old Town the Indian paths from north to south and from east to west converged and intersected" (p. 124). Of particular note is the route along River Ridge, where the trail overlooks the Trough, a remarkably scenic gorge. Further on, the trail reaches the spectacular Seneca Rocks, in the new Spruce Knob-Seneca Rocks National Recreation Area. Somber and brooding against the open sky, Seneca Rocks dominates the North Fork valley in solitary magnificence.

From Seneca Rocks and Mouth of Seneca, the trail continues, one route leading southwest to the heights of Spruce Knob at an altitude of 4,862 feet, the highest point in a state noted for its mountainous terrain. This southern terminus, nearly a mile higher than the origins of the trail at Point Lookout and Smith Point, provides a superb panorama of the forests and mountains of eastern West Virginia.



The second route from Mouth of Seneca leads generally northwest, converging with the Allegheny Front, a geological break in the mountainous pattern of this section of the Appalachians, along which the trail continues for about nine miles. The view from the Allegheny Front to the east is dramatic indeed--on a clear day, the Shenandoah Mountains in Virginia can be seen. Back of the Allegheny Front, to the west, lies Dolly Sods, a wind-swept highland plateau, including Cabin Mountain - Rohrbaugh Plains, Flat Rock Plains, Red Creek Plains, and Roaring Plains. Dolly Sods is an area of isolation and remoteness, with plant life belonging to a much more northerly climate, somewhat Canadian in aspect. Crossing Dolly Sods, the trail passes through Canaan Valley State Park, reaching its terminus at the gorge in Blackwater Falls State Park.

## Segment VII

Cumberland, Md. to  
Md.-Pa. State Line



From the Chesapeake and Ohio Canal Towpath terminus at Cumberland, Maryland, the trail passes north through the Cumberland Narrows, a spectacular natural cut through the Appalachians, a gateway to the west. Continuing on past Frostburg, along the historic route of the Braddock Road in western Maryland for a way, the trail cuts through the wild and primitive Savage River State Forest, with its rough white-water river, the Savage, where National Championship white-water canoeing contests are conducted annually.



Crossing State Forest lands, the trail bends northward at Friendsville and follows the course of the Youghiogheny River to the Pennsylvania border.



The countryside of this whole segment is unlike the bleak and forbidding Dolly Sods, or the tranquil Canal Towpath...it contrasts strongly with, for example, the Canal Towpath segment or the metropolitan Washington segment.

Segment VIII

Md-Pa Border to  
Conemaugh Gorge, Pa.



From the Mason-Dixon line, which forms the boundary between Maryland and Pennsylvania, the trail runs north along the Youghiogheny Reservoir to a point of intersection with the National Pike. Crossing the reservoir, the trail continues west along the historic route of Braddock Road to Fort Necessity National Battlefield, which is particularly rich in historic associations; it then runs northeast to Ohiopyle State Park, at the foot of Pennsylvania's Laurel Ridge Highlands, a major public recreation site. It continues north along Pennsylvania's Laurel Ridge to a terminus at Conemaugh Gorge just west of Johnstown, Pennsylvania.

Fort Necessity was a palisade fort established in an area called Great Meadows by young Colonel George Washington during his 1753-1754 expedition against the French at Fort Duquesne. With some 400 Virginians and South Carolinians against 600 French and 100 Indians, Washington was unable to hold the hastily fortified position and on July 3-4, 1754, he surrendered with honor; this was the first major action in his military career, and it was the only time he was forced to surrender to an enemy.

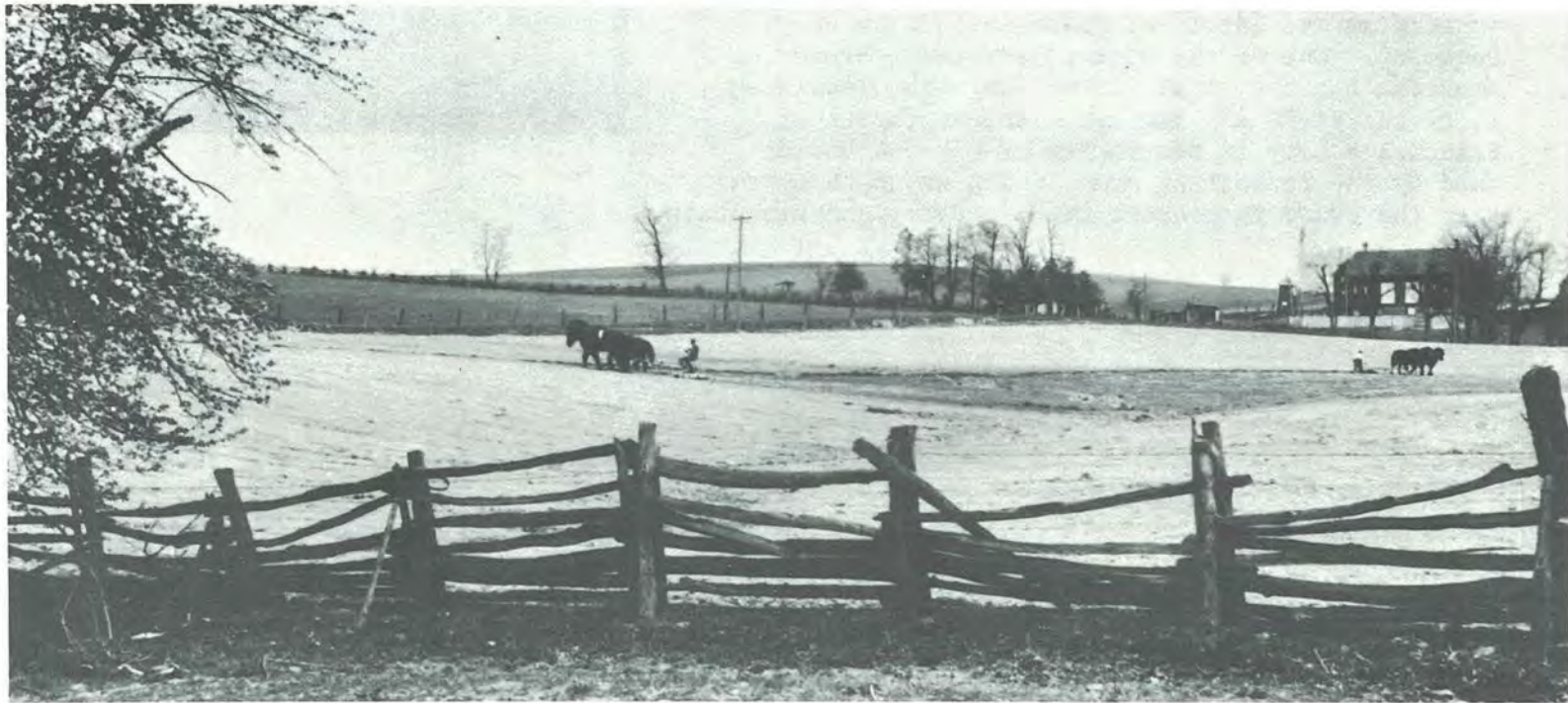


As a result of this defeat, Major General Edward Braddock was sent to the colonies as newly appointed captain-general of all British forces. In the spring of 1755, Braddock and his army pushed west from Cumberland, Maryland, toward the forks of the Ohio at modern day Pittsburgh. He ordered a twelve-foot-wide road cut through the forest for his army and in general refused to believe that adaptation to changed conditions of warfare was imperative. The highly unorthodox and brutally effective fighting style of the Indians, adopted by the French and by the frontier colonials, proved Braddock's undoing, and on July 9, 1755, he was mortally wounded at the Battle of Monongahela near Fort Duquesne. One of the most celebrated tableaux of American history, familiar to many schoolchildren, is of the eerie and macabre midnight burial of Braddock's body in the center of his own broad road by the retreating army, which was then marched over the grave to prevent its discovery and violation.

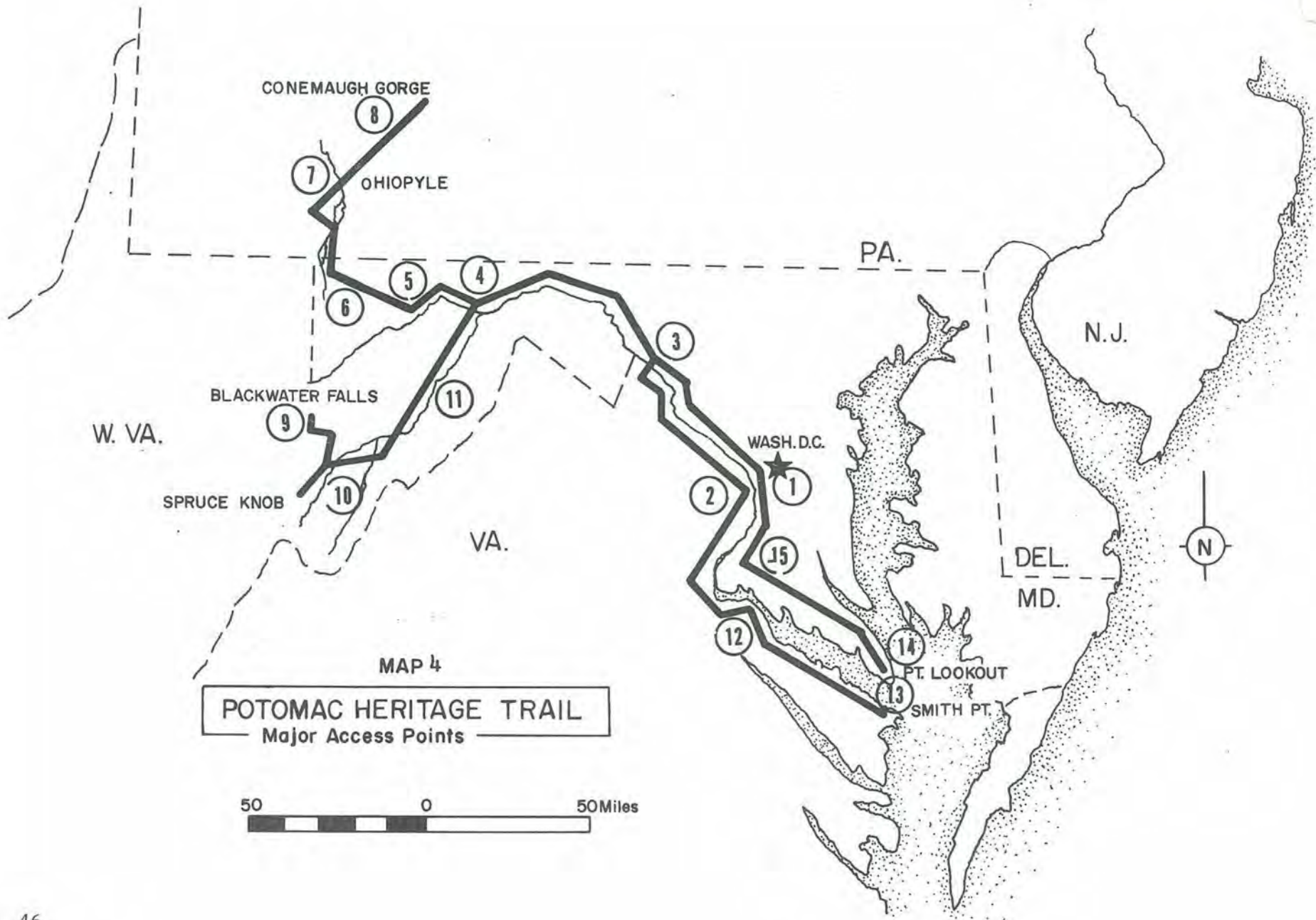


The scenic Laurel Ridge highlands of southwestern Pennsylvania contain several State Parks which are linked by the route of the trail up the ridge from Ohiopyle to Johnstown. Not far from the northern terminus is the site of the memorable Johnstown Flood of 1889, in which 2200 people perished.

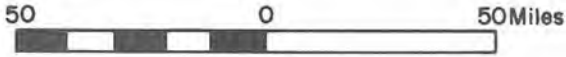
This entire trail, from tidewater Virginia and Maryland to interior lands of West Virginia and southwestern Pennsylvania, is unique in variety and diversity. This is exhibited simultaneously in its land forms, its natural history, its cultural history, and its surviving artifacts and on-going processes. As an example, throughout the bulk of the route, George Washington and the places and people he knew, as well as the great city which bears his name, witness and add lustre to this remarkably rich pathway -- THE POTOMAC HERITAGE TRAIL.



THE TRAIL AND ITS USERS



MAP 4  
**POTOMAC HERITAGE TRAIL**  
 Major Access Points



## THE TRAIL AND ITS USERS

Map 4 illustrates 15 principal points of access to the Potomac Heritage Trail, most of which already exist. These are locations at which the majority of users of the trail will enter upon it, whether their ultimate goal is the hiking of the entire trail, a portion of it, or just a few hours of walking for pleasure. The last-named would occur primarily at Georgetown-Washington, D.C. (1) and Alexandria-Arlington, Virginia (2), which are at the centers of urban concentration on the trail route. At Harpers Ferry, West Virginia, (3) the Appalachian Trail crosses the Potomac Heritage Trail. It can be expected that both the Harpers Ferry National Historical Park and the Appalachian National Scenic Trail would generate Potomac Heritage Trail use. Oldtown, Maryland, (4) is located at the junction of the West Virginia segment with the C & O Canal route. Cumberland, Maryland, (5) is at the terminus of the C & O Canal towpath. At Friendsville, Maryland, (6) the access point is a convenient entry for hiking the Western Maryland section or the portion leading northward along the Youghiogheny River.

Ohiopyle State Park, Pennsylvania, (7), is at the lower end of the Laurel Ridge highlands in Pennsylvania and is also reasonably convenient to Fort Necessity National Battlefield. Conemaugh Gorge (8) is at the northern terminus of the trail. There are four other terminal or near-terminal access points on the trail: (9) Blackwater Falls State Park, West Virginia, (10) Mouth of Seneca in the Spruce Knob-Seneca Rocks National Recreation Area, West Virginia, (13) Smith Point, Virginia, and (14) Point Lookout State Park, Maryland. Moorefield, West Virginia, (11), is located so as to provide an entry approximately mid-way along the West Virginia segment. For the same reason, (12) at Westmoreland State Park, Virginia between Smith Point and Alexandria, Virginia, and (15) between Point Lookout, Maryland and Washington, D.C. at Doncaster State Forest, Maryland, are located at about the middle of those trail segments.

Additional access points may be provided as use and local conditions make them necessary. Such additional points might be at intersections with major highways or at river landings. Other trails or trail systems such as those in the Washington metropolitan area will intersect the Potomac Heritage Trail route and provide logical points of access.

According to preliminary 1970 census figures, approximately 15,973,000 people live within a 100-mile distance of the Potomac Heritage Trail. The Outdoor Recreation Trends survey (Bureau of Outdoor Recreation, October 1967) revealed that seven per cent of the population goes hiking for recreation, and that hikers average 5.1 hiking trips per year. Applying these rates to the resident population of the Potomac Heritage Trail influence area, one estimates a total of approximately 5,702,000 possible hiking occasions by residents each year.

It cannot be assumed that all of these occasions would take place on the Potomac Heritage Trail, since there are already some trails in existence within the influence area, and the National Trails System Act as it is increasingly implemented will give impetus to the creation and development of State and regional trails systems. The magnitude and quality of the Potomac Heritage Trail, however, might reasonably be expected to draw at least 50 per cent of the hiking occasions originating from the influence area of 100 miles, which approximates the generally accepted 2-hours driving-time zone, a standard distance which people travel for outdoor recreation. Resident hiking occasions, then, may be estimated at 2,851,000 per year for the trail.

Since these hiking occasions are of unequal duration, participation rates and other information from the Trends survey have been applied in order to arrive at an estimated figure for visitor days per year. (A visitor day is a standard measurement of 12-hours participation in a given activity, not necessarily by the same individual recreationist.)

TABLE 2 ESTIMATED RESIDENT TRAIL USE PER YEAR

Kind of Occasion	Participation Rate (%)	No. of Occasions	Length of Occasion	One-Way Travel Time	Hours of Trail Use	Visitor Days
TOTAL						1,927,000
Overnight	18	513,000	2.7 days	2.3 hours	30	1,283,000
Day Use	42	1,197,000	7.5 hours	1.0 hour	5.5	549,000
Few Hours	20	570,000	2.0 hours*	0*	2.0	95,000
*Assumed value						

In the Northeast region, vacation destinations were shown by the Trends survey to be approximately 425 miles from the place of residence. Since the Potomac Heritage Trail is an 874-mile linear facility, both resident and non-resident vacation use may be anticipated. This use is estimated to bring the total of annual visitor days, for the Potomac Heritage Trail upon establishment, to 2,023,000. Population projections for 1980 and the year 2000 lead to estimates of 2,327,000 visitor days and 2,934,000 visitor days respectively.

It is expected that the trail will receive its major use in the spring-summer-fall, April through November, but that near the population core, there may be a degree of use December-March, and where winter sport conditions prevail, the trail may attract winter use.

Generally speaking, the Potomac Heritage Trail will be open year-round, particularly along the estuary, in the Washington-Alexandria-Arlington area, and west to Cumberland. The trail in the forested areas and higher elevations of West Virginia, western Maryland, and western Pennsylvania may, because of heavy snow accumulations, be virtually impassable in the depths of winter, but such seasonal uses as ski-touring and snowshoeing are growing in popularity and would be suitable. Certain forested portions of the trail might be closed temporarily during extremely dry spells to minimize fire danger. This would be at the discretion of the administering agency, in consideration of local conditions.



GENERAL LAND USE AND OWNERSHIP

## GENERAL LAND USE AND OWNERSHIP

The trail alignment takes considered advantage of suitable public lands along the route, with the result that the amount of private land necessary to the trail is correspondingly reduced. The inclusion of the Chesapeake and Ohio Canal Towpath as a backbone to the trail assures a continuous 185 mile section which is already in public ownership, administered by the National Park Service (all of Segment V and part of Segment III). The remainder of Segment III - Metropolitan Washington, Alexandria, and Arlington - is on public streets and sidewalks or on publicly-owned lands. In each of the other trail Segments, the route passes through public lands where feasible. Some 50 miles of Segment VI is on public lands in the Monongahela National Forest and in West Virginia's Canaan Valley and Blackwater Falls State Parks. In Segment VII, the trail runs through Maryland's Savage River State Forest, and through the proposed state park at Cumberland Narrows. In Segment II, there is significant public and quasi-public land: Westmoreland State Park, Wakefield, Quantico, Fort Belvoir, Mason Neck, Mount Vernon, the George Washington Memorial Parkway, and Stratford Plantation. Public land in Segment I includes Point Lookout State Park, St. Mary's City, Doncaster State Forest, Myrtle Grove Wildlife Refuge, the Piscataway Park, and the proposed Zekiah Swamp area.

In Segment VIII, the public land is in Ohiopyle State Park, the Fort Necessity National Battlefield complex, Youghiogheny Reservoir lands, and in Laurel Ridge State Park. The route in Segment IV passes through the Great Falls Park (Virginia), several local riverfront parks in Fairfax County, and near Balls Bluff National Cemetery, overlooking the river.

Major land uses along the trail route include forestry and agriculture, residential uses, recreation uses, commercial and industrial - in the urban sections - and some specialized land use, as at Quantico, Fort Belvoir, and the George Washington Memorial Parkway right-of-way. Residential development ranges from low density rural areas to high density urban concentrations, as in Washington-Alexandria-Arlington, with continuing pressure from both suburban sprawl and vacation home development. Among parks and forests, many of the latter, such as the Monongahela National Forest, include recreation use among their multiple-use functions. Such a facility as the Chesapeake and Ohio Canal Towpath is primarily recreation-oriented at present, and will doubtless remain so, as part of the Chesapeake and Ohio Canal National Historical Park, under Public Law 91-664 (January 8, 1971).

TABLE 3.

## MAJOR LAND CHARACTERISTICS ALONG THE TRAIL ROUTE\*

	MILEAGE	FOREST		AGRICULTURE		OTHER	
		MILES	%	MILES	%	MILES	%
TOTAL	874	590	68	114	13	170	19
Segment I	127	81	64	24	19	22	17
II	162	109	67	29	18	24	15
III	31	--	--	--	--	31	100
IV	60	33	55	--	--	27	45
V	180**	106	59	28	15	46	26
VI	170	138	81	24	14	8	5
VII	62	49	79	5	8	8	13
VIII	82	74	90	4	5	4	5

\* This table provides a summary of land characteristics encountered along the trail route, including public and private land areas. Forest includes all of the trail route which is generally forested, Agriculture consists of crop land and pasture, and Other is primarily urbanized or developed land, including urban parks and malls.

\*\* The Chesapeake and Ohio Canal Towpath includes all of Segment V and five miles of Segment III in Washington, D. C.

The variety of environmental intrusions along the trail includes increasing growth of random and uncontrolled residential and vacation home construction and development, increasing levels of noise pollution as, for example, at Washington National Airport, some invasions by utilities expanding services to meet the growth of suburban sprawl, and increased highway construction. These pressures can be seen especially in the conversion of wooded and farm land to suburban residential development, particularly around Washington. Environmental intrusion and change are something of a constant in the city-scape, and what would be viewed elsewhere as an environmental intrusion is here perhaps merely a part of the changing face of the city. Development of proposed nuclear power sites in the Estuary, however, could lead to re-routing of the trail. Proposed Interstate highway development could also affect trail location. The potential for strip mining of coal in certain areas would threaten to create an environmental intrusion; a similar threat might also be posed by uncontrolled private timbering practices. Where they conflict with trail values, gas transmission rights-of-way, as cleared corridors, would be considered visual intrusions.

Foreseeable shifts in land use along the trail include increasing development of farms and wooded areas for residential sites as population increases and the suburbs sprawl ever outward from the Megalopolitan core. The development of vacation home sites along the estuary and in the mountains lead to land use shifts of major consequence.

TABLE 4 LAND OWNERSHIP ALONG THE TRAIL ROUTE

OWNER	TOTAL		SEGMENTS															
	Miles	%	I Miles %	II Miles %	III Miles %	IV Miles %	V Miles %	VI Miles %	VII Miles %	VIII Miles %								
<b>TOTAL</b>	874	100	127	100	162	100	31	100	60	100	180	100	170	100	62	100	82	100
<u>Federal</u>	295	34	8	6	20	12	28	90	7	12	180	100	42	25	3	5	7	9
<u>State</u>	104	12	3	2	9	6							8	5	28	45	56	68
<u>Other Public</u>	7	1			2	1	3	10	2	3								
<u>Quasi-Public</u>	1																1	1
<u>Private</u>	467	53	116	92	131	81			51				120	70	31	50	18	22
<b>MARYLAND</b>	369	100	127	100							180	100			62	100		
<u>Federal</u>	191	52	8	6							180	100			3	5		
National Park Service	188	51	8	6							180	100						
Corps of Engineers	3	1													3	5		
<u>State</u>	31	8	3	2											28	45		
Dept. of Natural Resources	31	8	3	2											28	45		
<u>Other Public</u>																		
<u>Quasi-Public</u>																		
<u>Private</u>	147	40	116	92											31	50		
<b>VIRGINIA</b>	235	100			162	100	13	100	60	100								
<u>Federal</u>	37	16			20	12	10	77	7	12								
National Park Service	27	11			12	7	10	77	5	8								
Dept. of the Army	6	3			4	3			2	4								
Dept. of the Navy	4	2			4	3												
<u>State</u>	9	4			9	6												
Dept. of Conservation/Econ. Dev.	9	4			9	6												
<u>Other Public</u>	7	3			2	1	3	23	2	3								
<u>Quasi-Public</u>																		
<u>Private</u>	182	77			131	81			51	85								

TABLE 4 Continued

OWNER	TOTAL		SEGMENTS								
	Miles	%	I Miles %	II Miles %	III Miles %	IV Miles %	V Miles %	VI Miles %	VII Miles %	VIII Miles %	
WEST VIRGINIA	170	100							170	100	
<u>Federal</u>	42	25							42	25	
U.S. Forest Service	42	25							42	25	
<u>State</u>	8	5							8	5	
Dept. of Natural Resources	8	5							8	5	
<u>Other Public</u>											
<u>Quasi-Public</u>											
<u>Private</u>	120	70							120	70	
PENNSYLVANIA	82	100									82 100
<u>Federal</u>	7	9									7 9
National Park Service	1	1									1 1
Corps of Engineers	6	7									6 7
<u>State</u>	56	68									56 68
Dept. of Environmental Resources	42	51									42 51
State Game Commission	14	17									14 17
<u>Other Public</u>											
<u>Quasi-Public</u>	1	1									1 1
<u>Private</u>	18	22									18 22
DISTRICT OF COLUMBIA	18	100			18	100					
<u>Federal</u>	16	89			16	89					
National Park Service	16	89			16	89					
District	2	11			2	11					
<u>Other Public</u>											
<u>Quasi-Public</u>											
<u>Private</u>											

In view of the potential for agreements with landowners over whose land the trail route passes, the applicable liability laws in the Codes of the States involved have been cited.

The Code of Virginia, 1950, Section 8-654.2 states that

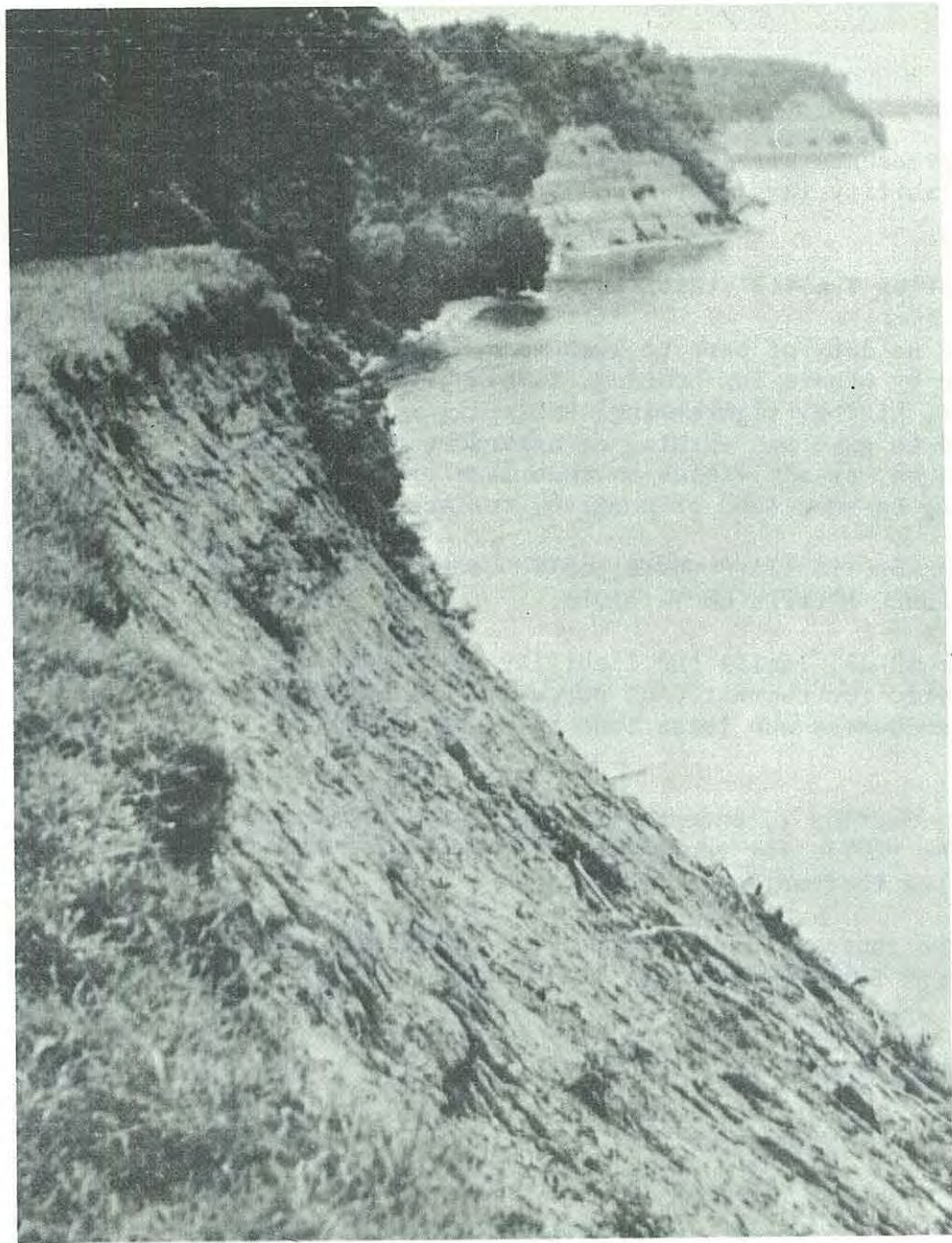
A landowner shall owe no duty of care to keep land or premises safe for entry or use by others for hunting, fishing, trapping, camping, water sports, hiking, sightseeing, nor shall a landowner be required to give any warning of hazardous conditions or use of, structures on, or activities on such land or premises to any person entering on such land or premises for such purposes....

Maryland has similar limitations on liability where public recreation takes place on private lands (Code of Maryland, Article 66c - 410L).

The West Virginia Code, Chapter 19-25, limits the liability of landowners who make lands available to the public for recreational purposes. This chapter also limits the liability of landowners who lease land to state, counties, municipalities or agencies.

The Code of Pennsylvania, 1966, Section 1, encourages "owners of land to make land and water areas available to the public for recreational purposes by limiting their liability toward persons entering thereon for such purposes".

In the District of Columbia, the route will be located both on Federal lands administered by the National Park Service and on city sidewalks.



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GENERALIZED TRAIL PLAN

## TRAIL USE AND EXISTING MILEAGE

TABLE 5

Segment	Segment Mileage	Existing Mileage	Existing Recreation Use	Proposed Recreation Use
TOTAL	874	269	--	--
I	127	0	--	Hiking, limited horseback riding, bicycling
II	162	13	Bicycling	Hiking, bicycling
III	31	28	Hiking, walking, bicycling	Hiking, walking, bicycling
IV	60	5	Hiking, walking	Hiking, walking
V	180*	180	Hiking, horseback riding, bicycling	Hiking, horseback riding, bicycling
VI	170	9	Hiking	Hiking
VII	62	0	--	Hiking, limited horseback riding
VIII	82	34	Hiking	Hiking

\* The Chesapeake and Ohio Canal N.H.P. includes an additional five miles in Segment III

## TRAIL PLAN

The general trail plan reflects the thinking of those public agencies, principally the Forest Service, National Park Service and the State agencies, who have had long experience in the planning, development, and maintenance of trail facilities. For purposes of this study the planning concepts of each agency have been integrated, but selective references are made from time to time to both public and private sources, including published material.

The overall administering agency should prepare guidelines for planning, design, and management of the trail within three years after the trail is designated.

### Basic Objectives for Development

Trail development will be dependent on two principal factors: terrain and use, though climate, the character of the trail environment, and the type of land control in force will be vital design considerations.

Access should be provided at reasonable intervals and should take into consideration the allowance for trips of short duration. Access points should generally be related to highway crossings or other transportation stops, and the number of any parking spaces provided should vary with use. At places where access is unlimited, such as in downtown sections of Washington or Alexandria, consideration should be given to minimizing conflict with inappropriate non-trail activities. Screening the route as well as uniform signing and paving should be considered in such urbanized sections to emphasize trail continuity.

A variety of facilities conforming to a trail environment ranging from urban to near-wilderness will be required, and should reflect needs of the type and number of users for which the trail is designed. Typically, urban sections would have stopping places for sitting and resting; overnight shelter would be provided primarily through nearby hotels, hostels, and motels.

Less urbanized portions of the trail would have facilities more primitive in appearance but not necessarily in function; the Chesapeake and Ohio "Hiker-biker-overnighters" are typical. Facilities might consist of toilets, a well with hand pump, and space for tent camping and outdoor cooking. Simple shelters might also be available in some locations.

As conditions approach the more natural and undeveloped landscape, with associated high scenic values, campsites and sanitary facilities would become more primitive. These facilities should not be immediately adjacent to the trail, but should be set back at least 100 feet to provide better separation and less obtrusion upon the hiker, as well as the feeling of greater isolation for the camper. They would be of a recommended design compatible with the surroundings.

More detailed trail stops and access points might have interpretive signs or exhibits. On sections where foot travel may be shared with horses, appropriate facilities such as feeding and water places or corrals should be provided. There may also be appropriate signing or some other indication of the location of facilities along the route, but these should not detract from the trail environment.

The frequency or extent to which trail stops are developed or access provided should vary in general with trail use, but these points should not substantially encroach on the hiking or riding experience. The location of stopovers should vary from five to twelve miles, probably averaging about eight miles apart, and overnight stops should be located between access points to serve trail users.

### Basic Objectives for Maintenance

There should be sufficient access to the trail route to permit maintenance personnel and vehicles, if necessary, to maintain the right-of-way. On the other hand, maintenance considerations should not force trail design in the direction of substantially modifying the optimum trail environment. Procedures for maintenance, such as prevention of soil movement, should be clearly established and consistent with terrain and trail design. Maintenance of the trail surface, clearances, and removal of trash from the right-of-way should also be specifically provided for. Agreements with local governments and trail clubs should be made as necessary for protection, policing and general maintenance of the trail. Fire protection measures such as cleaning of brush from the trail are an important consideration in forested areas and serve trail user needs as well.

### General Standards for Trail Construction

Right-of-Way: Land control should be sufficient to protect views from the trail and to provide space for facilities and access areas. Where the trail environment is narrow and views restricted to immediate points of interest, the right-of-way can be narrow. But where trail views are extensive, the right-of-way should broaden and offer appropriate protection through scenic easements, landowner agreements or zoning.

Markings: Uniform signs indicating the trail route should be installed at appropriate points.

Surface: Trail surface should depend on such factors as intensity and type of use, terrain, and control of the right-of-way. Many sections should require no surfacing at all if adequately protected from the effects of erosion or occasional heavy use. Where a footpath tread is required it should be a minimum of 18 inches and generally 24 inches wide, with a 36-inch rail-to-rail clearance on bridges. Where the trail is double-tracked such as along the Chesapeake and Ohio Canal, a 48-inch width is generally appropriate. Multiple use tread width may be considerably wider, however. Urban trail sections will necessarily be adapted to city sidewalk conditions and width would be variable. On sections where bicycles are permitted, minimum width should be adequate for double-track use.

Native soil should be used to surface most of the route, particularly in forested and rural single track sections. Moderately used trail may need a stone or wood-chip surface, and heavily-used urban sections may require a hard surface such as black top. In swampy areas, boards or matting may be used as an alternative to a raised trailway.

Drainage: Provision should be made in the trail design to prevent soil erosion and provide adequate drainage of water from the trail surface. This should involve the use of such techniques as angled diversion trenches or steps on steep grades, sloping the trail on hillside sections, or crowning with gutters on flat, potentially wet sections.

Grade: The vertical alignment of the route should avoid grades which could, in conjunction with soil, terrain, and climatic conditions, cause deterioration of the trail surface and right-of-way. In general, grades of 15% or more should not be used except for short stretches and where used, should have "easing off" sections. Longer sustained grades should generally not exceed 8%. Sections where bicycles are permitted should have grades of no more than 5%.

Curvature: Switchbacks may be used on steep areas, and the design involved should consider protection of the trail surface from the effects of erosion to be of primary importance.

Clearance: This should be sufficient to prevent interference with trail use in all seasons of the year. In forested areas, Forest Service standards should be used where possible. These require a two-foot clearing width on either side and an eight-foot clearance overhead on hiking trails. Tree trunks of four inch diameter and over may be left if they do not interfere with use on sections where horseback riding is permitted, and adequate overhead clearance for horse and rider should be provided on such trails.

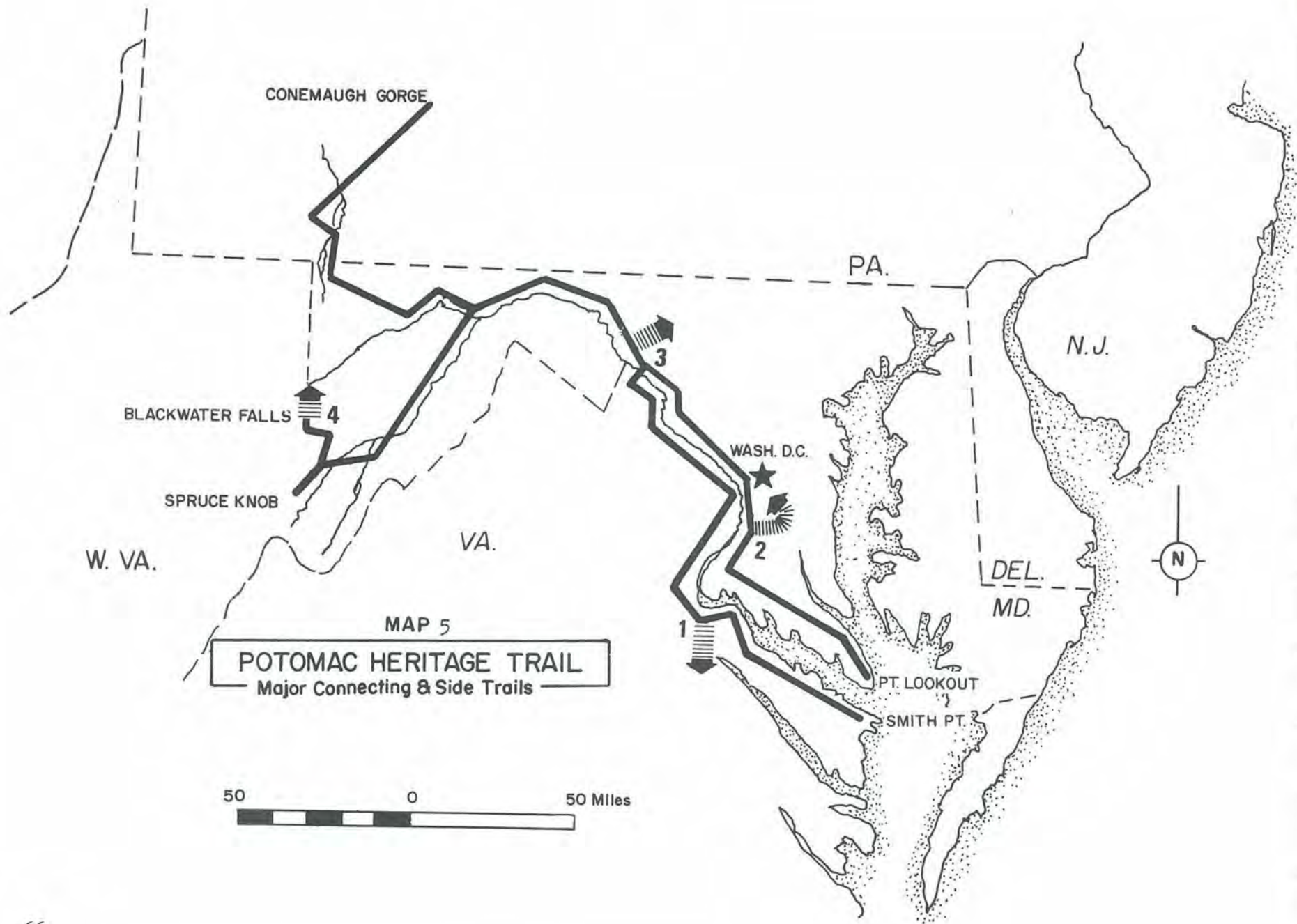
The following table summarizes the types of land control advocated for the portions of the route now in private ownership. It is assumed that an average of 10 acres per mile would be acquired in fee, 10 acres per mile would be acquired as easements, and 5 acres per mile would be controlled through agreements with landowners. With respect to the trail route itself, zoning as a method of land control is believed to be too unstable and vulnerable for adequate protection of the right-of-way. It is possible, however, that local zoning of a sufficient strength would serve to protect vistas and visual amenities which might otherwise be unprotected because of distance from the actual corridor, or for other reasons.

TABLE 6 METHOD OF LAND CONTROL\*

State	TOTAL	FEE TITLE		EASEMENTS		AGREEMENTS	
	Acres	Acres	%	Acres	%	Acres	%
Maryland**	3,675	1,139	31	1,544	42	992	27
Virginia	4,550	1,820	40	1,820	40	910	20
West Virginia	3,000	1,200	40	1,200	40	600	20
Pennsylvania	450	180	40	180	40	90	20
D.C.	--	--	--	--	--	--	--
TOTAL	11,675	4,339	37	4,744	41	2,592	22

\*The figures shown are for land presently in private ownership, based on 25 acres per mile. In addition, agreements would have to be made for traversing certain public rights-of-way and other public lands. Easements and sub-surface mineral rights would also have to be purchased to protect views from the trail route.

\*\*Maryland has estimated a higher proportion of land control in easement and agreement.





The Potomac Heritage Trail alignment as presented in Trails for America and identified in the National Trails System Act was examined, considered, and discussed. The trail alignment presented in this report would most nearly satisfy the stated and implied intent of the Congress in Public Law 90-543. Various possibilities and alternatives have been debated, and additions to or subtractions from the reconnaissance route have been made over the course of these deliberations. The major side or connecting trails identified are from:

1. Potomac Heritage Trail to Fredericksburg, Virginia, for the Monroe-Washington associations at the latter place;
2. Potomac Heritage Trail to the Fort Circle Parks National Recreation Trail, forming a connecting loop through the northwestern section of Washington, D. C.;
3. Potomac Heritage Trail to Antietam, Maryland, for the National Battlefield and National Cemetery at the latter place with a possible extension to the Appalachian National Scenic Trail;
4. Potomac Heritage Trail at Blackwater Falls, West Virginia, to the historic Fairfax Stone, marking the Maryland-West Virginia (in colonial times, the Maryland-Virginia) boundary. From the Fairfax Stone, a connection then might be made to a proposed Maryland State trail following the upper Youghiogheny River, a potential addition to the National Wild and Scenic Rivers System, to Friendsville, Maryland.

In addition to these major trail routes, the following existing and proposed trails or trail systems should be considered as connecting or side trails:

- a. Metropolitan Washington Trail System as described in Trails for America, pages 137-147 except those trails recommended above.
- b. Trails described in the preliminary reconnaissance as feeder and access trails (Potomac Heritage Trail, NPS 1965) which are not covered above, except the Appalachian National Scenic Trail.
- c. Trails in Monongahela National Forest which are shown as part of the U.S. Forest Service Study Report.
- d. State Trails recommended in connection with this study or proposed for statewide systems which cross the trail route.
- e. County and local trails such as those existing or proposed in Fairfax and Arlington Counties.

TRAIL COSTS

## TRAIL COSTS

Land: For the 25 acres per mile of trail route proposed for protection, it has been recommended that an average of 10 acres per mile be acquired in fee title, 10 acres per mile in easements and 5 acres per mile in agreements with landowners. If these acres were distributed uniformly along a 200 foot-wide trail corridor, 80 feet would be in fee, another 80 feet in easements and 40 feet in agreements. Typically, however, land acquisition will occur in a manner which will best assure proper protection of the route and enjoyment of the trail by its users. Land costs in fee have been estimated generally from \$100 to \$5,000 per acre, increasing as the trail route approaches the Washington, D.C. area. Easement costs have been estimated to be approximately one-half those of land acquired in fee ownership. Cost estimates are based on surface rights alone, except in the Monongahela National Forest, where mineral rights will be acquired.

Construction: Costs for construction of both trail and related facilities are generally estimated at \$1.00 per linear foot. In the Monongahela National Forest and State-administered sections in Maryland and Pennsylvania, and existing areas presently administered by the National Park Service, the costs are based on more specific construction estimates.

Operating Costs: Maintenance costs are estimated at \$67 per mile and supervision and regulation at \$33 per mile annually, with the exception of the Pennsylvania-administered section and the Monongahela National Forest, where slightly different estimates are used.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) applies to this proposal.

TABLE 7  
ESTIMATED COSTS - POTOMAC HERITAGE TRAIL \*

	CAPITAL COSTS			ANNUAL OPERATING COSTS		
	TOTAL	LAND	CONSTRUCTION	TOTAL	MAINTENANCE	ADMINISTRATION
TOTAL	\$12,656,700	\$7,611,000	\$5,045,700	\$72,700	\$48,500	\$24,200
FEDERAL	\$ 1,465,200	\$ 315,000	\$1,150,200	\$26,700	\$17,700	\$ 9,000
NON-FEDERAL	\$11,191,500	\$7,296,000	\$3,895,500	\$46,000	\$30,800	\$15,200
<b>MARYLAND</b>	\$ 3,875,100	\$2,580,000	\$1,295,100	\$16,100	\$10,700	\$ 5,400
FEDERAL	\$ 195,100	--	\$ 195,100	\$ 1,100	\$ 700	\$ 400
National Park Service	\$ 179,300	--	\$ 179,300	\$ 800	\$ 500	\$ 300
Corps of Engineers	\$ 15,800	--	\$ 15,800	\$ 300	\$ 200	\$ 100
NON-FEDERAL	\$ 3,680,000	\$2,580,000	\$1,100,000	\$15,000	\$10,000	\$ 5,000
<b>VIRGINIA</b>	\$ 6,035,600	\$4,470,000	\$1,565,600	\$19,600	\$13,100	\$ 6,500
FEDERAL	\$ 470,000	--	\$ 470,000	\$ 5,000	\$ 3,300	\$ 1,700
National Park Service	\$ 470,000	--	\$ 470,000	\$ 5,000	\$ 3,300	\$ 1,700
NON-FEDERAL	\$ 5,565,600	\$4,470,000	\$1,095,600	\$14,600	\$ 9,800	\$ 4,800
<b>WEST VIRGINIA</b>	\$ 1,337,700	\$ 543,000	\$ 794,700	\$27,600	\$18,400	\$ 9,200
FEDERAL	\$ 645,000	\$ 300,000	\$ 345,000	\$18,000	\$12,000	\$ 6,000
U.S. Forest Service	\$ 645,000	\$ 300,000	\$ 345,000	\$18,000	\$12,000	\$ 6,000
NON-FEDERAL	\$ 692,700	\$ 243,000	\$ 449,700	\$ 9,600	\$ 6,400	\$ 3,200
<b>PENNSYLVANIA</b>	\$ 1,300,500	\$ 18,000	\$1,282,500	\$ 7,600	\$ 5,100	\$ 2,500
FEDERAL	\$ 47,300	\$ 15,000	\$ 32,300	\$ 800	\$ 500	\$ 300
National Park Service	\$ 25,600	\$ 15,000	\$ 10,600	\$ 200	\$ 100	\$ 100
Corps of Engineers	\$ 21,700	--	\$ 21,700	\$ 600	\$ 400	\$ 200
NON-FEDERAL	\$ 1,253,200	\$ 3,000	\$1,250,200	\$ 6,800	\$ 4,600	\$ 2,200
<b>DISTRICT OF COLUMBIA</b>	\$ 107,800	--	\$ 107,800	\$ 1,800	\$ 1,200	\$ 600
FEDERAL	\$ 107,800	--	\$ 107,800	\$ 1,800	\$ 1,200	\$ 600
National Park Service	\$ 107,600	--	\$ 107,600	\$ 1,500	\$ 1,000	\$ 500
District	\$ 200	--	\$ 200	\$ 200	\$ 200	\$ 100

\* All figures are 1971 Cost Estimates. Land and Water Conservation Fund grants may be applied to reduce non-Federal costs up to 50%. Non-Federal costs include those for potential State, local or privately-administered segments.



TRAIL ADMINISTRATION

## TRAIL ADMINISTRATION

The overall administration of the trail would be assigned to the Department of the Interior acting in consultation with a Potomac Heritage Trail Advisory Council, similar in concept to that established for the Appalachian National Scenic Trail. This eleven-member Advisory Council would assist in selection of the right-of-way and consult with the recommended administering agency as directed by the Secretary. It would include a representative of the administering agency, a representative of the Department of Agriculture, and one representative for each of the States involved and the District of Columbia, the last five to be appointed by the Secretary of the Interior from nominations by the Governors of the States and, in the case of the District, by the Mayor. The remaining membership would be appointed to include a representative of the Appalachian Trail Conference, one or more members representing other trail groups, and various Federal, State or local interests. The Director of the Bureau of Outdoor Recreation would serve as an ex-officio member. The Chairman of the Advisory Council would be appointed by the Secretary of the Interior from the membership of the Council.

The Department of the Interior, through the National Park Service, would administer the trail in the Chesapeake and Ohio Canal National Historical Park, the National Capital Parks System and other National historic sites and monuments on which the route may be located.

The Department of Agriculture, through the U. S. Forest Service, would administer the Monongahela National Forest section.

The Department of Defense would administer sections of the trail in Fort Belvoir, Quantico and along the Youghiogheny Reservoir, through the Department of the Army, Department of the Navy, and Corps of Engineers, respectively.

All of the States along the route would be encouraged to participate in acquisition of land and in development and maintenance of the trail, in accordance with the example of the Appalachian National Scenic Trail. Where considerable governmental authority may exist at the county level, it is suggested that the trail be acquired, developed, and maintained through a coordinated State-county partnership, with participation of trail groups as



appropriate. Where considerable governmental authority may exist in the State government departments dealing with natural resources, recreation/conservation and planning matters, it is suggested that these agencies take the initiative as appropriate. When enabling legislation is necessary, as in the situation of certain States relative to the Appalachian Trail, such legislation should be prepared for submission to the respective State legislatures. It is hoped that such legislation would consider a Statewide Trails System in addition to the Potomac Heritage Trail, perhaps using the latter as an "opener" to the concept of a Statewide System. This would not, of course, affect the proposed National Scenic Trail status of the Potomac Heritage Trail.

State or local governments would have an opportunity to enter into cooperative agreements with landowners, private organizations, and individuals or to acquire portions of the trail. A sample trail right-of-way cooperative agreement is shown as Appendix A on page 85. In all cases where the trail route passes through State parks, State forest lands, State game lands, and the like, the States are urged to develop and maintain the route, in accord with the overall administering agency and the advisory council. Also, local jurisdictions would be encouraged to become partners in the enterprise, either where the trail passes through local parks, or on local rights-of-way to the extent of their authority and capabilities. This State, county and local interest should continue to be encouraged as a matter of policy in accord with the intention of the Act. Such organizations as the Potomac Appalachian Trail Club, the Virginia Trail Conference, the American Youth Hostels, and the Boy Scouts of America would be encouraged to participate in the construction and maintenance of the trail. Where the route follows an established trail which exists through agreements with private landowners, it is hoped that such agreements may be continued. Where agreements would suffice to insure adequate protection of the trail right-of-way, they may be used, though previous experience with this form of protection has seldom been wholly satisfactory.

TABLE 8 ESTIMATED MAN-YEARS OF EMPLOYMENT  
AT OPTIMUM DEVELOPMENT\*

	<u>Total</u>	<u>Maintenance</u>	<u>Supervision &amp; Regulation</u>
<u>Federal</u>	<u>18.00</u>	<u>13.00</u>	<u>5.00</u>
National Park Service	13.00	9.25	3.75
U.S. Forest Service	4.00	3.00	1.00
Corps of Engineers	0.75	0.50	0.25
District of Columbia	0.25	0.25	--
 <u>Non-Federal</u>			
	<u>31.75</u>	<u>24.00</u>	<u>7.75</u>
Maryland	9.00	7.00	2.00
Virginia	11.75	9.25	2.50
West Virginia	5.00	3.75	1.25
Pennsylvania	6.00	4.00	2.00
 <u>Total</u>	 <u>49.75</u>	 <u>37.00</u>	 <u>12.75</u>

\*Assuming 1 man-year per 25 miles of trails annually for maintenance, and 1 man-year per 75 miles of trail for supervision and regulation. (U.S. Forest Service and State of Pennsylvania estimates were used for applicable sections of trail.)

ECONOMIC EFFECTS OF THE TRAIL

## ECONOMIC EFFECTS OF THE TRAIL

There will be no significant economic activity eliminated or curtailed as a result of the development of the Potomac Heritage Trail. As approximately 68 percent of the trail route is forested, it is assumed that once all of the forest area is protected, it probably will be managed as well as, if not better than, at present. Conceivably, there might be short run economic losses in timber production because the possibility of improper exploitation of the forest resource would be reduced; in the long run, however, the presence of the trail could, indirectly, increase timber production, since there would be an opportunity to promote better timber management practices along the right-of-way. Since selection of the trail right-of-way, according to the Act, will give "full consideration to minimizing the adverse effects upon the adjacent land owner or user and his operation," agricultural areas will not be significantly affected. This means that the trail would not traverse fields in production, but would follow farm boundaries wherever possible; losses of agricultural production would therefore be negligible. Should it become desirable to relocate the trail, the Secretary has this authority under the Act.

Although some funds for construction and maintenance would come from local areas, most of it will come from Federal or State sources. Certain of the highly urbanized, high-income areas, such as Washington, D.C. and Montgomery County, Maryland, will not be affected by trail construction since the route is already there in some form (i.e., the Chesapeake and Ohio Canal National Historical Park). It is assumed that the funds used to establish the trail would come at least in part from outside the areas directly affected by the route. For example, establishment of the trail in West Virginia would be funded from taxes obtained, for the most part, from persons living outside the trail's economic influence.

Clearly, there could be significant economic activity created or enhanced through expenditures for land acquisition, trail construction, and trail operation. Recreational activity would be increased in the areas along the route, and economic benefits would also accrue to recreation-related businesses.

Adverse effects of the trail on the local government tax base should be minimal. A large portion of the private land acquired will be from forest and agricultural uses in relatively rural areas, and this land base, for the most part, has a very low tax assessment and provides relatively little tax revenue to local governments.

For major portions of the route, the current and foreseeable alternative land uses are highly compatible with trail development, since, in general, agriculture and forestry are the best alternative land uses for most of the right-of-way proposed for acquisition, and, the trail should not significantly reduce the productive capacity for agriculture and forestry as alternative uses.

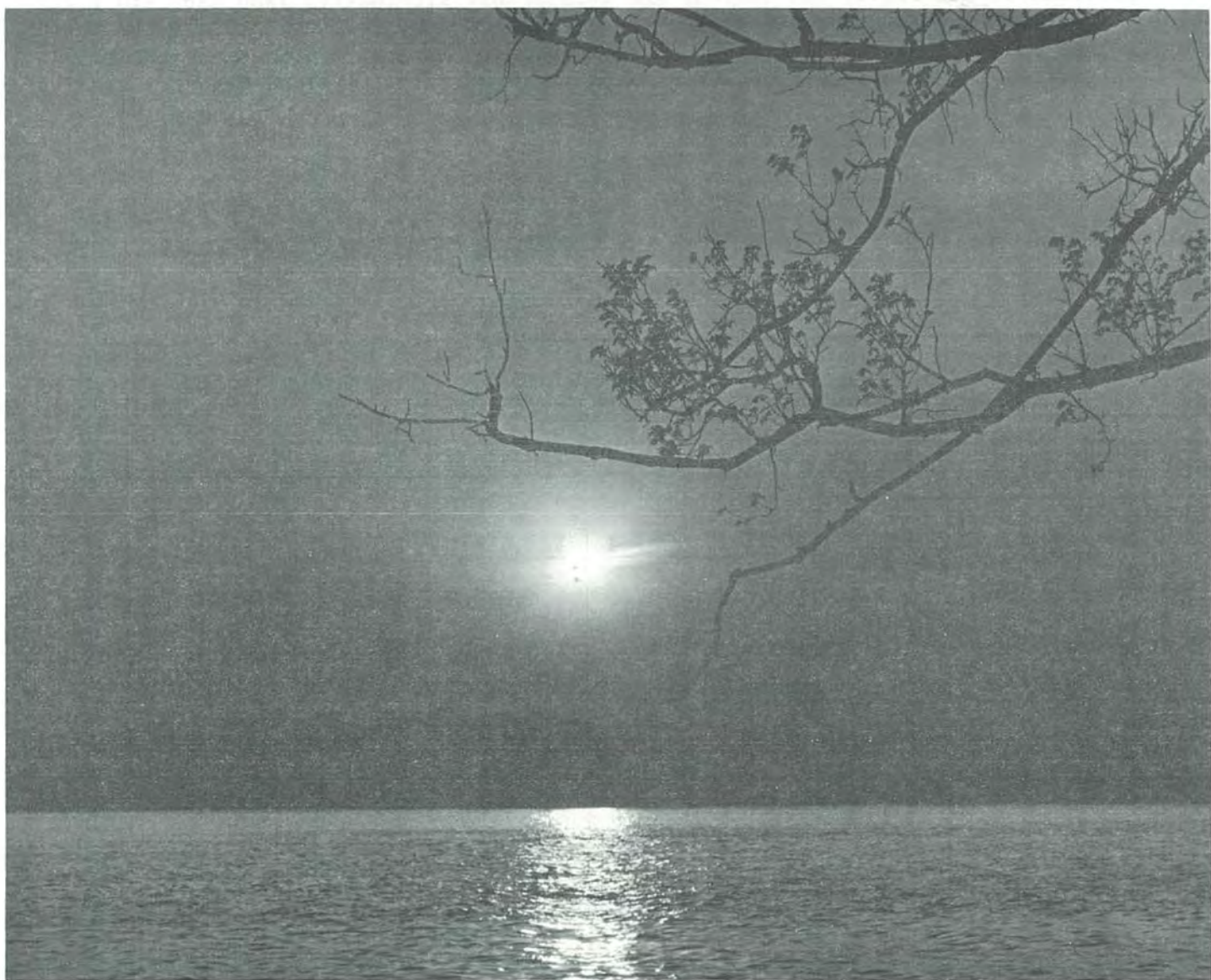
TABLE 9

ESTIMATED INCOME GENERATED BY INVESTMENT IN THE POTOMAC HERITAGE TRAIL UPON ESTABLISHMENT

	* Capital Investment	Estimated Income Generated (000)		Annual Operating Cost	Estimated Annual Income Generated (000)	
TOTAL	\$12,656,700	\$16,289.4	\$22,554.8	\$72,700	\$92.2	\$127.7
<u>Federal and State Sources</u>	<u>\$12,530,400</u>	<u>\$16,289.4</u>	<u>\$22,554.8</u>	<u>\$70,200</u>	<u>\$92.2</u>	<u>\$127.7</u>
Maryland Trail Area	\$ 3,875,100	\$ 5,037.6	\$ 6,975.2	\$16,100	\$20.9	\$ 29.0
Virginia Trail Area	\$ 6,017,100	\$ 7,822.2	\$10,830.8	\$18,100	\$25.5	\$ 35.3
West Virginia Trail Area	\$ 1,337,700	\$ 1,739.0	\$ 2,407.9	\$27,600	\$35.9	\$ 49.7
Pennsylvania Trail Area	\$ 1,300,500	\$ 1,690.6	\$ 2,340.9	\$ 7,600	\$ 9.9	\$ 13.7
<u>Local Sources</u> **	\$ <u>126,300</u>	---	---	<u>\$ 2,500</u>	---	---

\* See Table 7, Page 71

\*\* Federal investment to establish the trail in the District of Columbia is treated as a local expenditure.



THE INTERAGENCY FIELD TASK FORCE

- The State of Maryland: The Department of State Planning  
The Department of Natural Resources
- The Commonwealth of Pennsylvania: The State Planning Board  
The Department of Environmental Resources
- The Commonwealth of Virginia: The Commission of Outdoor Recreation
- The State of West Virginia: The Governor's Office of Federal-State Relations  
The Department of Natural Resources
- U.S. Department of Agriculture: The Forest Service, Region 9  
The Monongahela National Forest  
The Economic Research Service
- U.S. Department of the Interior: The National Park Service, Eastern Service Center  
Bureau of Outdoor Recreation, Northeast Regional Office  
and Washington Office

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APPENDIX A

Appalachian National Scenic Trail

TRAIL RIGHT-OF-WAY COOPERATIVE AGREEMENT

WITNESSETH, that \_\_\_\_\_, landowner, hereinafter referred to as Conferer(s), desire(s) to cooperate with \_\_\_\_\_, hereinafter referred to as Conferee, in the development, extension, and future recreational use of the Appalachian National Scenic Trail.

THEREFORE, the Conferer hereby grants unto and confers upon the Conferee the right to use a portion of the Conferer's land for the purpose of:

to be administered by the Conferee for the benefit of the general public in pursuit of recreational and cultural enhancement.

The portion of said land to be so used is described as follows:

The Conferee agrees to:

1. Assume responsibility for keeping right-of-way free of obstruction to passage by the public and by the Conferer(s) and for the benefit of the Conferer(s) in exercising his access to his land.
2. Assume responsibility for placing and maintaining trail markers and of other maintenance.
3. Prevent the use by any persons, except the Conferer(s), of motorized vehicles on or about the right-of-way or appurtenant scenic areas and agrees to use motorized vehicles only in essential maintenance and emergency operations.
4. Exercise its powers to prevent litter and other spoilage of natural features.

5. Secure the consent of the conferer(s) prior to construction of any shelter or other structure on said right-of-way.

The Conferer(s) agree(s) to:

1. Hereby consent to the assignment by the Conferee of all its rights hereunder to any one of the several states in which said land is located wherever THE APPALACHIAN TRAIL CONFERENCE, a body corporate of the District of Columbia, is the Conferee hereunder.
2. Secure the consent of the Conferee, or its assigns, prior to cutting any trees and removing timber within a distance of one hundred feet on either side of the right-of-way.
3. Secure the consent of the Conferee prior to construction of any structure within one hundred feet on either side of the right-of-way.
4. Forbear from and prevent the placement of unsightly encroachments.

IN WITNESS WHEREOF, the parties hereto affix their hands and seals this day of \_\_\_\_\_, 19\_\_.

WITNESS:

(SEAL)

(SEAL)

(SEAL)

(SEAL)

(SEAL)

(SEAL)

## APPENDIX B

### CRITERIA FOR NATIONAL SCENIC TRAILS

#### National Significance

National scenic trails, for their length or the greater portion thereof, should incorporate a maximum of significant characteristics, tangible and intangible, so that these, when viewed collectively, will make the trail worth of national scenic designation. National significance implies that these characteristics, i.e., the scenic, historical, natural, or cultural qualities of the areas through which the trail passes, are superior when compared to those of other trails--not including national scenic trails--situated throughout the country. National scenic trails should, with optimum development, be capable of promoting interest and drawing power that could extend to any section of the conterminous United States.

#### Route Selection

1. The routes of national scenic trails should be so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass. They should avoid, insofar as practicable, established highways, motor roads, mining areas, power transmission lines, existing commercial and industrial developments, range fences and improvements, private operations, and any other activities that would be incompatible with the protection of the trail in its natural condition and its use for outdoor recreation.
2. National scenic trails of major historic significance should adhere as accurately as possible to their main historic route or routes.

#### Access

National Scenic trails should be provided with adequate public access through establishment of connecting trails or by use of trail systems other than the National Trail System. Access should be provided at reasonable intervals and should take into consideration the allowance for trips of shorter duration.

#### Placement

National scenic trails shall be primarily land based.

#### Length

National Scenic trails shall be extended trails, usually several hundred miles or longer in length.

#### Continuity

National scenic trails should be continuous for the duration of their length.

APPENDIX C

Excerpts from The Potomac -- A Model Estuary:

Trails

(pp. 95-96)

The ongoing study of the Potomac Heritage Trail should consider the possibility of linking areas of high recreation, historical, and conservation potential.

The National Trails System Act, Public Law 90-543, passed on October 2, 1968, listed for study as a potential national scenic trail the Potomac Heritage Trail. A substantial segment of the trail, if established, would lie within the Potomac Estuary area and could form the nucleus around which a comprehensive trail system could be developed. The Potomac Heritage Trail would extend from Chesapeake Bay to the Potomac's sources and would include the C & O Canal towpath.

The States and local governments in the Potomac Estuary should seek to establish the network of trails for the area identified by the Interdepartmental Task Force on the Potomac.

The need to develop trails is clearly evident from review of outdoor recreation preferences for horseback riding, bicycling, hiking, and walking for pleasure.

The Recreation and Landscape Sub-Task Force of the Interdepartmental Task Force on the Potomac identified a network of trails for the metropolitan area and the estuary. The Metropolitan Council of Governments is attempting to rekindle interest in programs and plans to develop these trails.

The States and local governments should review these plans and seek to implement those that are feasible. Few other facilities can satisfy as many people on a given acreage as a trail.

Consideration should be given to establishing trails for motorized vehicles and for providing bikeways.

If designated a national scenic trail, the Potomac Heritage Trail would not be open to motorized vehicles. However, consideration should be given also to establishing other trails for such vehicles.

The Potomac Estuary has tremendous potential for bikeway development. With imaginative planning, it would be possible to provide opportunities for summer bicycling vacations for thousands of metropolitan residents. Wayside camps, picnic areas, and hostels could be developed in conjunction with a comprehensive system of bikeways.

Planning for such a system also should provide for a substantial number of bicycle rental facilities charging rates within reach of even the poorest citizens.

Many State, county, and local roads which are not heavily traveled have sufficient rights-of-way to allow development of bikeways adjacent to paved roadways. These could form the basis for a system hundreds of miles in length.

Accessibility

(p. 101)

Various types of low cost public transportation by land and water should be investigated to assure access to the major recreation sites recommended in this report.

The establishment and development of new recreation areas along the Potomac Estuary will have little meaning if large numbers of people cannot reach them. If the estuary's resources are to be available to everyone, an inexpensive and convenient way must be found to get there.

It is not practical to assume that access by private automobile is always sufficient or desirable. Too many of our natural areas already are overrun by cars. Moreover, many low income residents of the Washington area lack access to automobiles.

A low cost public transportation system by water and land to major recreation areas along the Potomac Estuary is desirable. Tied in with this system could be the proposed network of trails. People wishing to reach recreation areas could do so by public transportation to the trail and then by hiking, bicycling, or horseback riding to specific sites along the trail. Special bus service on weekends and holidays might be planned.

An attractive consideration is development of a marine highway. One study of the Potomac has suggested a ferry system:

As recreational facilities are developed along the river and as new urban development is encouraged to orient to the river and shops and restaurants and other commercial establishments line the river's edge, water taxis, small ferries, and charter boats could become a thriving and colorful river activity that would add to the pleasure of seeking out recreation spots, give a new dimension to a lunch-hour, or make commuting an occasion rather than an ordeal.

The Potomac, Potomac Planning Task Force, p. 78.

Detailed planning for development of the estuary should include a feasibility study for establishing a ferry system to link metropolitan Washington with various recreation units along the shoreline.

It is impractical to believe that an exorbitantly expensive public transportation system would be developed just for recreation, but it is just as impractical and irresponsible to plan general public transportation systems without taking into consideration access to public recreation sites. Joint planning is required with a greater consideration for access to recreation sites than has been given in the past.

