

RESOURCES MANAGEMENT

The more significant issues involve preservation of earthworks, re-creation of historic landscapes, and disposition of nonhistoric structures. As stated previously, resource management issues are detailed more fully in the park's Resources Management Plan, which is updated annually.

Earthwork Preservation

One of the major historic features of Fredericksburg and Spotsylvania National Military Park is the 38 miles of earthworks (trenches) that were often dug just prior to battle and provided many of the soldiers their only form of protection from enemy fire. When the park was established, a road network was constructed to follow many of the more significant trench lines so that visitors could see one of the few tangible remains of the battles fought here.

Over the years trees have been allowed to grow on the trenches, creating a preservation problem in that when a tree matures, dies, or is blown over by high winds, its root system rips out large sections of these important features. Also, because of this overgrowth of trees, the historic trenches are not being accurately portrayed to visitors. Many trenches are not even visible because of the dense undergrowth that accompanies the trees. A program of selective clearing and stabilization, common to many historic parks in the eastern U.S., is necessary to protect and preserve these important historic resources for future generations.

Only those trenches with a high level of visibility and interpretive value (approximately 22 miles) will be considered for preservation treatment. They are as follows:

Fredericksburg Battlefield
Confederate Line
Lee Hill Artillery Position

Chancellorsville Battlefield
Federal Works North of Pike
Hooker's Apex
Slocum's Log Works
Slocum's Line
Anderson's Line

Wilderness Battlefield
A.P. Hill's Works
Ewell's Works
Federal Line
Culpeper Mine Road Works
Grant's Left Flank

Spotsylvania Battlefield
Lee's Last Line
Confederate First Corps Works
Hancock's Works
Federal VI Corps Works
Burnside's Works

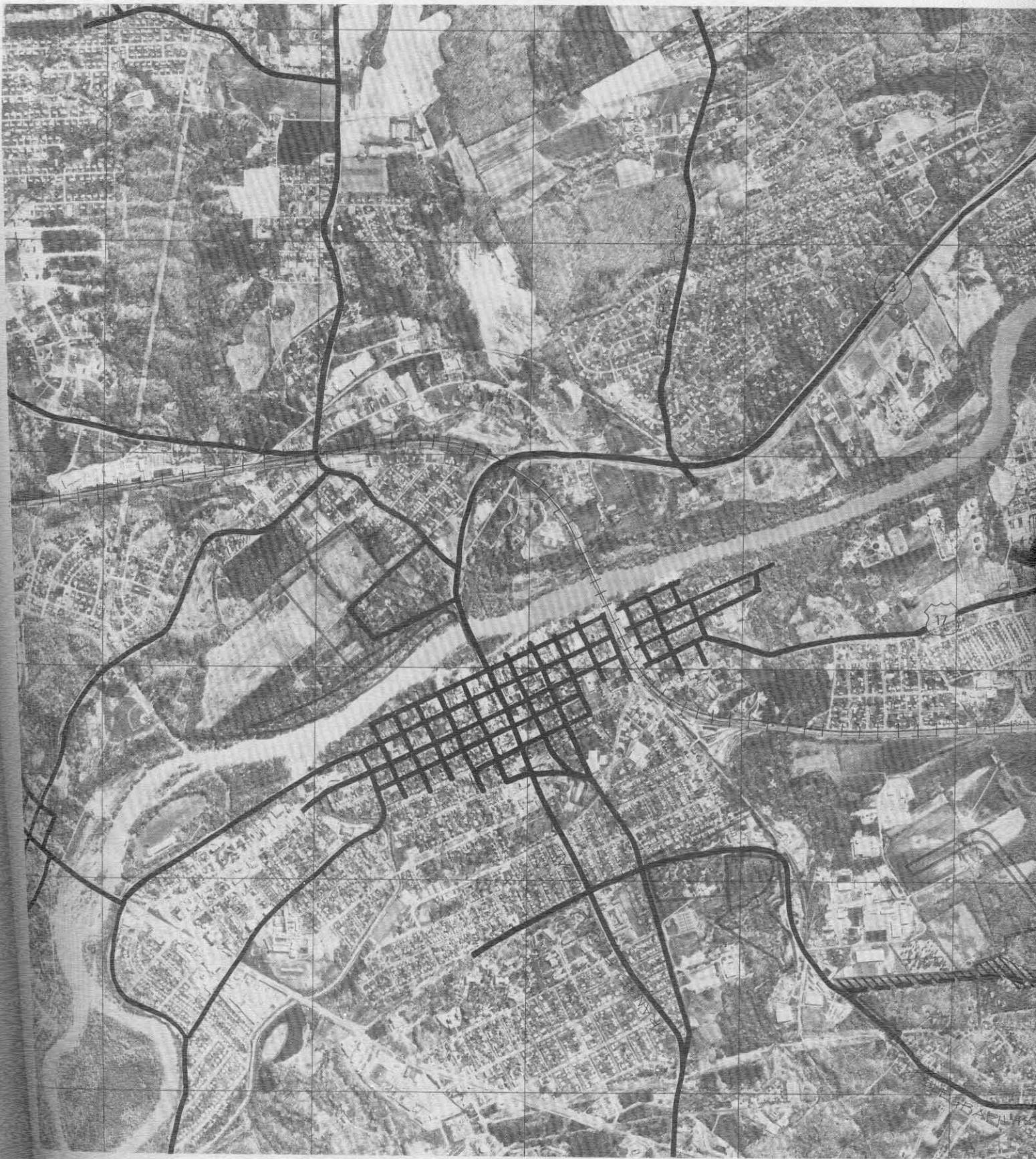
All clearing/stabilization efforts will be closely monitored by park staff, and only those methods that have proven effective in protecting the trenches will be used--i.e., felling of trees during winter months when the ground is frozen and continued removal of small growth and trees with the assistance of YCC or other similar groups. Efforts will also continue to establish an effective ground cover that will require low maintenance while providing maximum protection from visitors and the elements.

Historic Scene Restoration

Large portions of the four battlefields support nonhistoric ground cover, and some of the open fields of the Civil War period are now in second-growth hardwood forest ranging to 100 years in age. Because the most severe fighting took place in the open areas, battle events are difficult to interpret where forests have grown up. Many recent openings where dense thicket or forest prevailed historically also confuse interpretation. This General Management Plan calls for reestablishing many of the historic open areas on park lands, as identified by the American University study completed in 1981 (approximately 357 acres will be cleared). To the same purpose, nonhistoric openings will be reforested with native plant species that re-create the historic scene (approximately 123 acres). Nonhistoric orchards, escaped ornamental plants, and exotics will be systematically removed from park lands. The areas that will be cleared, reforested, or unaffected and the wetlands designated by the U.S. Fish and Wildlife Service are shown on the Historic Scene Restorations and Designated Wetlands maps.

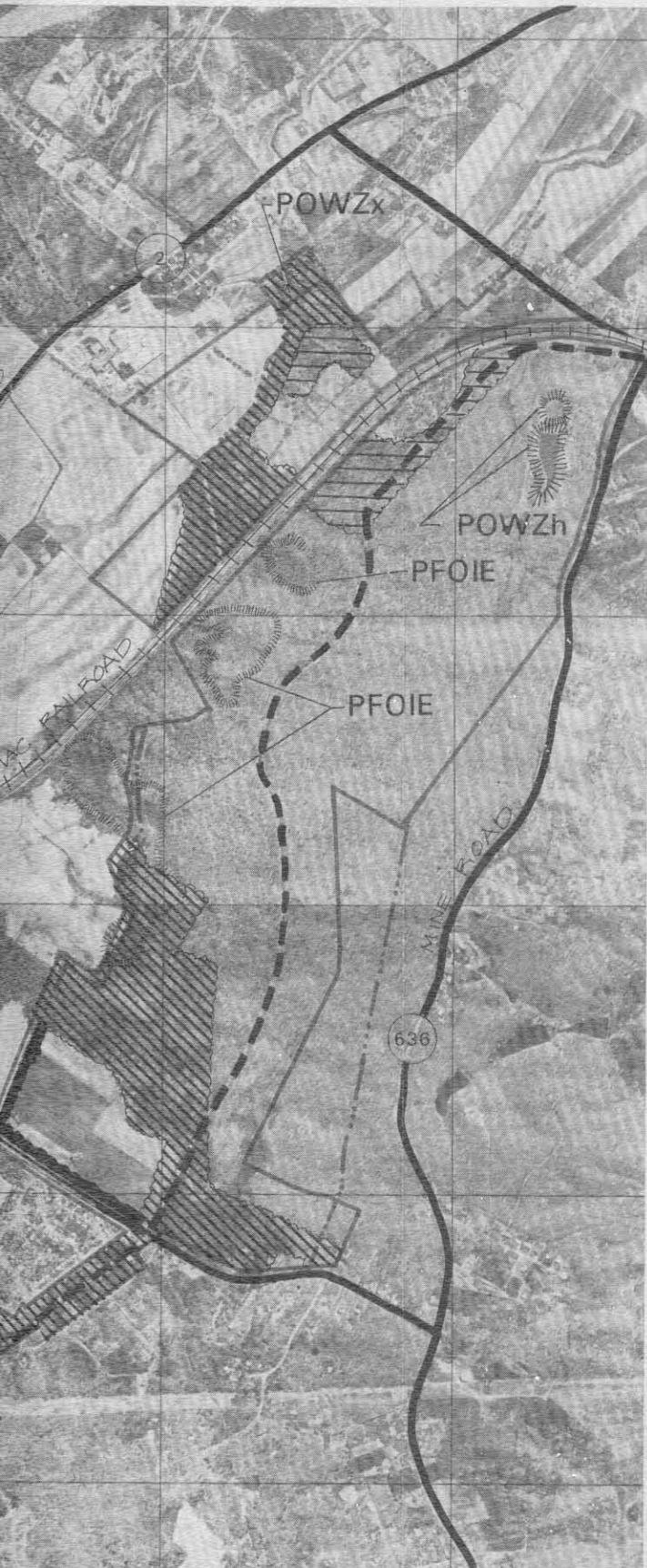
All of the areas that will undergo scene restoration are not only sites that were open in the 1860s, but also sites important for interpretation and public understanding. All but three of the areas are at or within sight of stops on the current battlefield tours, which will subject them to broad positive attention. The other three sites--the Higginson Farm at Wilderness (near map reference PEMY), the Scott House clearing at Spotsylvania (near northernmost map reference PFOIA), and the Burnside Drive area at Spotsylvania (near map reference POWFb)--are earmarked for interpretive development and public use when the battlefields of Wilderness and Spotsylvania are upgraded. The 17 locations where field openings will be made are described by battlefield.

Fredericksburg Battlefield. The closest fighting at Fredericksburg, and the only point of even temporary Northern success, was near Prospect Hill and Hamilton's Crossing. Confederate artillery on Prospect Hill dominated the action; Federal infantry attacked across an open plain

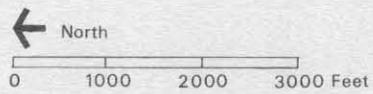




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- Park boundary
- - - Proposed park boundary
- Road
- - - Park road
- Wetlands
- Restoration Technique :
- Reforestation
- Clearing
- Location of historic opening for which no restoration is proposed



Historic Scene Restorations and Designated Wetlands

Fredericksburg Battlefield

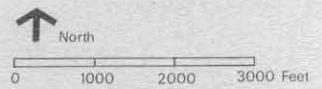
Fredericksburg and Spotsylvania National Military Park

United States Department of the Interior
National Park Service

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- Road
- Park road
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- Restoration Technique :
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-  Clearing
-  Location of historic opening for which no restoration is proposed



Historic Scene Restorations and Designated Wetlands Chancellorsville Battlefield

Fredericksburg and Spotsylvania
National Military Park

United States Department of the Interior
National Park Service

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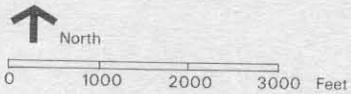
~~~~~ Wetlands

Restoration Technique :

 Reforestation

 Clearing

 Location of historic opening for which no restoration is proposed



## Historic Scene Restorations and Designated Wetlands Wilderness Battlefield

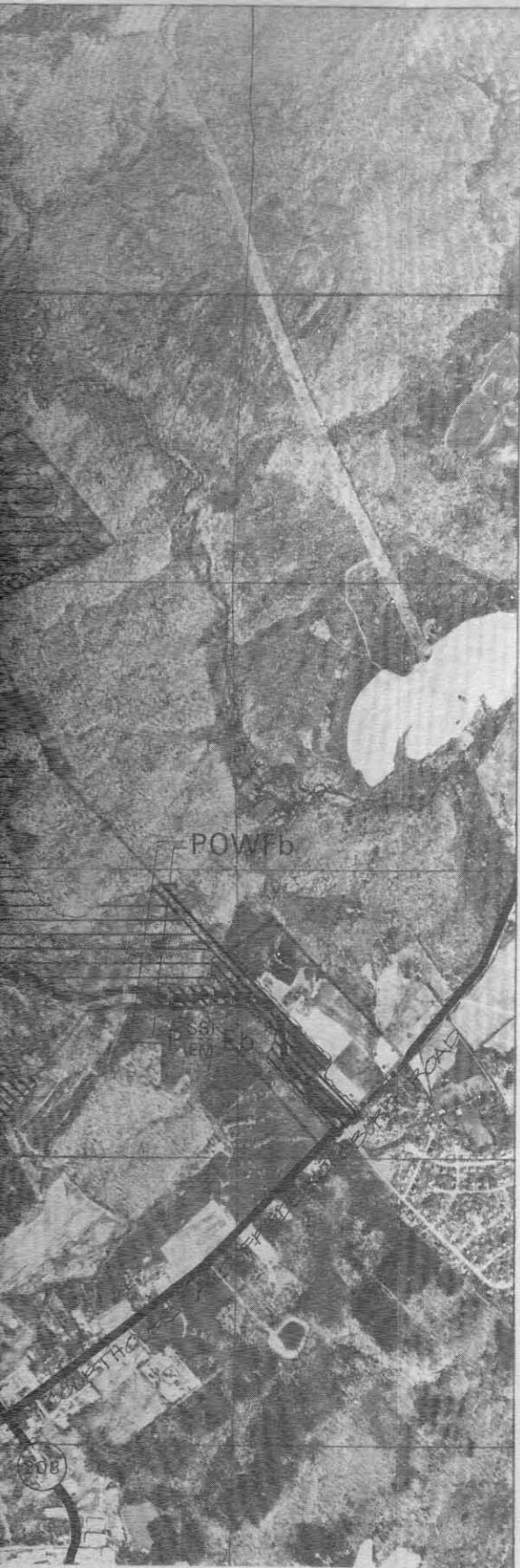
Fredericksburg and Spotsylvania  
 National Military Park

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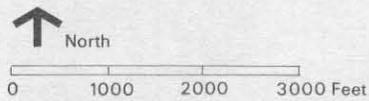
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- Road
- - - Park road
-  Wetlands
- Restoration Technique :
-  Reforestation
-  Clearing
-  Location of historic opening for which no restoration is proposed



## Historic Scene Restorations and Designated Wetlands Spotsylvania Court House Battlefield

Fredericksburg and Spotsylvania  
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below the hill. The only two fields to be reopened at Fredericksburg are *in this zone*: 15 acres on the northwest side of Prospect Hill and 11 acres in the field below it. Both fields are part of the scene at tour stop 4. In contrast with the clearing of 26 acres in those two places, 11 acres will be reforested on this battlefield, and 123 acres that were open in 1862 and which are now forested will remain forested. Thus, the Fredericksburg battlefield will have a net loss of 15 acres of trees, but about 10 percent of its surface will be wooded despite having been open in 1862.

Chancellorsville Battlefield. Federal headquarters during most of the battle was in a wide, open plain around the crossroads and inn named Chancellorsville. After Confederate success in the battle, the Federal line was anchored 1 mile farther north at the Chandler farm clearing. The latter clearing has, in general, grown shut; 65 acres of it will be returned to cleared farm fields. Most of the Chancellorsville clearing is open today, but 15 acres (11 acres west of the Ely's Ford Road and 4 acres east of it) need to be reopened at the northeastern edge. The fourth clearing scheduled on the Chancellorsville battlefield is for 9 acres around Catharine Furnace, an 1830s industrial site where many ruins survive. Jackson's famed flank march moved past this landmark, and a warm rearguard engagement was fought on the furnace grounds. The Chancellorsville clearing is tour stop 6 and Catharine Furnace is tour stop 8. Four historic fields covering 99 acres will not be reopened, and two fields of 9 acres will be reforested. Thus, the battlefield will have four reopened fields of 89 acres and will show a net change of 80 acres more in fields. The 99 acres of uncleared fields represent about 7 percent of the total park holdings on the battlefield.

Wilderness Battlefield. The dense ground cover which gave the name to this battlefield was broken by only a few fields of relatively small scope, but those few fields became crucial points for rallying--and in due course for fighting. The fields that are now grown over but are proposed for reopening to their historical appearance include the Widow Tapp Field, 22 acres, tour stop 11, where the renowned Lee-to-the-rear episode took place, the north edge of Orange Turnpike, 4 acres, near tour stop 10; and the Higginson Farm, 13 acres west of the park tour road and 8 acres east of the park tour road. The Higginson Farm is not currently used as a major visitation point, but it will become an interpretive feature when the Wilderness battlefield is further developed for visitation. Elsewhere on the battlefield, two fields of 75 acres will be reforested. The four areas to be opened total 47 acres, so the net change at Wilderness will be a decrease in open space of 28 acres and a like increase in wooded ground. Six tracts on the Wilderness (totaling 79 acres) that are now wooded but were open in 1864 will remain wooded.

Spotsylvania Battlefield. Of all park units, this battlefield has the greatest need for restoration of historic fields. The battle was fought primarily by Federals attacking against a huge Confederate fortification that bulged out toward the Federals in a shape that prompted the Confederates to name it "The Mule Shoe." The great uneven salient line was about 1 mile deep and about 3/4 mile wide. For two weeks there was

fighting every day around portions of the line. After a 20-hour fight at hand-to-hand range on May 12, the bulging angle of earthworks was aptly renamed "The Bloody Angle." (This whole open area now includes tour stops 14 and 16.) Seven fields of varying sizes within and near the huge angle are scheduled to be reopened. The McCoull field, tour stop 15, totals 8 acres. An area from which the Federal attack was launched on May 10 (north of and around modern Grant Drive) includes 28 acres to be reopened. This site is not now a major tour stop, primarily because the heavy woods make the action impossible to interpret. Three fields of 37, 29, and 13 acres around the nose of the Bloody Angle works will be reopened. The final two fields of 20 and 60 acres are along the eastern shoulder of the Mule Shoe (the Confederate right), along the park tour road Burnside Drive. The seven sites to be reopened at Spotsylvania total 195 acres; four other fields of 28 acres will be reforested. Another 149 acres in six fields that were open in 1864 but are now wooded will remain wooded, either because of screening needs or because of isolation from regular visitor patterns.

Salem Church, Jackson Shrine, and Chatham. No scene restorations will be made at these park units.

Parkwide Summary. As described above, 17 tracts totaling 357 acres are scheduled for reopening throughout the park. Nine other fields of 123 acres will be reforested, and 22 sites containing 529 acres, which were historically fields, will remain wooded. The net reduction in wooded land is 234 acres (about 4 percent of the park's total land); about 9 percent of the park's land will not be reopened despite the historic precedent for fields.

### Nonhistoric Buildings

Nonhistoric buildings have been acquired by the National Park Service at the rate of about two per year. Some are movable and may be sold; others are immovable because of design or deterioration. In general, nonhistoric structures will be removed from the historic scene as they are acquired. Wherever possible, the structures will be sold and moved rather than demolished. Some structures, however, may be retained if they do not detract from the visitor experience and if they are needed for visitor support or administrative purposes. Such facilities, if located on portions of the park that are not historically significant, may be provided for nonhistoric uses such as environmental education, youth hostels, or staff residences.

### Special Park Uses

If a currently permitted activity is determined to meet legislative, regulative, and administrative policies, renewed permits may be converted to right-of-way permit or the proper permitting instrument (contract, license, memorandum of agreement, etc.) to authorize the continued use in the park.

Requests for new or additional crossings of park land will be permitted only in areas of the park that are currently used as "utility corridors." The establishment of additional utility corridors will not be allowed.

### CARRYING CAPACITY

General quantitative standards have been set to indicate limits on resource and sociological capacities that should not be exceeded. While the establishment of carrying capacity is not an exact science, the park staff's experience knows of certain examples of physical, cultural, and natural resource overuse indicators. These are the lines of visitors trying to park and use the Fredericksburg battlefield visitor center or the width of eroded area along an interpretive trail and the amount of interruptions experienced at any point of particular solemnity in the park. The plan is recommending positive steps to redistribute use through public education and information. If necessary, activities will be relocated, and facilities will be expanded or redeveloped, or as a last resort, use will be limited to prevent additional adverse impacts on cultural and natural resources.

### Parking Lots and Pulloffs

The carrying capacity for parking lots and pulloffs was established by identifying the maximum number of vehicles that can park safely at any one time in the currently built areas. It is realized that this number may be exceeded by a few vehicles because there may always be a few cars leaving and entering. However, the numbers listed are a good reflection of the carrying capacity of these areas.

| <u>Facility</u>                 | <u>Maximum Parking Capacity</u> |
|---------------------------------|---------------------------------|
| Fredericksburg visitor center   | 42                              |
| Chancellorsville visitor center | 50                              |
| Wilderness shelter              | 10                              |
| Spotsylvania shelter            | 10                              |
| Catharine Furnace               | 4                               |
| Chatham                         | 15                              |
| Jackson shrine                  | 6                               |
| Ellwood                         | No built area at present        |
| Lee Hill                        | 14                              |
| McCoull House site              | 4                               |
| Howison Hill                    | 7                               |
| Pickett Circle                  | 6                               |
| Prospect Hill                   | 10                              |
| Bloody Angle                    | 8                               |
| East Angle                      | 2                               |
| Salem Church                    | 7                               |
| Widow Tapp                      | 3                               |
| Wilderness Tavern               | 2                               |
| Routes 621 and 613              | 2                               |
| Wilderness picnic area          | 6                               |
| Chancellorsville House site     | 5                               |
| Maury birthplace                | 3                               |
| New Jersey 15th                 | 2                               |

### Public Use Buildings

The carrying capacity for public use buildings was established by identifying the maximum number of individuals that the building can accommodate at a point in time. In determining the accommodation number, the park staff considered such factors as building design, size of auditorium, and number of restrooms. While these numbers may be exceeded under controlled conditions with tour groups and spacing, the numbers identified are a good reflection of the carrying capacity of these facilities at a given moment.

| <u>Building</u>                  | <u>Accommodation Number</u> |
|----------------------------------|-----------------------------|
| Fredericksburg visitor center    | 80                          |
| Chancellorsville visitor center  | 110                         |
| Chatham                          | 60                          |
| Ellwood (when rehabilitated)     | 25                          |
| Jackson Shrine                   | 10                          |
| Salem Church                     | 25                          |
| Innis House (when rehabilitated) | 10                          |

### Interpretive Shelters

The carrying capacity for interpretive shelters was determined by identifying the maximum number of individuals that the shelters can accommodate at a point in time. The determining factor in shelter carrying capacity is the size of the structures.

| <u>Shelter</u>           | <u>Maximum Number of Persons</u> |
|--------------------------|----------------------------------|
| Lee Hill shelter         | 20                               |
| Spotsylvania battlefield | 20                               |
| Wilderness shelter       | 20                               |

### Trails

The carrying capacity for trail use was established by identifying the maximum number of persons per trail starts per quarter hour. This number only reflects the physical and sociological capacity. If these numbers occurred daily throughout the year, the park's cultural and natural resources would begin to experience serious adverse impacts. However, at this point in time the park is not seeing this type of trail use, and the numbers only reflect sociological capacity.

| <u>Trail</u>                     | <u>Persons per Quarter Hour</u> |
|----------------------------------|---------------------------------|
| Lee Hill                         | 40                              |
| Spotsylvania Battlefield History | 50                              |
| Bloody Angle                     | 35                              |
| Hazel Grove                      | 30                              |
| Wilderness Federal Line          | 50                              |
| Lee Drive                        | 40                              |
| Sunken Road                      | 20                              |

### Picnic Areas

The carrying capacity for picnic areas was determined by identifying the number of picnic tables at an area and the number of persons that can be accommodated at these tables at any given time. This number may be increased by a few persons on certain occasions, considering that some people could picnic on the ground instead of at tables.

| <u>Picnic Area</u>              | <u>Number of Persons</u> |
|---------------------------------|--------------------------|
| Chatham                         | 24                       |
| Lee Hill                        | 12                       |
| Pickett Circle                  | 42                       |
| Spotsylvania shelter            | 18                       |
| Chancellorsville visitor center | 42                       |
| Wilderness shelter              | 6                        |
| Jackson Shrine                  | 12                       |
| Wilderness picnic area          | 24                       |
| Fredericksburg visitor center   | 12                       |
| Maury birthplace                | 12                       |

### Roads

The park maintains 30 miles of road within the boundaries of the park; 27 miles of these roads are classified as public use park roads. The only NPS carrying capacity standards to date used by the National Park Service reflect average daily use statistics that are based on road width.

| <u>Road Width</u> | <u>Shoulder Width</u> | <u>Capacity Use per Day</u> |
|-------------------|-----------------------|-----------------------------|
| 16 feet           | 2 feet                | less than 50 cars           |
| 18 feet           | 2 feet                | 50 to 200 cars              |
| 18 feet           | 4 feet                | 200 to 400 cars             |
| 20 feet           | 6 feet                | 400 to 1,000 cars           |

These standards based on width can be used as good indicators for Fredericksburg and Spotsylvania National Military Park, but they will only be used as such since other factors to consider other than use are the resources served and the visitor experience desired in determining the optimum capacity for roads within a historical park.

There has been a great deal of highway capacity analysis for urban areas by the Transportation Resources Board, and this information is available in the highway capacity manual; however, this capacity analysis is not appropriate for a historical park.

#### LAND PROTECTION

For the first 45 years of its existence, the park had no defined boundary. The enabling legislation spoke of purposes but did not limit acreage nor establish a finite boundary. Acquisition was controlled only by the decisions of the congressional subcommittees on appropriations, which passed judgments one tract at a time. In 1972, at the behest of Congress, a team of historians, managers, and lands specialists established a proposed boundary. This was done under rigorous instructions to delete acreage if possible, and under no circumstances to propose major acquisitions. The "Civil War Boundary Study," as it came to be called, covered a number of battlefield parks in the eastern states. It was submitted to Senator Alan Bible on May 24, 1974, covered by a letter from Richard C. Curry, Associate Director of the National Park Service. On June 6, 1974, Senator Bible responded by prohibiting any acquisition outside those boundaries without new legislation.

Three primary methods are proposed for protecting Civil War resources that the park is directed to protect: (1) scenic easements to protect prime resources that are currently in land uses compatible with the historic scene; (2) fee acquisition of important resource areas facing immediate threat of development or incompatible use, or required for administrative development or use by the National Park Service, or the resources present are of such significance that fee ownership is required for their protection and interpretation to visitors; and (3) cooperative agreements and zoning to protect areas of less critical significance. The Land Protection Plan discusses these methods in more detail. (It also addresses the use of nonfederal lands within the national military park as well as in areas adjacent to the park which contain significant historic resources.)

The park superintendent or designee will continue to meet frequently with neighboring landowners and local government agencies and officials to express the interests and concerns of the park and seek information about plans for lands adjacent to the park. This involvement should continue to demonstrate that the Park Service is a good neighbor, to identify potential concerns early, and to help the neighbors understand the park objectives and how their actions can affect the park. Several other land protection techniques, including trade or exchange and bargain sale or donation, are also discussed, and along with previously mentioned

techniques, will help provide a minimum level of protection from surrounding land use changes. Proposals for the deletion of some less significant resource areas from the park boundary are also included. As in the past, the plan will be implemented on a "willing seller" basis unless proposed land use changes will result in the destruction of historic resources or values.

As acquisition of fee or easement interests in lands can only be accomplished for lands within the authorized boundary of the park, some of the proposals in the plan cannot be accomplished without an act of Congress to change the existing boundary.

The protection of historic resources by means of scenic easements is a central feature of the plan. It calls for a net increase of 590.53 acres in scenic easement acquisition--in areas where current use is compatible with preservation--and a net increase of 80.20 acres in fee title. Elimination of Fee-O lands (NPS lands outside the boundary), exchange of NPS lands with insignificant resource value, and realignment of the boundary will result in an authorized park inclusion of 6,638.70 acres in comparison with the 5,909.02 acres within the existing boundary. However, 652.13 acres will be in scenic easement as opposed to the current 61.60 acres, and 471.18 acres of NPS lands and 128.40 acres of inholdings will be deleted from the park.

The 471.18 acres to be deleted from current ownership are lands that when purchased were portions of larger tracts that would have become uneconomic remnants if not included in the original purchase. The 128.40 acres of inholdings proposed for deletion represent areas that if purchased as is will create further uneconomic remnants resulting in a greater expenditure of funds to eliminate. Both of these proposed deletions have been closely scrutinized to ensure that the actions will not jeopardize the historic integrity of the park.

#### VISITOR USE AND DEVELOPMENT

The goals of information and interpretation are numerous. Some of them need to be accomplished when the visitor is first contacted at a central contact facility; others are best handled at specific historic sites scattered about the battlefields.

The means and exact order of conveying information and interpretation can vary, but the goals and content remain the same. When visitors are first contacted, they need to know the following information promptly: the physical configuration of the park so as to make it as easy as possible to find the various battlefields; enough information to decide what they want to see and do in the available time and the best way to go about it; knowledge that more battles were fought in this region than anywhere during the Civil War and that the battles were spread over several years; and finally, an overview of when and why each of these battles occurred and what they represented from both the Northern and Southern viewpoints. After this initial contact, on-site interpretation can

focus on themes or stories unique to the specific area or event, which will add a depth of understanding and feeling to the general theme of the continued Union push toward Richmond and the changing tide of war.

#### Information, Orientation, and Interpretation

Recognizing the separation of the four battlefields, the General Management Plan proposes that visitor contact facilities be established at several locations within the park so that visitors can choose the one most convenient to their travel destinations. General information and interpretation will be provided in the existing visitor centers for Fredericksburg and Chancellorsville battlefields. Similar, although less extensive, information and orientation will also be available at Ellwood in the Wilderness battlefield and at a new, small contact facility proposed for the Spotsylvania battlefield. The facility will be small, with an all-weather interior exhibit space so that security and protection from the elements can be provided.

Information about the visitor centers will be available as close to I-95 as possible to permit people to make the appropriate choice early in their visit. If possible, a limited-range radio orientation program will be initiated in conjunction with an informational wayside near the juncture of I-95 and VA 3. This proposal will be a cooperative effort between the National Park Service and local governments. Other signs to aid in locating the visitor centers will be constructed along the routes as necessary.

With information/orientation and a historical overview provided through the various media in the above buildings, the general approach to interpretation on the battlefields will be to stress "key sites" within each unit, emphasizing the unique and nonrepetitive aspects of each. In addition, the physical resources will be restored to give as accurate a portrayal as possible of the historic scene and to aid visitors in understanding the events and conditions of war. This will involve forest removal, crop planting, and revegetation as necessary.

Fredericksburg Battlefield. The park has discussed with the city the possibility of closing Sunken Road to traffic and returning it to its historical appearance, an aim that is critical to the accuracy of the historic scene and its interpretation. This closing may be possible in the future with the construction of the east-west connector, which will reduce the need to use Sunken Road as a shortcut commuter route. Construction on the connector has begun, but completion is several years away. A possible interim step to make the road more historically meaningful includes limiting through-traffic to weekdays to allow visitors periods of unrestricted movement along the famous stone wall that borders the road and which formed the Confederates' main line of defense. Visitor safety is a paramount consideration, as the interpretive walking tour of the stone wall and Sunken Road area places visitors on the narrow road with vehicles going 30 miles per hour. Special consideration must be given to Brompton and Montfort Academy, both of which are within the

authorized boundary. Both depend on access to Sunken Road, and access via Mercer Street will continue to be required.

When the opportunity arises, vehicular traffic will be rerouted from Sunken Road and the road restored to its wartime appearance from Hanover Street to Lafayette Boulevard. The 13 residences on the south side of Willis Street between Lafayette Boulevard and the Kirkland Memorial will be acquired and removed to provide a resource base for interpreting the battle from Sunken Road. The residences identified on Willis Street will not be used for park quarters. The service station on the corner of Willis and Lafayette will also be acquired as a site for a new 100-car parking lot. The old parking lot, garage, and storage buildings will also be removed. A 2,000-square-foot addition to the Fredericksburg battlefield visitor center will be constructed to provide additional public use space and allow for handicap access to all displays. The park will consider acquiring the historic properties occupied by Montfort and Brompton for potential future visitor use and interpretation if these facilities ever become available for purchase.

Chatham Manor. Interpretation at Chatham will continue to stress the site's use as an artillery and telegraphy station and as a field hospital. A view of the pontoon bridge crossing site will be provided. Internal modifications to the stable building will provide space for sale of interpretive materials and an A/V program. Improvements necessary for increased visitor use include an upgraded two-way access road system, a 30-car parking lot near the site of the caretaker's house, increased capacity of public restrooms, and underground utility lines (currently overhead).

Chancellorsville Battlefield. Increased visitor use at the Chancellorsville visitor center will require additional parking and expansion of comfort stations. The visitor parking needs can be met without new resource damage by careful expansion of the existing lot in three areas: the inefficient and generally unused bus bays; the wide apron at the eastern access to the lot; and the abandoned road trace above the eastern access road. A heated office/warming room will be provided in the CCC storage building for use by the maintenance staff. A site will be developed for viewing the area of Jackson's flank attack on the Union lines on VA 3. Improvements will include an access road, a parking lot for 10-20 cars, an elevated viewing platform, and necessary utilities. These facilities will make possible historical visits to the most interesting and important portion of the battlefield, which is not now accessible or interpreted. The location will become, as a result, the most important visitor stop on the battlefield except for the visitor center. No changes in NPS management are proposed for Salem Church. However, a state proposal to reroute VA 639 (the western property line at Salem Church) will be supported by the National Park Service. The historic Salem Church Road trace will then be restored.

Wilderness Battlefield. Ellwood will be restored and the exterior scene re-created as fully as possible. The building will serve as the Wilderness battlefield visitor contact facility and possibly as a residence for an

interpreter or ranger or other park purposes. Necessary improvements include a two-way entrance road, a 25-car parking lot, conversion of an existing garage to a comfort station, and all necessary utilities. General Jackson's arm, amputated in a field hospital nearby, is buried in the Lacy family cemetery. The burial site and trail leading to it will be properly cleared and marked. This development will ensure successful visits by providing a visitor orientation point on the battlefield, which is now entirely without a manned visitor contact facility. The Saunders Field historic scene, recently restored, will also be the subject of interpretive improvements to take advantage of the site's increased accessibility for visitors. Visitation to Wilderness battlefield in the 1985 calendar year was more than 65,000. While visitation has increased steadily over the last decade at established visitor contact points, visitation to Wilderness can be projected to increase very markedly when it gets the impetus of its first staffed visitor contact point, as proposed in this plan.

Spotsylvania Court House Battlefield. A year-round visitor contact facility will be provided at the Spotsylvania Court House battlefield, on the site of the existing wayside exhibit shelter. A new wayside exhibit will be provided at reconstructed earthworks near Bloody Angle. This battlefield is widely separated from the others in the park, yet it does not have a manned visitor contact facility nor the means for permanent interpretive exhibits. The two-week-long battle here was one of the most important of the war and was filled with events and incidents that became famous (see "Park Resources" section). To make the site understood by visitors and to offer basic visitor services, a year-round facility is necessary.

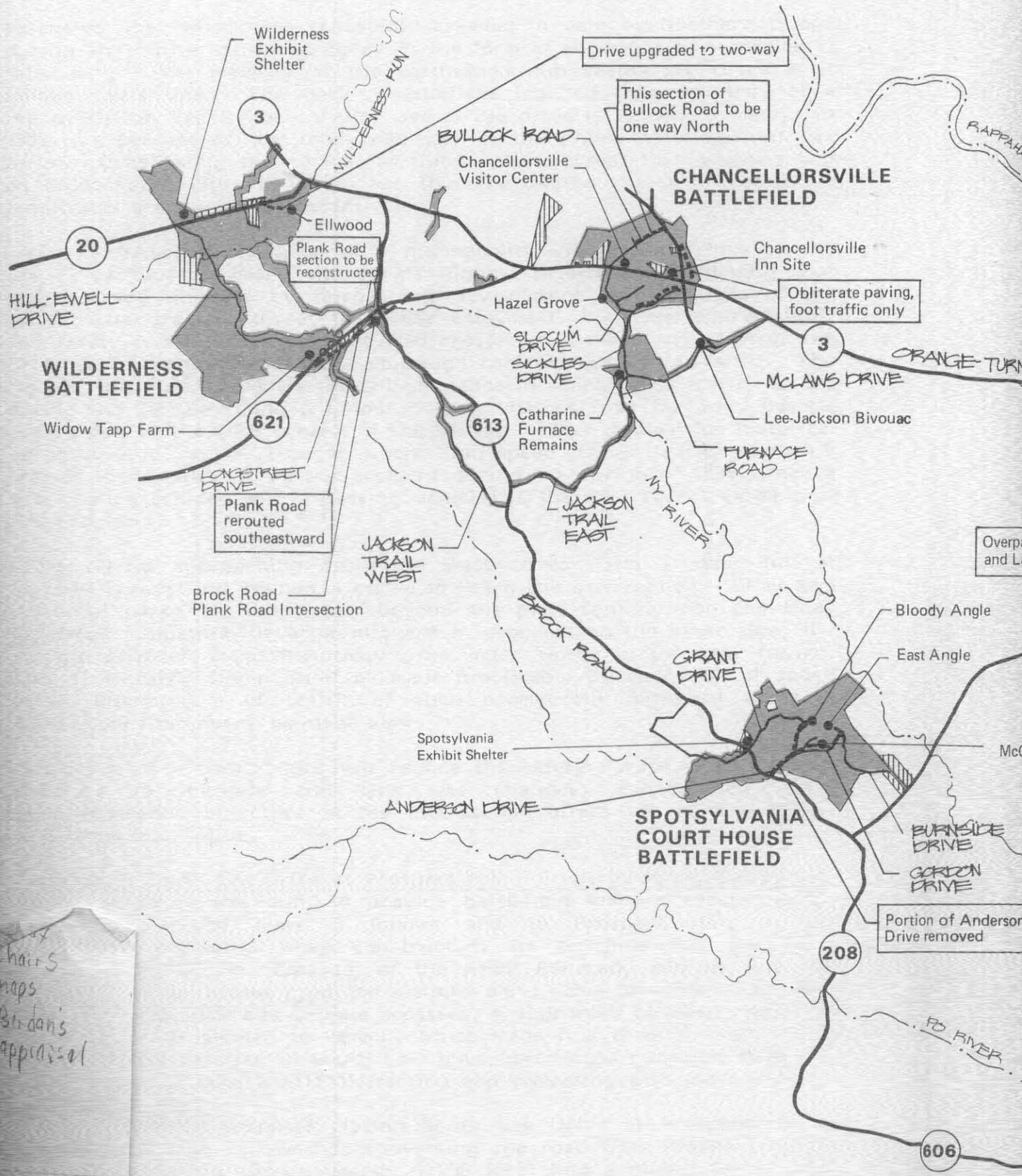
#### Visitor Access Improvements

The park maintains 30 miles of road, of which about 15 miles are part of the main visitor auto tour route. These roads were constructed in the 1930s to provide visitors an opportunity to see the battlefields and the 38 miles of earthworks in the park. Little thought was given to thematic and chronological interpretation at that time, and the visitor was left to personal devices and interest to tour the park.

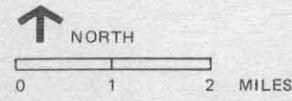
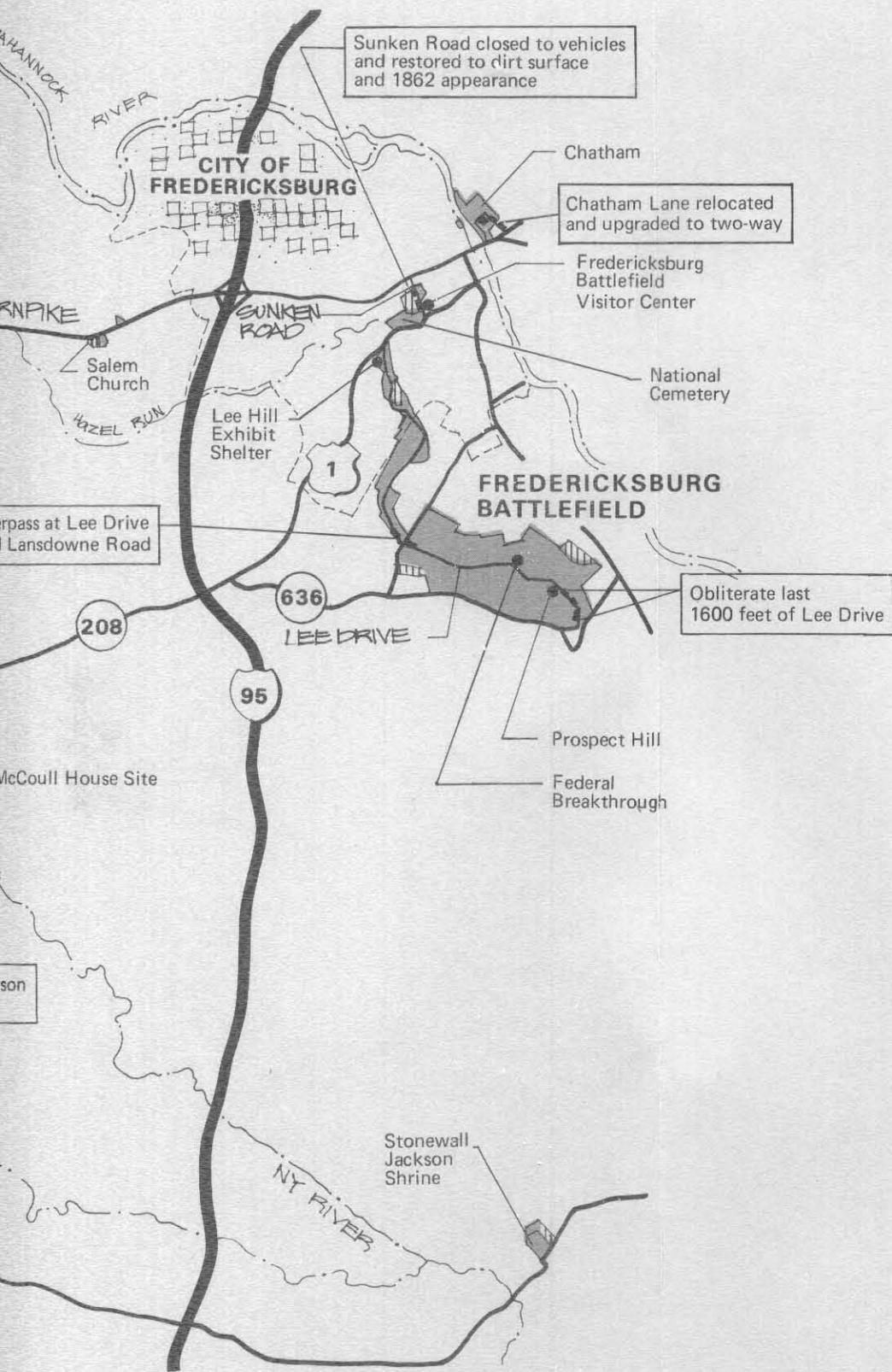
Today 2 miles of these roads are unnecessary to the interpretation of the story of the battles and cause law enforcement, traffic, maintenance, and environmental and visual intrusions on the historic scene.

The following proposed changes in the park road network will make the visitor's stay more pleasant by reducing some of the inherent confusion associated with a lengthy (70-mile) auto tour on both park and state roads and by relieving the park of the burden of maintaining and patrolling roads that are no longer essential to the visitor experience (also see Proposed Road Changes map).

Lee Drive Overpass at Lansdowne Road - Fredericksburg Battlefield. Lee drive runs through the heart of Fredericksburg battlefield across the richest historic resources in this unit of the park. Lee's powerful



Chair's  
 maps  
 - Brian's  
 appraisal



**Proposed Road Changes**

Fredericksburg and Spotsylvania National Military Park

United States Department of the Interior  
National Park Service

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defensive line, which was repeatedly assailed in vain by Northern troops during the battle, survives today in the form of an earthworks complex 7 miles long. The majority of the earthworks run beside Lee Drive as it follows Lee's line. The park's battlefield tour consists primarily of a round-trip on Lee Drive. Visitor use of the drive is extremely heavy; in 1985, 61 percent of the total road use in the entire park was on Lee Drive. Considering the park's far-flung nature across four counties and an independent city, it is obvious that the degree of use of Lee Drive constitutes a remarkable concentration.

Visitor safety and provision of a high-quality visitor experience on the Lee Drive tour is among the park's highest priorities. Achieving that end is made difficult by burgeoning development at the edges of the park. The greatest threat to visitor enjoyment, historical appreciation, and safety is the intensively traveled crossroad at the intersection of Lee Drive and Lansdowne Road. A stop sign controls Lee Drive traffic. The stop at this intersection is the only instance in which cross traffic occurs during the 10-mile round-trip tour. Park visitors from far away become accustomed to the NPS control of the setting. That is ideal for historical purposes but causes trouble when high-speed truck traffic suddenly crosses their path. A serious accident during the spring of 1986, when a park visitor collided with a passing vehicle, is the most recent example of this problem.

Cross traffic approaching from the west comes down a steep hill at highway speeds and rounds a curve to reach the intersection. Since two industrial parks lie immediately beyond the park boundary on one side, and large residential developments are in progress on the other side, the current situation could inevitably grow much worse in the near future. Even if a traffic signal could be made practicable by reduction of speed limits, intermixture of traffic of such dramatically different sorts is undesirable from every point of view.

Installation of a traffic light will reduce the safety hazard, but if traffic continues to increase and land use changes, construction of a grade-separation structure at the intersection offers the park the best long-range alternative.

Terminating South Lee Drive at Prospect Hill - Fredericksburg Battlefield. South Lee Drive was built to provide battlefield visitors access to the Confederate trench lines it follows and to Prospect Hill, a key Confederate position. When constructed, its terminus was Hamilton's Crossing, the historic crossing of the RF&P Railroad, and its use was envisioned as an access road for visitors only. Due to surrounding land ownership and numerous private accesses, a spur road between Lee Drive and VA 636 was allowed to remain, which made it a through-road. This spur road has resulted in South Lee Drive becoming a commuter road and a shortcut, with local traffic distracting and competing with park visitors.

The Park Service proposes closing South Lee Drive at Prospect Hill to vehicle traffic and recommends converting the road from Prospect Hill to Hamilton's Crossing (approximately 1,200 feet) into a hiking trail. This

will allow the park to close South Lee Drive at night by gating the road. Currently, South Lee Drive is closed after dark by use of a sign only, which has not proved successful in protecting that portion of the park from vandalism and inappropriate park uses such as relic hunting and poaching.

Making Bullock Road One-Way North - Chancellorsville Battlefield. Visitors wishing to see this battlefield are directed to leave the Chancellorsville visitor center and turn north onto historic Bullock Road to begin their tour. Making Bullock Road one-way northbound at this point will ensure greater visitor safety and enjoyment as they begin their tour, stopping at the locations designated by the park.

Bullock Road is a wholly owned and maintained park tour road 3/4 mile long and runs between VA 3 and VA 610. It is closed to all traffic from sunset to sunrise. Use of this road by nonpark visitors as a shortcut between the two main highways creates safety problems and reduces visitor enjoyment by introducing cars that frequently exceed the posted speed limit. Visitors normally travel below the speed limit (35 mph) and stop in traffic lanes to read interpretive signs and view earthworks.

The Park Service proposes to convert Bullock Road to one-way north from the visitor center to VA 610. This will reduce traffic conflicts and improve visitor safety.

Eliminating Slocum Drive - Chancellorsville Battlefield. Slocum Drive was originally built to follow some of the many miles of earthworks in the park. Because the road is not on the park tour route, it receives little use. Also, the road is closed from sunset to sunrise to reduce unauthorized park uses, such as relic hunting and poaching.

The Park Service proposes to remove Slocum Drive (approximately 4,200 feet) and replace it with a hiking trail that will allow continued access to the trenches for interpretation of the area in a more historic setting. Additional savings to the park will be realized by the reduced level of maintenance required and the elimination of the continuing need for rangers to patrol the road.

Removing Hooker Drive between Chancellorsville Maintenance Area and VA 618 - Chancellorsville Battlefield. Hooker Drive, like most of the park roads, was constructed to permit visitors access to the historic trenches. However, changes in the tour and the emphasis of directing visitors to the more prominent historic spots have made the road obsolete for park purposes. Current use is limited to a few shortcutters between VA 610 and VA 618 and those interested in relic hunting and poaching.

The Park Service proposes to remove that portion of the road from the area of the existing maintenance area to VA 618 (approximately 2,600 feet). The road will be replaced by a trail to allow visitors continued access to the trenches in a more historic setting. Removal of the road will also reduce the park's overall road maintenance and law enforcement patrol, resulting in more efficient use of time and money.

Restoring a Historic Segment of Orange Plank Road - Wilderness Battlefield. Approximately 1/4 mile of Orange Plank Road (VA 621) will be obliterated on each side of the intersection with Hill-Ewell Drive in the area of tour stop 11, and a new alignment will be created (to replace that section of Orange Plank Road crossing Brock Road) about 1,000 feet south of the historic intersection. The restored section of Orange Plank Road's original alignment will have a surface similar to that in existence in 1864. The park will not initiate this project but will pursue it when the State Highway Department wishes to upgrade or realign the road. This project is not expected to occur within the life span (10-15 years) of this plan; thus, impacts and costs have not been developed. An environmental assessment or environmental impact statement detailing costs and impacts on the natural and cultural resources will be prepared once the project is initiated.

Eliminating Southern Portion of Anderson Drive - Spotsylvania Battlefield. The park's auto tour does not use the southern half of Anderson Drive for access to any of its primary stops. It does, however, provide the only direct access to Lee's Last Line, across which was fought the battle's last nine days. In order to allow visitor use of the Last Line area, the drive will be maintained as far as an interpretive complex close to the earthworks. This interpretive point will be augmented. The 7-mile loop trail across the battlefield also follows the earthworks here. The remainder of Anderson Drive south of the interpretive point is a secondary exit that is not used in any part of the interpretive tour, either primary or secondary.

The Park Service proposes to remove the southern end of the drive (approximately 1,000 feet along two arms of a "Y" exit) and to return the area to its historic forested setting.

Eventually the tour route at Spotsylvania may need realignment to reduce the heavy visual presence of the park roads and to allow for smooth controlled visitor flow and story continuity. The complexity and length (14 days) of the campaign, and its far-flung nature, are not conducive to a symmetrical tour loop. Current visitation patterns allow some leeway in dealing with traffic flow at Spotsylvania, but a careful examination of options will be a goal of park management as part of development of other interpretive facilities proposed in this plan.

#### Road Classification Plan

The park maintains 30.00 miles of road within the seven units of the park. The plan adds .2 mile of additional road to the park and recommends changes in use of some existing roads. Some portions of roads will be restricted to public use, some will be added to the park tour route, some will be converted to trails, and others now restricted to public use will be opened for such use.

When the improvements proposed in this plan are completed, the park will have 29.21 miles of roads, of which 26.87 miles will be classified as public

use park roads. Of the 26.87 miles, 18.48 miles will serve as the main tour road (class I) and 8.04 miles will provide access to specific visitor points of interest off the tour route (class II). The remainder (.35 mile) will be classified as class III, which provides for circulation within public use areas.

There will only be 2.34 miles of administrative park roads when the plan is implemented. The class V administrative access roads amount to only .26 mile. The class VI restricted access roads will be 2.08 miles in length.

The significant changes proposed by the plan include changing Sunken Road (.3 mile) from a city street (class VIII) to a class VI administrative park road restricted to the public. A .5 mile portion of Anderson Drive, Ellwood Road (.4 mile), and .20 mile of new road at the Jackson flank attack area will become part of the park tour and therefore will be classified as class I. Most of Hooker Drive (.5 mile) and Slocum Drive (.78 mile) will be converted from a class II road to a trail.

#### Summary of Miles of Park Road by Class

##### Public Use Park Roads

|           |       |
|-----------|-------|
| Class I   | 18.48 |
| Class II  | 8.04  |
| Class III | .35   |
| Class IV  | --    |

##### Administrative Park Roads

|          |      |
|----------|------|
| Class V  | .26  |
| Class VI | 2.08 |

##### Urban Parkways and City Streets

|            |    |
|------------|----|
| Class VII  | -- |
| Class VIII | -- |

|       |       |
|-------|-------|
| Total | 29.21 |
|-------|-------|

#### Other Visitor Programs and Services

Existing interpretive programs (living history, tours, talks, and other personal services) and media (waysides, auto tours, publications, foundation and house markers, and films) will be updated, funds permitting, as outlined in the 1973 "Interpretive Prospectus."

Two trails will be developed cooperatively with other agencies/organizations--one along the abandoned railroad between the Fredericksburg and

Wilderness battlefields and the other along the bluffs and riverside from Chatham to Falmouth--and interpretation will be provided at appropriate locations along them.

The park staff will continue to cooperate with organized public service groups, such as those supporting environmental education and youth hostels, and park resources (lands and structures) may be provided for their use if such activities do not affect the primary visitor experience or the historic scene.

Support services such as restrooms, drinking fountains, and picnic tables will be provided near interpretive sites and centers. As at present, other nonconsumptive visitor uses (hiking, biking, bird-watching, and jogging) will be allowed by individuals and families. They will not, however, be permitted by large organized groups because of the impacts on the park's historic resources.

### Jurisdiction

The park will continue to seek concurrent jurisdiction over all park lands with the Commonwealth of Virginia. The park can be seen as a patchwork of jurisdictions, which lead to some confusion over the ability of the park and of area law enforcement agencies to respond to park and visitor needs. The National Park Service's Mid-Atlantic Region is pursuing this problem with the solicitor's office in Washington and the Commonwealth of Virginia with the ultimate goal of securing concurrent jurisdiction over all NPS lands in the state. Negotiations to this end are now underway.

Potential for establishing visitor or user fees will be reviewed periodically for their economic and administrative feasibility. At present, the scattered nature of the park's units and the presence of 75 points of access make fee collection infeasible.

### Administrative Facilities

Park headquarters will remain at Chatham Manor. The maintenance area on Lee Drive will be rehabilitated and upgraded to provide approximately twice the existing indoor space for shops and vehicle storage. Vehicle bays will be equipped as automotive shops with necessary lifts. The employee parking lot will be expanded to accommodate 40 cars and provide a safe turnaround for semitrailer trucks. A development concept plan will be necessary for this facility prior to initiation of the improvements.

The CCC buildings at Wilderness and Spotsylvania will be removed. One of the existing structures at Ellwood will be rehabilitated to provide necessary maintenance storage on the Wilderness battlefield. A new garage structure will be provided near the proposed visitor contact facility at Spotsylvania.

Quarters #2, near the central maintenance facility, may be leased to an outside organization or possibly converted for use as a park training center or multiunit seasonal housing. Quarters #2 is identified in the approved quarters plan as multiunit seasonal housing.

The park will continue to cooperate with the community in the development of a park training center or multiunit seasonal housing. The park will continue to cooperate with the community in the development of a park training center or multiunit seasonal housing.

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Justification

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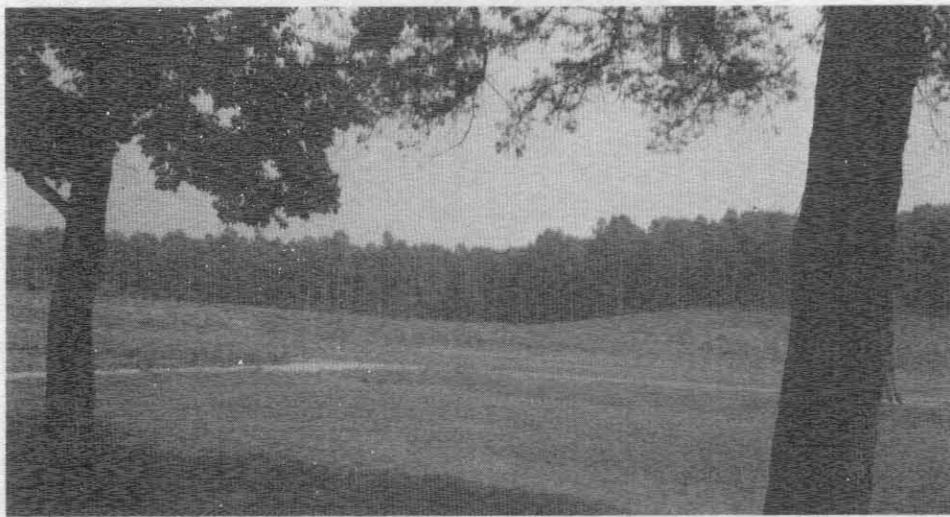
Administrative Findings

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Scene restoration, Saunders Field at Wilderness Battlefield





Scene restoration and brush removal from earthworks at all battlefields

