

DAHLGREN RAILROAD HERITAGE TRAIL



CONCEPT PLAN



Image 1. Dahlgren Railroad Heritage Trail. Credit: BusinessYab.

Introduction

Dahlgren Railroad Heritage Trail

The Dahlgren Railroad Heritage Trail is a 16 mile trail that follows the route of the 1940s Dahlgren Branch Rail Line, and stretches across King George County just south of the Potomac River in Virginia's Northern Neck. The trail is open for walking, running, cycling, and other non-motorized recreational uses. The trail is comprised of 240 acres of preserved sanctuary for native wildlife and natural beauty. The Dahlgren Railroad Heritage Trail is an important segment of the Potomac Heritage National Scenic Trail and is also a National Recreation Trail.

Vision Statement

The vision of the Dahlgren Railroad Heritage Trail is to become a multi-use, rail-trail greenway that is part of Virginia State Parks. By becoming a linear trail connected to Caledon State Park the trail's abounding beauty of flora, fauna, and wetlands habitats, can be preserved and maintained in perpetuity. This vision has the support, by resolution, of the King George County Board of Supervisors. Making the vision a reality will require support from the Governor and General Assembly of Virginia.

Project Partners

Friends of the Dahlgren Railroad Heritage Trail

The Friends of the Dahlgren Railroad Heritage Trail is a 501(c)3 nonprofit group of volunteers that works to develop, preserve, and maintain the historic rail-trail greenway as a major recreational, tourism, and educational opportunity for the citizens of King George County and the State of Virginia. The group works to ensure that this linear trail, designated as a National Recreation Trail and an important segment of the Potomac Heritage National Scenic Trail, joins the Virginia State Parks System by becoming a part of Caledon State Park.



King George County Department of Parks and Recreation

The mission of the King George County Department of Parks and Recreation is to effectively deliver services by providing diverse and balanced recreation programs and facilities that incorporate the needs, interests, and desires of county citizens. With citizens' support, involvement, and interactive utilization of facilities, community, and natural resources the department contributes to maintaining community character, enhancing community spirit, developing partnerships between private enterprises, civic organizations, and individuals; hence, reaching out, enhancing lives, and contributing to community livability.



National Park Service – Rivers, Trails and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance program is a technical support arm of the National Park Service that works with communities to bring their vision for outdoor recreation and conservation to life. The Rivers, Trails and Conservation Assistance program is working with the Friends of the Dahlgren Railroad Heritage Trail and the King George County Department of Parks and Recreation to help them develop a concept plan that highlights the potential benefits of the Dahlgren Railroad Heritage Trail becoming a part of Caledon State Park.



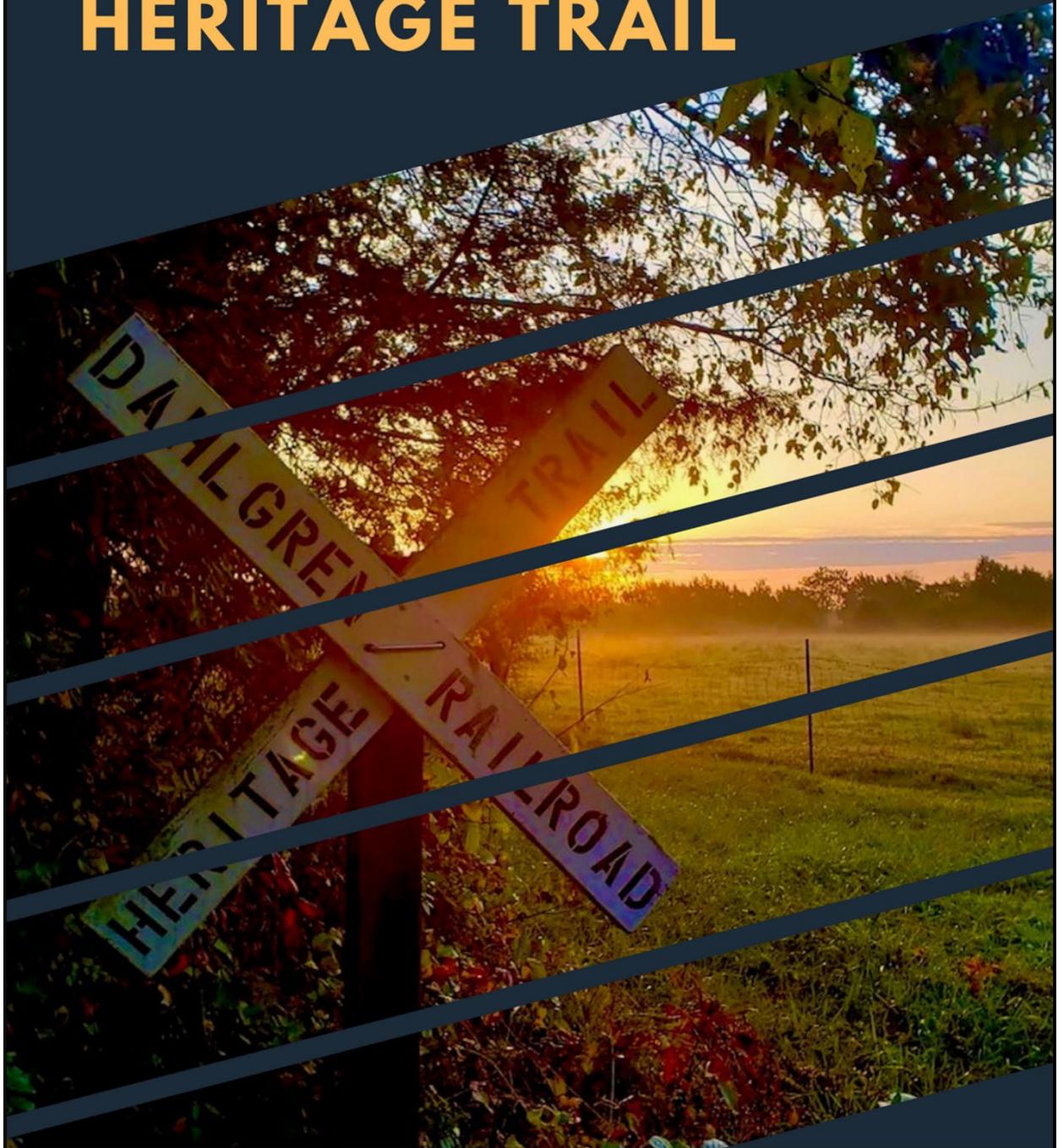
Table of Contents

PART I – PROJECT CONTEXT	6
PROJECT LOCATION	7
PROPERTY HISTORY	8
TRAIL OWNERSHIP AND FRIENDS GROUP	11
LOCAL PLANNING AND RESOURCE INVENTORY	12
<i>Local Planning</i>	12
<i>Resource Inventory</i>	14
PART II – TRAIL OVERVIEW	20
TRAIL DESCRIPTION	22
<i>Segment 1: State Route 605 (Bloomsbury Road) to State Route 610 (Indiantown Road)</i>	23
<i>Segment 2: State Route 610 (Indiantown Road) to Panorama Drive</i>	24
<i>Segment 3: Panorama Drive to State Route 614 (Owens Drive) and U.S. Route 301 (James Madison Parkway)</i>	25
AMENITIES AND SERVICES NEAR THE TRAIL	27
TRAIL USERS	29
<i>Population Service Area</i>	29
PART III – CALEDON STATE PARK	33
ECONOMIC IMPACT OF CALEDON STATE PARK.....	37
PART IV – NEXT STEPS	40
SUPPORT FROM THE GOVERNOR AND GENERAL ASSEMBLY OF VIRGINIA	41
SUPPORT FROM REGIONAL AND LOCAL GOVERNMENT	41
RESOLUTION OF UNDERGROUND UTILITY EASEMENT	41
MANAGEMENT AND MAINTENANCE NEEDS.....	42
PART V – APPENDIX	43
DRHT TRACT – MARKET VALUE APPRAISAL	44
REPORT ON THE CONDITION OF RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD CABOOSE #803.....	44
BIBLIOGRAPHY	45

List of Abbreviations

B&O	Baltimore and Ohio Railroad Museum
CAJO	Captain John Smith Chesapeake-National Historic Trail
CFPC	Commonwealth Foxhounds Pony Club
DOI	U.S. Department of the Interior
DRHT	Dahlgren Railroad Heritage Trail
ECG	East Coast Greenway
FCV	Forest Conservation Value
FEMA	Federal Emergency Management Agency
GWRC	George Washington Regional Commission
IRR	Integra Realty Resources
NPS	National Park Service
NRT	National Recreation Trail
NVRC	Northern Virginia Regional Commission
PHTA	Potomac Heritage Trail Association
POHE	Potomac Heritage National Scenic Trail
RF&P	Richmond, Fredericksburg, and Potomac Railroad
STSP	Star-Spangled Banner National Historic Trail
USACE	U.S. Army Corps of Engineers
VADCR	Virginia Department of Conservation and Recreation
VAFP	Virginia Association for Parks
VBF	Virginia Bicycling Federation
VDOF	Virginia Department of Forestry
VDOT	Virginia Department of Transportation
VOP	Virginia Outdoors Plan
VWC	Virginia Wetlands Catalog

DAHLGREN RAILROAD HERITAGE TRAIL



PART I - PROJECT CONTEXT

Project Location

King George County is located on Virginia’s Northern Neck (*see Image 3*). The county is bounded by the Potomac River to the north and by the Rappahannock River to the south. As of the 2020 Census the total population of King George County is 26,679. The demographic make-up of the county is 76.7% *White*, 16.6% *Black*, 0.1% *American Indian and Alaska Native*, 1% *Asian*, and 5.6% *Hispanic or Latino*. ([Source](#))



Image 3. Project Location – Context Map. Credit: NPS RTCA.

Between 2010 and 2019 the population in the county grew from 23,584 to 26,723 (approximately a 9% increase). ([Source](#)) As of 2020 the median household income in the county is \$96,711. ([Source](#)) A total of 4.5% of residents in the county speak a language other than English. ([Source](#)) The median age for King George County is 38.1. ([Source](#)) The percentage of county residents over 25 years of age who have obtained a high school diploma or a bachelor’s degree or higher is 92.5% and 35.5%, respectively. ([Source](#))

The median property value in King George County is \$315,100, and the homeownership rate is 76%. ([Source](#)) The county is the 67th most populated county in Virginia and is bordered by Caroline, Stafford, and Westmoreland counties. ([Source](#)) The economy of King George County

employs 10,001 people full-time. ([Source](#)) The largest industries are *Public administration; Educational services, and health care and social assistance; Professional, scientific, and management, and administrative and waste management services; and Retail trade.* ([Source](#)) The highest paying industries (in median earnings) are Public administration (\$101,643), Professional, scientific, and technical services (\$84,277), Management of companies and enterprises (\$65,417), and Utilities (\$63,594). ([Source](#))

The population of King George County is expected to grow significantly in the next 20 years, with a “projected population of 30,494 by 2030 and 34,955 by 2040.” ([Source](#))

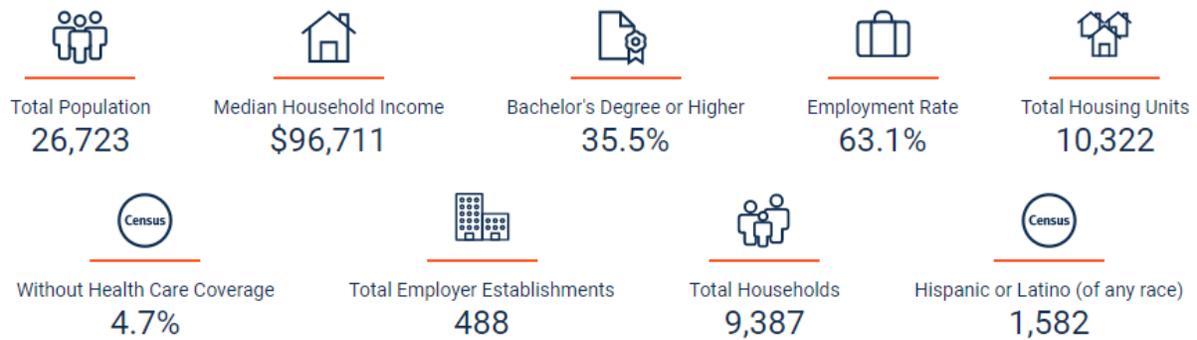


Image 4. King George County Demographics Profile. Data: U.S. Census Bureau. Credit: U.S. Census Bureau.

Property History

During World War II the U.S. government needed a railroad right-of-way to connect the Richmond, Fredericksburg, and Potomac (RF&P) Railroad with the Dahlgren Military Facility, located on the Potomac River in King George County (*see Image 5*). The proposed rail line was needed to transport materials, weapons, and personnel for the war effort. Through condemnation, the U.S. government acquired a corridor from Fredericksburg to Dahlgren and built the railroad known as the Dahlgren Branch, between 1942-1943. ([Source](#)) The Dahlgren Branch rail line, aside from transporting materials, weapons, and personnel, was also used as a passenger line until operations ceased in 1957.



Image 5. Richmond, Fredericksburg, and Potomac Railroad, c. 1970. Credit: Government Railroad to Dahlgren Junction (June 15, 1942).

After 1957 the rail line sat idle until 1963 when it was declared surplus. In 1965 the U.S. government offered the Dahlgren Branch for sale by auction and the line was acquired by the RF&P Railroad. ([Source](#)) In 1990 the RF&P Railroad removed most of the rails from an unused segment of the Dahlgren Branch within King George County. ([Source](#)) This segment extended east from Bloomsbury Road, its western end, to U.S. Route 301 (James Madison Parkway). In 1992 CSX Transportation acquired the Dahlgren Branch from the RF&P Railroad. The following year, CSX listed the unused segment of the Dahlgren Branch for sale with the Century21 Battlefield Real Estate office in Dahlgren. It was this unused segment of the Dahlgren Branch that would become the future Dahlgren Railroad Heritage Trail (DRHT).



Image 6. Tracks at the Dahlgren Naval Surface Facility. Credit: Naval Surface Warfare Center Dahlgren Division, Virginia - Dahlgren Ordnance History - Plate Battery.

In 1997 King George County resident Joe Williams acquired the railroad property. In the years after his purchase, Mr. Williams continued to promote the preservation of the property as a county-owned or sponsored trail. His efforts would lead to increased support for developing a trail at the state level. In 1999 the Dahlgren Junction Trail was included in the *Connecting Our Commonwealth* map at the 1999 Governor's Conference on Greenways and Trails. The trail was also included in the updated Virginia Outdoors Plan (VOP) for 2001. Mr. Williams would

continue to pursue several options for turning the unused rail line into a community trail; unfortunately, none yielded any future plans for developing the trail.

The goal of making the DRHT a publicly-accessible rail-trail is the dream of two gentlemen, the late property owner Mr. Williams and David Brickley, a former state legislator and director of the Virginia Department of Conservation and Recreation (VADCR) and a tireless trail advocate, who purchased the property in 2006. That same year the Friends of the DRHT was formed and using only volunteer labor and equipment, the friends group cleared the railroad bed and the remaining ties. The DRHT officially opened for private, recreational use on June 3, 2006, with a ribbon-cutting ceremony. Since then, Mr. Brickley and the Friends of the DRHT have continued to maintain and improve the trail.

Today, the DRHT is an important segment of the Potomac Heritage National Scenic Trail (POHE) and is also a National Recreation Trail (NRT) (*see Image 7*).



Image 7. Celebration for the Dahlgren Railroad Heritage Trail designation as a National Recreation Trail and a segment of the Potomac Heritage National Scenic Trail by the U.S. Department of the Interior. Credit: Dahlgren Railroad Heritage Trail.

Trail Ownership and Friends Group

The DRHT is currently owned by Ridgewood 2000 LLP, a limited liability partnership that is controlled by Mr. Brickley, who acquired the property in 2006 to protect the rail-trail from any future development. The privately-owned trail is maintained in partnership with the Friends of the DRHT.

Since 2006 the Friends of the DRHT have made a major effort to remove rail ties, lay additional stone dust, and continue to clear fallen trees and other trail obstructions to provide a positive experience for trail users.

The members of the Board of Directors of the Friends of the DRHT are:

- Jim Lynch, President
- Warren Veazey, Vice President
- Elizabeth Buckley, Treasurer
- Paula Van Alstine, Secretary
- Dave Jones, President Emeritus
- Kevin Biondi
- David Brickley
- Jim Buckley
- Champe Burnley
- Fred Germond
- Ron Harris
- Laurie Schlemm

The efforts to make the DRHT a publicly-accessible rail-trail connected to Caledon State Park are endorsed by a growing number of organizations, including:

- King George County Board of Supervisors
- Virginia Association for Parks (VAFP)
- East Coast Greenway
- Friends of the Rappahannock
- Rappahannock Group Sierra Club
- Fredericksburg Cyclists Club
- Fredericksburg Pathways Partners
- Bike Virginia
- Virginia Bicycling Federation (VBF)
- Commonwealth Foxhounds Pony Club (CFPC)
- Potomac Appalachian Trail Club
- Potomac Heritage Trail Association (PHTA)

Local Planning and Resource Inventory

Local Planning

The county and regional plans included in this section identify the DRHT as the spine for a countywide pedestrian and bicycle trail network in King George County. As one of the few off-road trail facilities open for walking, running, cycling, and other non-motorized recreational uses, the trail supports connectivity between communities, cultural assets, green spaces, and commercial areas. The plans included in this section outline a number of goals and objectives for how county and regional governments can improve the health and wellness of King George County as a whole – from its residents, communities, economy, and natural resources to the sustainability of its local environment – through the development of land-use patterns to encourage walkable communities that provide adequate access to open space and water-based recreation, commercial hubs, and tourism amenities.

Here’s how the DRHT can help achieve many of the county and regional goals to protect open space, improve the health and wellness of communities, and ensure equitable access to green public spaces:

King George County Parks and Recreation Needs Analysis (2017)

- The King George Parks and Recreation Needs Analysis identified *walking and biking trails* as the facilities of highest priority for respondents of the analysis community survey.
- As noted in the analysis, *69% of people listed walking and biking trails as a need and walking and biking trails were identified as the most valued type of facility. Trails of all types – multi-use, hiking, and mountain biking – are demanded by the public.*

King George County Trailways Feasibility Study – The Berkley Group (2018)

- The Trailways Feasibility Study identifies the DRHT as the *spine of the countywide bike/trail network* in King George County that can create *connections between settlement areas to facilitate non-motorized movement across the county.*
- Two major recommendations of the study related to the DRHT are to, 1. *Develop a Rails with Trails project* to extend the DRHT westwards; and 2. *Improve primary and secondary roads that feed into the DRHT and include trailhead and parking areas located at strategic locations to provide better access.*

Virginia Outdoors Plan (2018)

- The VOP included a proposed extension of the DRHT known as the Dahlgren Connector into the list of *Virginia’s Proposed and Existing State Connecting Trails*. The Dahlgren

Connector would link the DRHT with the East Coast Greenway (ECG) and extend POHE westwards to Fredericksburg.

- To be included in the list, the trail had to meet the following criteria:
 - Be at least 5 miles long (one way)
 - Connect to a statewide trail directly or through another connecting trail
 - Cross barriers, boundaries or jurisdictions to connect communities or natural assets
 - Have an established management entity
 - Be identified in local, regional or state plans and have grassroots support

2045 George Washington Region Bicycle and Pedestrian Plan (2018)

- The DRHT supports a key goal of the Bicycle and Pedestrian Plan, which is to *ensure bicycle and pedestrian facilities are widely accessible and safe for all users*. The plan recommends addressing shoulder and crossing improvements, shared road signage and sidewalks, at all road crossings intersecting with the trail.
- Another recommendation of the plan related to the DRHT is to extend the trail westward into Stafford County with a rail-with-trail to create a multi-jurisdictional connection.

King George County Comprehensive Plan (2019)

- The DRHT can support increased access to the Potomac River by providing a direct link to water access sites located in Caledon State Park. A recommendation of the Comprehensive Plan is for the county to *seek control or acquire select new places for recreation access to these [water-based] resources*.
- The DRHT also supports the county's efforts to conserve undeveloped land that provides habitat for wildlife and natural areas for the health and wellness of residents.

George Washington Regional Commission (GWRC) Greenway Feasibility Study & Plan (2021)

- The DRHT is identified as one of the major trails in the George Washington Region, which encompasses the City of Fredericksburg and the counties of Caroline, King George, Spotsylvania, and Stafford.
- The Regional Trail Network identified in the Greenway Feasibility Study & Plan prioritizes two connections to and from the DRHT: the Caledon State Park Connector and the Barnesfield Park Connector. These two connections were identified as part of *the top five trails to implement* in the George Washington Region by survey respondents.

Resource Inventory

When a community looks to develop new infrastructure or acquire an existing one, any project proposal should document the existing conditions of the landscape it is intending to manage or protect. This resource inventory identifies environmental characteristics of the project area that illustrate the conservation opportunity the DRHT presents for Virginia and its goal to “ensure the highest conservation outcomes” for the state are met. ([Source](#)) These characteristics can also inform which local, county, and state agencies, as well as community organizations and other relevant non-profits, need to be consulted in the process of developing the trail to ensure the project meets community and environmental needs.

Water Resources: Floodplain and Wetlands

Floodplain

The following two *High Risk Areas – Flood Zones*, as designated by the Federal Emergency Management Agency (FEMA), intersect with the DRHT (*see Image 8*). These zones are located in “low-lying areas that are in close proximity to lakes, ponds and other large bodies of water.” ([Source](#))

Zone A – *Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage.*

Zone AE – *Areas with a 1% annual chance of flooding and a 26% chance over the life of a 30-year mortgage.* ([Source](#))

The benefits of floodplain protection are well documented. VADCR notes that floodplains enable more attractive and resilient ecosystems by filtering *nutrients and impurities from runoff* and providing *breeding and feeding grounds* for fish and wildlife; amongst many other benefits. ([Source](#)) Floodplains can also provide *potential access for recreation*, as is the case for the DRHT, with its goal to preserve this natural habitat in perpetuity as part of the Virginia State Parks System. ([Source](#))

Future management of the DRHT, however, will need to take into consideration the possibility of flooding or repeat flooding along the trail. Potential flooding events will have an impact on the long-term maintenance costs associated with the trail; including the feasibility of large-scale investments in infrastructure (i.e., bridges) if these are subject to the impacts of flooding and other natural disaster events.

Wetlands

The DRHT is located atop several wetland habitats (*see Image 9*). Wetlands play a similar function to floodplains in that they filter runoff from land and act as a buffer during flooding events, providing significant benefits to the environment and communities as an ecosystem service.

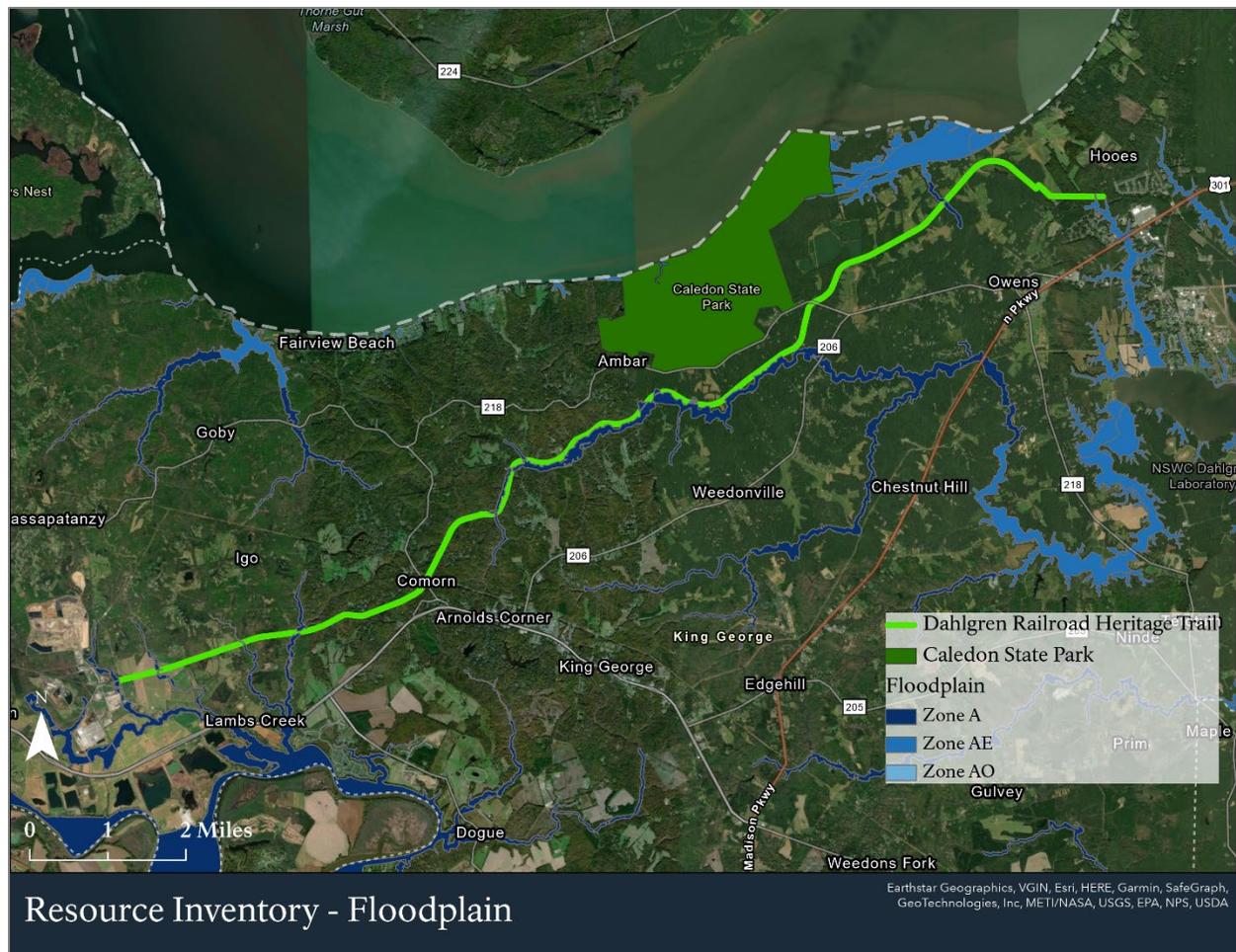


Image 8. Resource Inventory - Floodplain. Data: Virginia Natural Heritage Data Explorer. Credit: NPS RTCA.

The Virginia Wetlands Catalog (VWC) is an “inventory of wetlands and potential wetlands with prioritization summaries for conservation and restoration purposes.” ([Source](#)) The catalog ranks wetlands for conservation or restoration purposes by considering a number of attributes, which include *plant and animal biodiversity, natural corridors and stream buffers, drinking water sources* for conservation, and *degraded watersheds, impaired waters, and prior converted and agricultural wetlands* for restoration. ([Source](#))

Several wetlands intersecting with the DRHT, or are near the trail, have a rank of 4: *Very High* for conservation purposes (*see Image 10*). In the case of restoration, very few wetlands in the project area appear to be in need of restoration (*see Image 11*). The VWC was developed for the purpose of informing “project-design processes to make them more efficient, to assess impacts of proposed projects, and to identify possible mitigation sites.” ([Source](#)) The high conservation rank of wetlands in the project area highlight the opportunity state acquisition of the DRHT presents for preserving these natural resources in perpetuity for the enjoyment of wildlife and community residents.

Additional review of the project area should be conducted to determine the potential of any impacts on other water resources. Activities in wetland areas are regulated by the U.S. Army Corps of Engineers (USACE) and VADCR.



Image 9. Resource Inventory - Wetlands. Data: Virginia Natural Heritage Data Explorer. Credit: NPS RTCA.

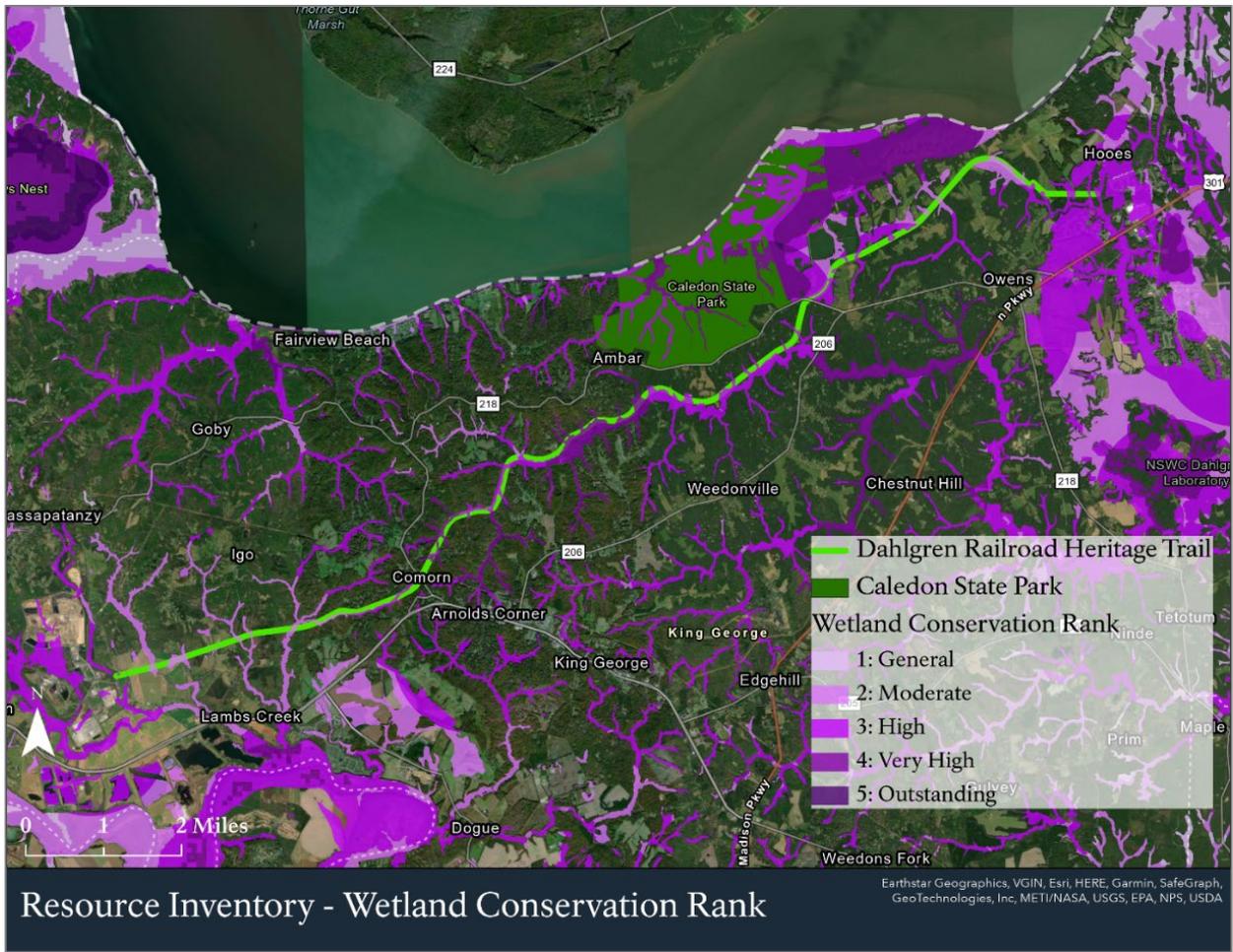


Image 10. Resource Inventory - Wetland Conservation Rank. Data: Virginia Wetlands Catalog. Credit: NPS RTCA.

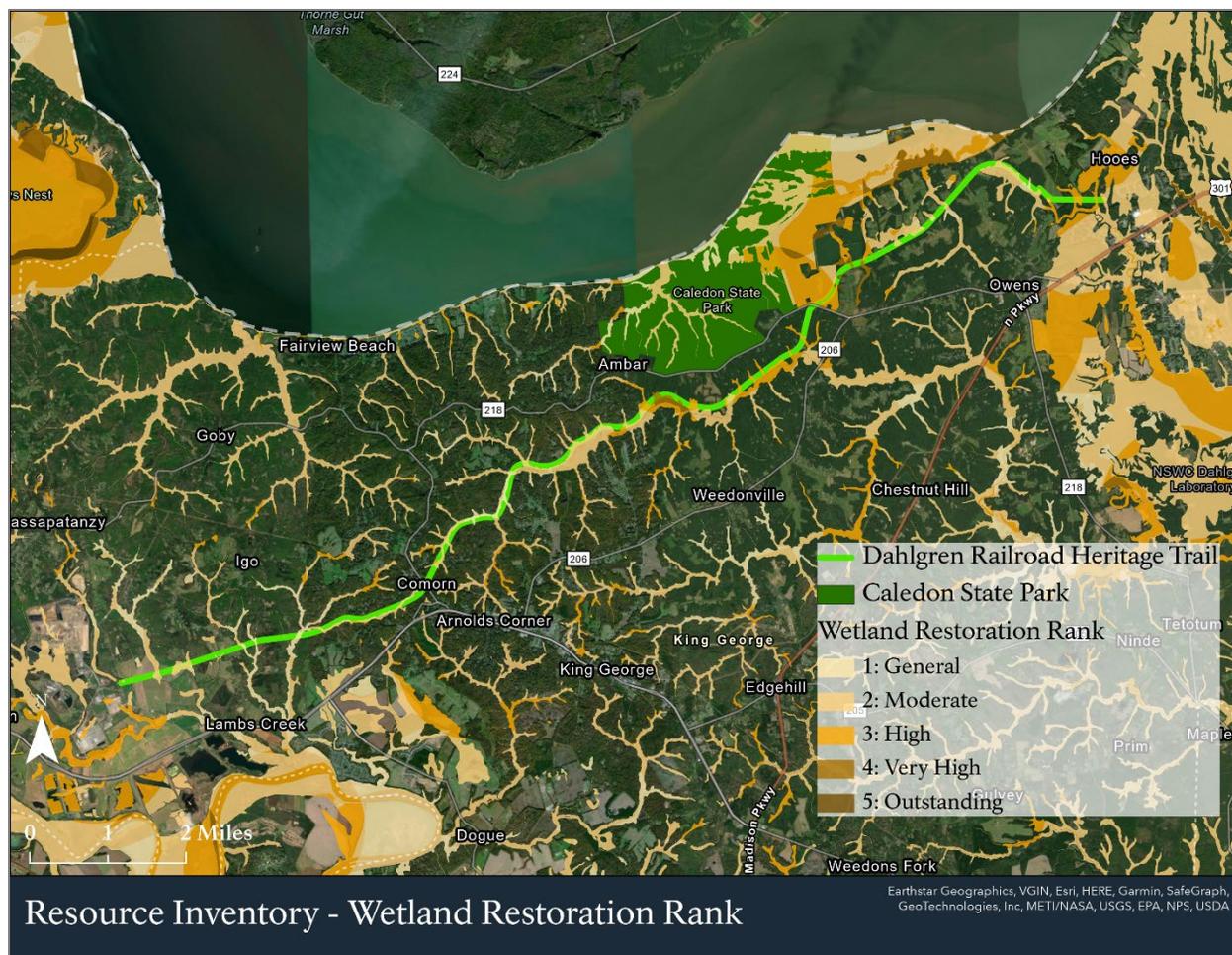


Image 11. Resource Inventory - Wetland Restoration Rank. Data: Virginia Wetlands Catalog. Credit: NPS RTCA.

Forest Conservation Value

In 2013 the Virginia Department of Forestry (VDOT) developed a Forest Conservation Value (FCV) model with the goal of maximizing “the efficiency of limited resources by focusing conservation efforts on the highest quality, most productive, and most vulnerable forestland.” ([Source](#)) The FCV model has been updated since then and continues to serve as a tool for the conservation of high priority forestland in the state by evaluating criteria such as *forest management potential, connectivity, watershed integrity, threat of conversion, and significant forest communities and diminished tree species.* ([Source](#))

The DRHT crosses through several forested areas ranging from an average FCV to an outstanding FCV (*see Image 12*). As an outdoor recreation amenity that provides access to nature for community residents and serves as a preserved sanctuary for native wildlife, the DRHT has the potential to continue to support Caledon State Park’s mission to conserve natural landscapes in King George County and Virginia.

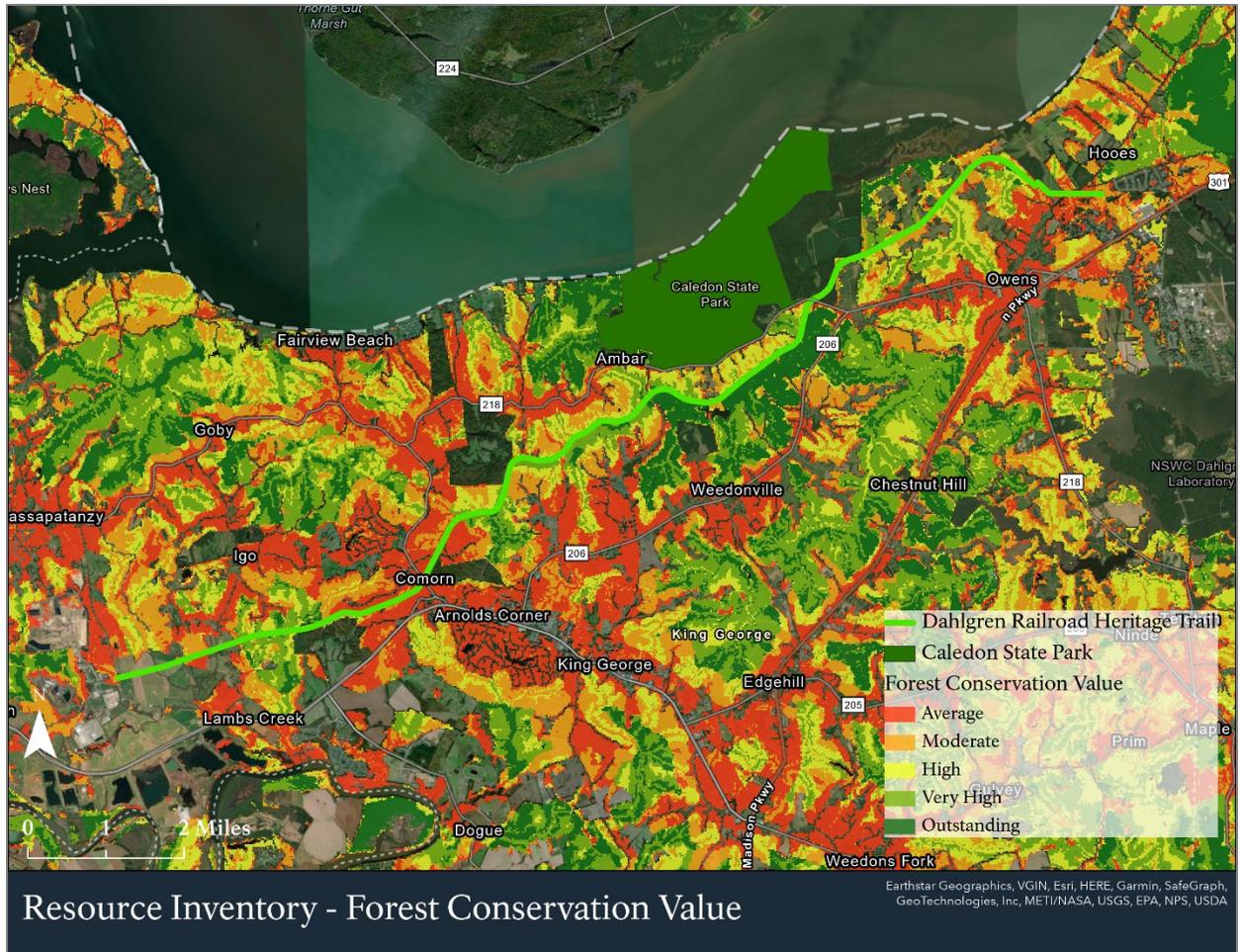
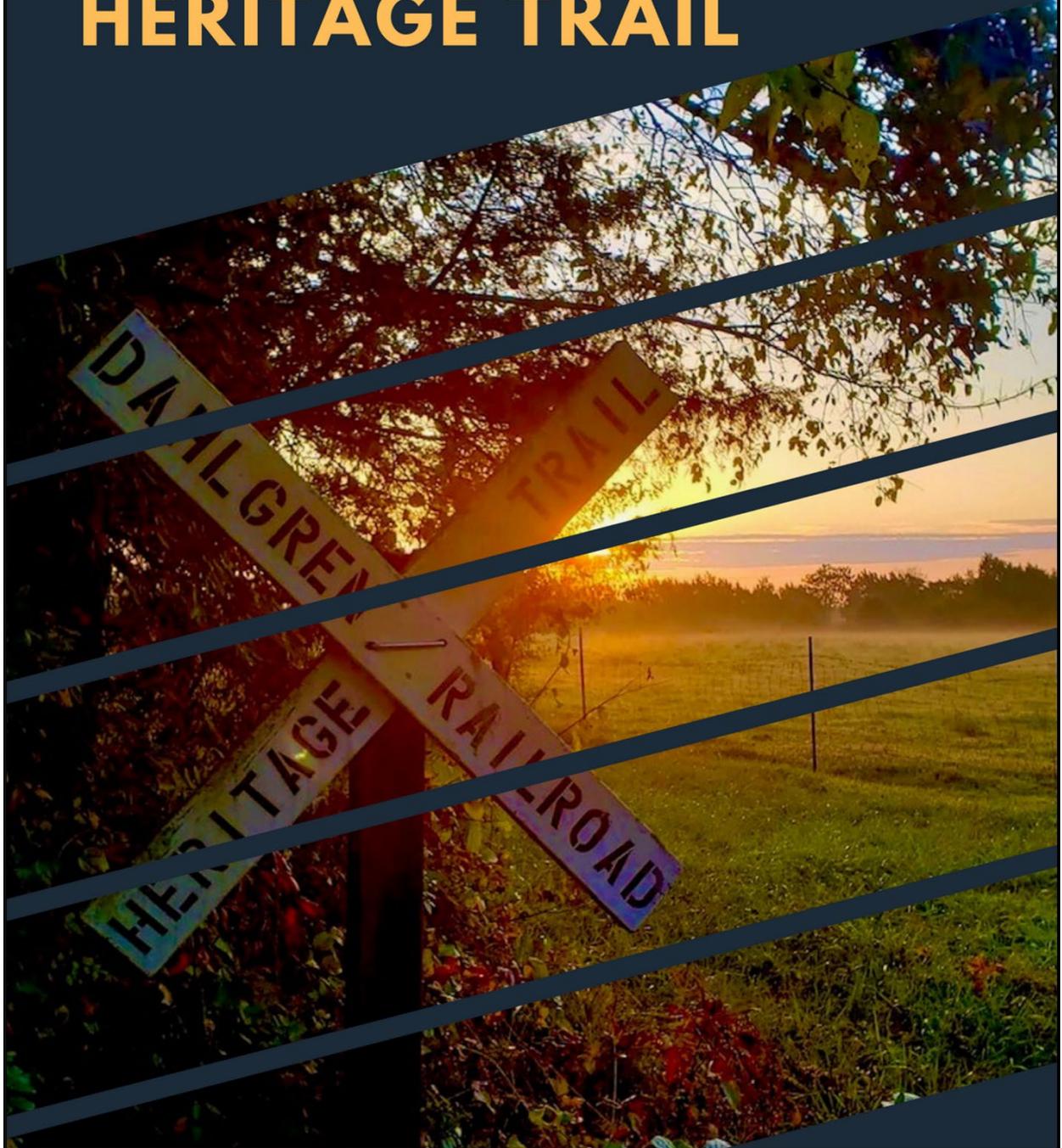


Image 12. Resource Inventory - Forest Conservation Value. Data: Virginia Department of Forestry. Credit: NPS RTCA.

DAHLGREN RAILROAD HERITAGE TRAIL



PART II - TRAIL OVERVIEW

The DRHT is a privately-owned trail maintained in partnership with the Friends of the DRHT. The trail is in constant use by families, runners, walkers, hikers, and cyclists. Boy Scout troops regularly venture out on the trail for overnight hiking/camping adventures. Runners enjoy an annual ultra and half marathon on the trail's natural surface.

Permits are required for personal recreational use and for any organized group events of 10 or more people and/or overnight stays. A permit request for personal recreational use can be submitted [online](#) through the trail's website. Once the permit application has been submitted, users receive an email receipt allowing them to immediately access the trail. A permit request for organized group events can be submitted by downloading the [special use permit](#) and returning the application to the King George County Department of Parks and Recreation. Horseback riding is only permitted with a special use permit, and all dogs must be kept on a leash at all times while on the trail.

Use of the trail is free and open to all who observe the rules and regulations, including all federal, state, and local laws. Users are encouraged to report violations and disturbances to the King George County Sheriff's Office. The following are the trail rules and etiquette guidelines for the DRHT:

- *Obey all "posted" and "no trespassing" signs. The Dahlgren Trail adjoins private property belonging to others. Do not stray off the trail.*
- *Leave no litter and clear litter left by others.*
- *No firearms may be brought onto the railroad corridor.*
- *Collecting railroad memorabilia is strictly forbidden and will be prosecuted. All ties, spikes, mileposts, etc. are the property of the trail and may not be removed.*
- *All dogs must be on a leash and are not permitted to run loose.*
- *Horseback riding is strictly prohibited without a special use permit.*
- *No camping or overnight stay is allowed without a special permit.*
- *Access the trail corridor appropriately. No access may be had via private subdivision roads unless specific permission has been given.*
- *Respect adjoining owners' rights to have horses and livestock adjoining the corridor. Do not feed horses "treats" or pet them.*
- *No motorized vehicles are allowed on the corridor without special permission.*
- *Use the corridor in a reasonable manner at all times to avoid disturbing and damaging the corridor and adjacent property. Prevent damage to all roads and driveways that cross the corridor, and protect and preserve the area's wildlife, plants and natural features.*

Trail Description

The DRHT begins at State Route 605 (Bloomsbury Road) and extends east for 16 miles to its eastern terminus at the intersection of State Route 614 (Owens Drive) and U.S. Route 301 (James Madison Parkway) (*see Image 13*). Trail markers are placed every half mile, starting at the trailhead in State Route 605 (Bloomsbury Road). Signs noting the rules and etiquette guidelines for utilizing the DRHT are located at the two trailhead areas. In 2020 the Virginia Department of Transportation (VDOT), with the support of King George County, installed trail-crossing signs on the state routes that intersect with the DRHT. There are no restroom facilities or water stations on the trail.

Parking and Access

Rules and etiquette guidelines for the DRHT note that parking cannot block any gated entrance to the trail or block-in other trail users. Any car blocking a gated entrance will be towed. Cars must also be completely off the road when parking at road crossings near the trail and must not trespass onto neighboring property.



Image 13. Dahlgren Railroad Heritage Trail. Credit: Dahlgren Railroad Heritage Trail.

Segment 1: State Route 605 (Bloomsbury Road) to State Route 610 (Indiantown Road)

Fast Facts	
Length:	Approximately 8 miles
Trailheads:	1 trailhead with parking at State Route 605 (Bloomsbury Road)

Context

Segment 1 of the trail encompasses approximately eight miles and extends from the State Route 605 (Bloomsbury Road) trailhead to State Route 610 (Indiantown Road) (see Image 14). In this segment the trail is clear and the historic railroad ties have been removed, providing a natural surface that is even and appropriate for walking, running, and biking. The first four miles are particularly well-maintained and are suitable for wheelchairs, strollers and children.

Access, Parking and Road Crossings

State Route 605 (Bloomsbury Road) Trailhead: When the security gate is open, there are approximately 50 parking spots available. When the gate is closed, 2-3 vehicles can park outside to the left of the gate. Amenities at this location include a picnic area with a grill and a historic railroad caboose.

State Route 694 (Lambs Creek Church Road) Road Crossing: 1-2 vehicles can park off the road on each side of the trail.

State Route 609 (Comorn Road) Road Crossing: There is a small gravel parking lot on the west side of State Route 609 where the road intersects with the trail.

State Route 608 (Muscoe Place) Road Crossing: Up to 5 vehicles can park off the road on the east side.



Image 14. Segment 1: State Route 605 (Bloomsbury Road) to State Route 610 (Indiantown Road). Credit: Dahlgren Railroad Heritage Trail.

Segment 2: State Route 610 (Indiantown Road) to Panorama Drive

Fast Facts

Length:	Approximately 4 miles
Trailheads:	No trailheads

Context

Segment 2 of the trail begins at State Route 610 (Indiantown Road), crosses State Route 218 (Caledon Road), and continues towards Panorama Drive within The Meadows residential subdivision (*see Image 15*). The first mile of this segment is leveled and surfaced with stone dust. The section provides an easy walking and running surface, and it is ideal for wheelchairs, strollers and children with bicycles. The rest of the segment is clear as the railroad ties have been removed; but the trail surface has not been completely leveled and covered with stone dust. There is no public trail access from The Meadows residential subdivision as all roads are private. Roads that connect to the DRHT from State Route 218 (Caledon Road) in this segment are also private.

Access, Parking and Road Crossings

State Route 610 (Indiantown Road) Road Crossing: Up to 5 vehicles can park off the road on the east side.

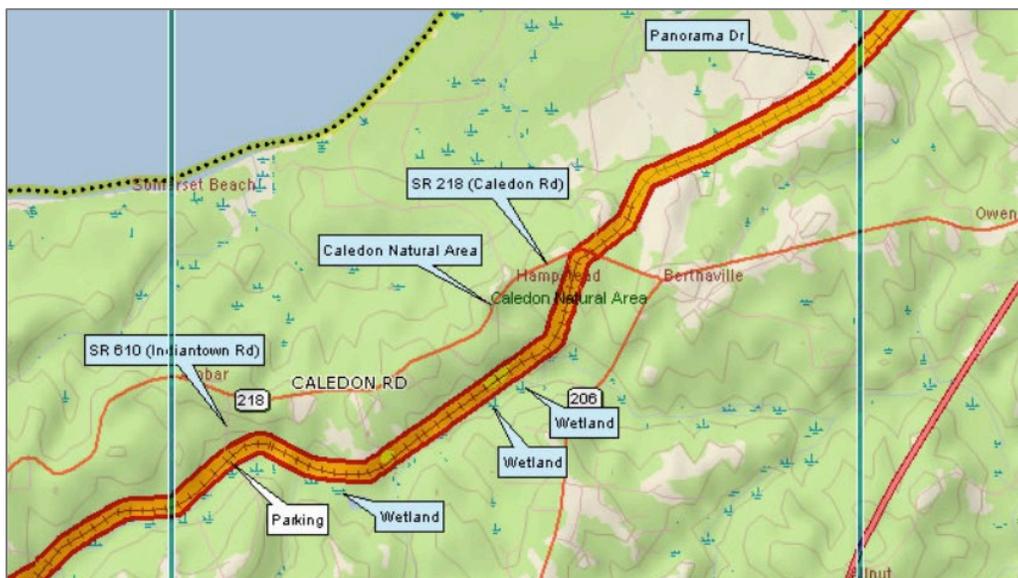


Image 15. Segment 2: State Route 610 (Indiantown Road) to Panorama Drive. Credit: Dahlgren Railroad Heritage Trail.

Segment 3: Panorama Drive to State Route 614 (Owens Drive) and U.S. Route 301 (James Madison Parkway)

Fast Facts	
Length:	Approximately 4 miles
Trailheads:	1 trailhead at U.S. Route 301 (James Madison Parkway), behind the Sheetz convenience store

Context

Segment 3 of the trail begins at Panorama Drive within The Meadows residential subdivision and continues east towards State Route 614 (Owens Drive), ending several feet behind the Sheetz convenience store located at the intersection of State Route 614 (Owens Drive) and U.S. Route 301 (James Madison Parkway) (*see Image 16*).

In this segment, the former rail line crosses behind the Little Ark Baptist Church property located at 15681 Owens Drive. According to the history of the church, “the earliest records of [its] history... begin with its establishment in 1876” (*see Image 17*). ([Source](#)) When the U.S. government acquired the corridor through condemnation, a time when racial segregation laws were enforced, the Dahlgren Branch rail line was constructed through the cemetery adjoining the church; providing no consideration for a re-alignment of the rail line to avoid disturbance of the historic cemetery. ([Source](#)) As a consequence, the church abandoned the section of the cemetery through which the rail line crossed.

When the Friends’ group was formed in 2006, group members contacted then Reverend Dr. Benjamin Jones to introduce the DRHT. Reverend Dr. Jones expressed his wish for having the section of property through which the rail line crossed be returned to the church. As a result, the Friends’ group contacted the property owner to the north of the rail line and the church, Ashton Family Limited Partnership, to request permission to create a re-alignment of the trail on their parcel; at the same time creating an opportunity to return the original section of property back to Little Ark Baptist Church. After re-acquiring their original property the church granted a temporary easement along the northwest side of the property for the trail, where it extends southeast along a 50-foot easement donated by Ashton Family Limited Partnership, and then connects with the original railroad right-of-way.

Trail users traveling west to east on the DRHT must follow the flagged trail to the north side of the existing rail bed when approaching Little Ark Baptist Church and remain off the cemetery.

Access, Parking and Road Crossings

Little Ark Baptist Church and Cemetery: Since 2021 the church has allowed trail users to utilize their parking lot.

Sheetz Convenience Store: There is a small parking lot where the trail ends behind the Sheetz convenience store, with room for three cars on each side.

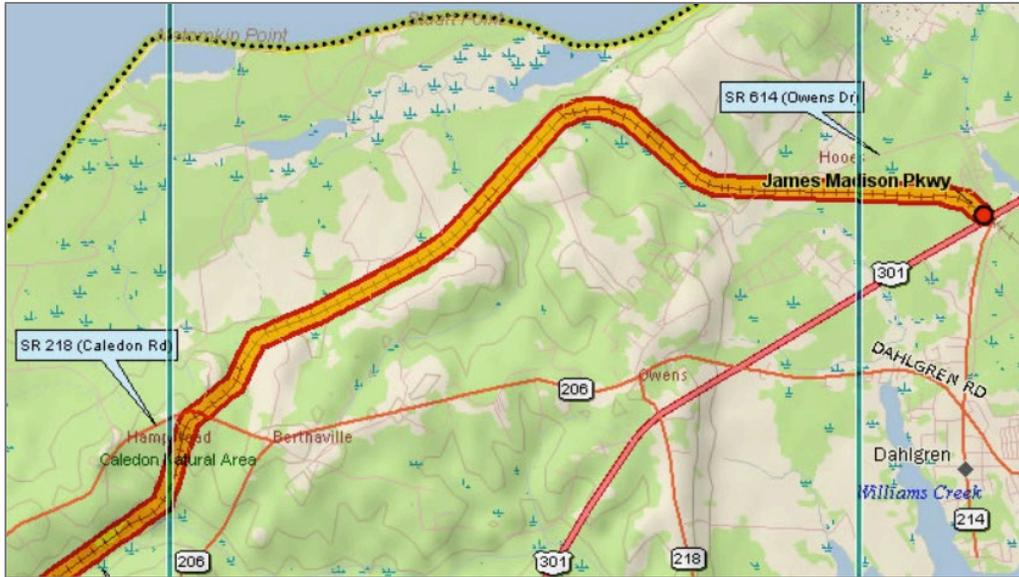


Image 16. Segment 3: Panorama Drive to State Route 614 (Owens Drive) and U.S. Route 301 (James Madison Parkway). Credit: Dahlgren Railroad Heritage Trail.



Image 17. Little Ark Baptist Church. Credit: Little Ark Baptist Church Facebook page.

Amenities and Services near the Trail

Sealston Deli: Located 2.1 miles southeast of the trailhead at State Route 605 (Bloomsbury Road), Sealston Deli is a convenience store with access to gas, restrooms, and carry-out dining.

Kings Gas Mart: Located 0.4 miles south of the trail at the intersection of State Route 609 (Comorn Road) and State Route 3 (Kings Highway), Kings Gas Mart is also a convenience store.

1-TEN Mart: Located 2.2 miles south of the trail at the intersection of State Route 610 (Indiantown Road) and State Route 206 (Dahlgren Road), 1-Mart TEN is a convenience store and gas station.

Primitive Campsite: Located approximately 0.5 miles east of the State Route 610 (Indiantown Road) road crossing, this primitive campsite is available by reservation only. The campsite was cleared and graded as part of an Eagle Scout project with later additions including a stone fire pit and a moveable fire screen. The site is popular with Boy Scouts troops and can accommodate approximately 10-15 people.

Connection to Dahlgren Community: Located south of the intersection of State Route 614 (Owens Drive) and U.S. Route 301 (James Madison Parkway), the community of Dahlgren has several lodging, restaurants, and stores that could provide service to trail users.



Image 18. Amenities and Services near the Dahlgren Railroad Heritage Trail. Credit: NPS RTCA.

Trail Users

Identifying the number of trail users that have utilized the DRHT is difficult as there are no trail counters at the trailheads nor parking areas. However, because access to the privately-owned trail requires a permit, an estimate of trail users can be compiled this way. Overall, approximately 6,329 permits have been issued since the trail first opened.

Another way the Friends of the DRHT track the number of trail users is through registration counts for the various events the Friends' group hosts throughout the year. The counts may be duplicative as runners typically participate in all of these events, and a permit holder may already hold a permit to access the trail. These annual events are:

- **Winter Half Marathon** – 148 participants in 2021; 150 participants in 2022
- **Sheetz to Sheetz Run** – 180 participants in 2022
- **August 5K and Half Marathon** – 102 participants in the 5K and 76 participants in the Half Marathon in 2021

Population Service Area

The DRHT is an important close-to-home recreation amenity for several counties in Virginia's Northern Neck, as it is readily accessible by car. The trail is within a 20-minute drive from the majority of residents in King George County and the City of Fredericksburg in Stafford County; and a number of residents in Caroline, Essex and Westmoreland counties, as well as Charles and Saint Mary's counties in Maryland (*see Image 19*).

When superimposing the population count of each census block group¹ in King George County over the 20-minute driveshed, it is evident that the majority of residents in the county appear to be served by this privately-owned trail (the DRHT is also the largest (length-wise) amongst the other publicly-owned trails in the county) (*see Image 20*). The 20-minute drive measure was selected as *over 50% of respondents in VADCR's 2017 Virginia Outdoors Demand Survey indicated that a close-to-home park should be within a 15-minute walk or bike ride, or within a 20-minute drive.* ([Source](#))

Because of the rural nature of King George County and the fact that most land uses within half a mile of the trail are characterized as agricultural, the walkshed analysis illustrates that there is limited accessibility to the DRHT in terms of walking distance (*see Image 21*). It is important to note that this limited accessibility is also due to the number and location of public access sites to the trail, as these are located at the two trailheads and the road crossings intersecting with the trail.

¹ *Census block groups are a geographical area used by the U.S. Census Bureau generally defined to contain between 600 and 3,000 people; census block groups are the smallest unit for which the bureau publishes data.* ([Source](#)).

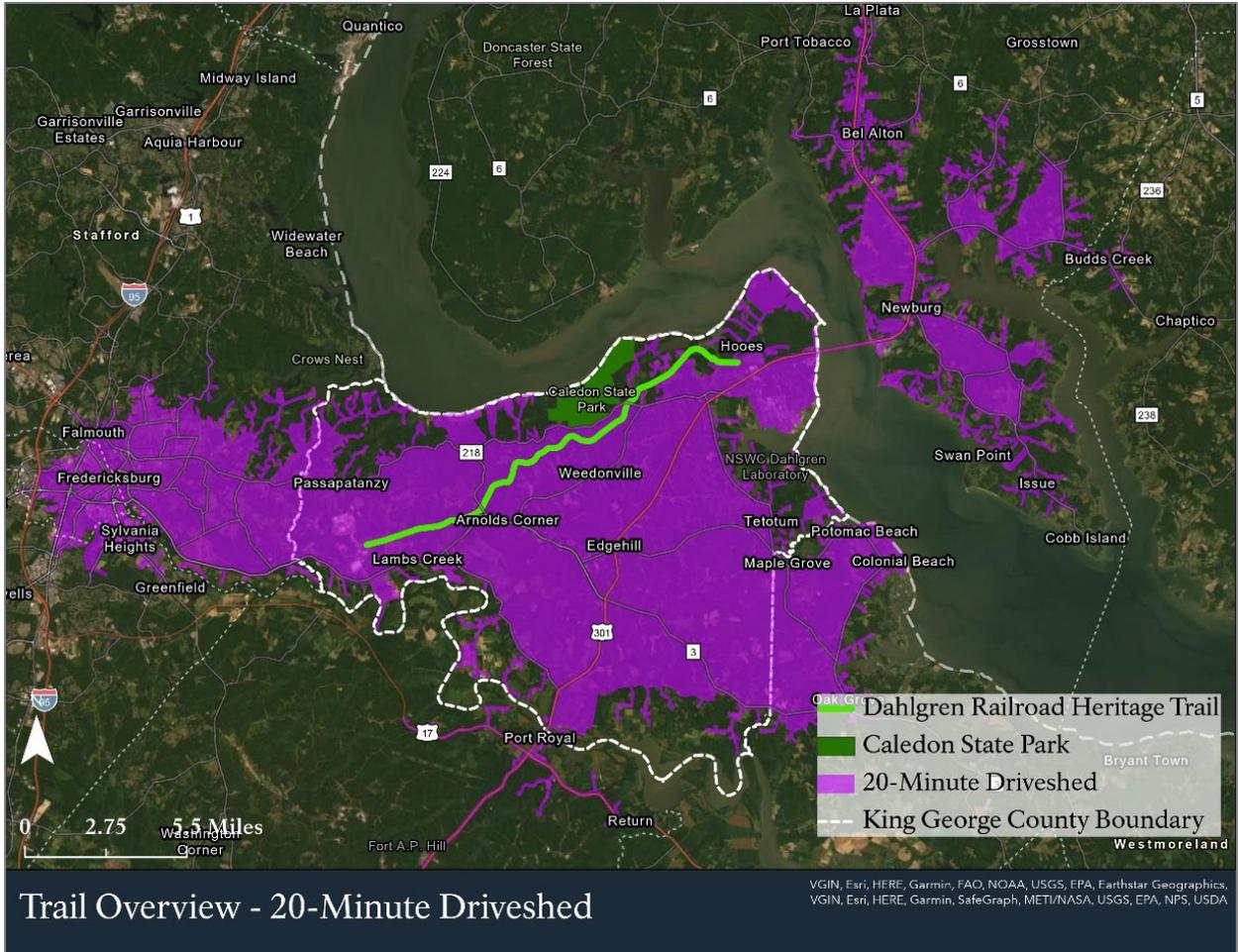


Image 19. Trail Overview - 20-Minute Driveshed. Credit: NPS RTCA.

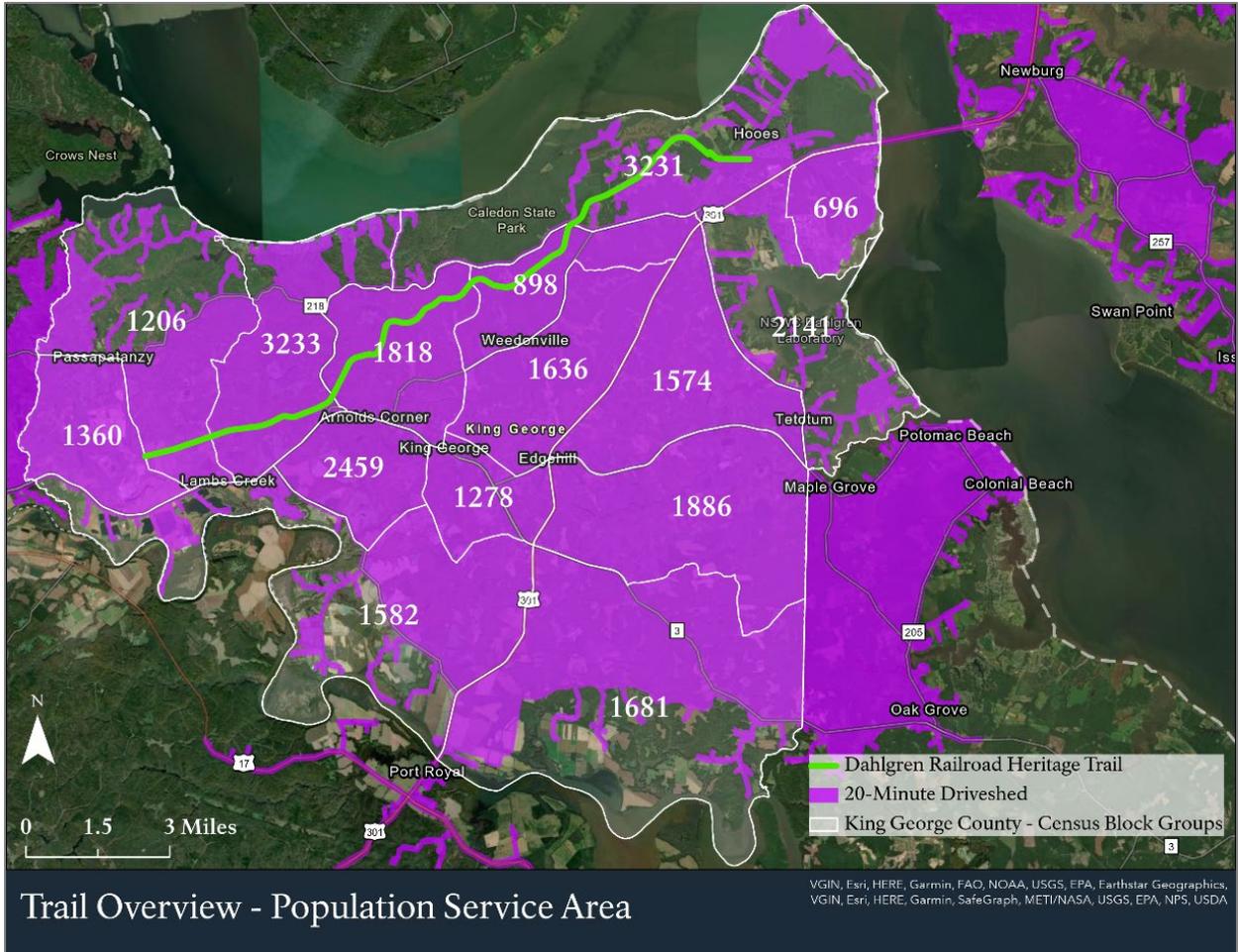


Image 20. Trail Overview - Population Service Area. Data: U.S. Census Bureau. Credit: NPS RTCA.

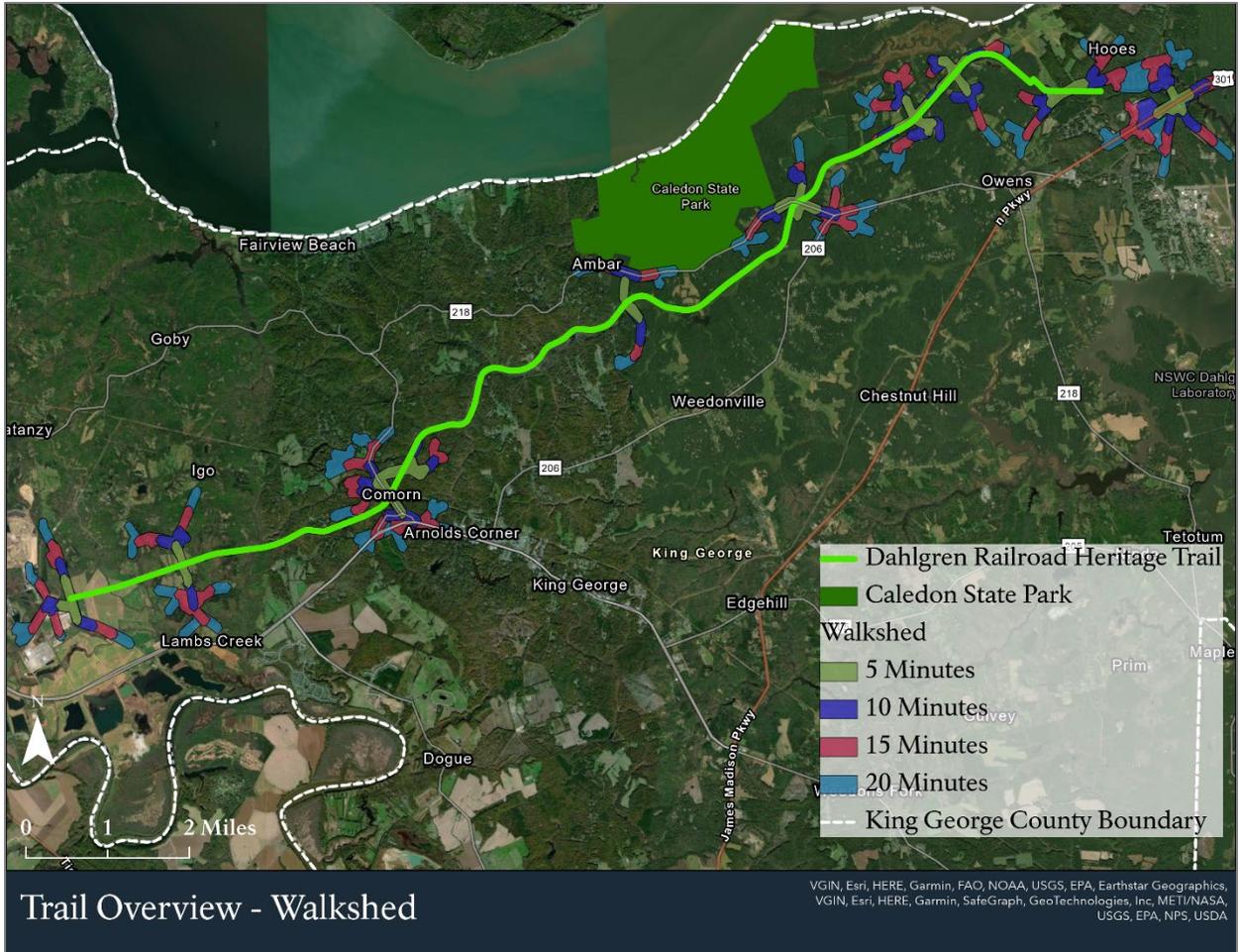
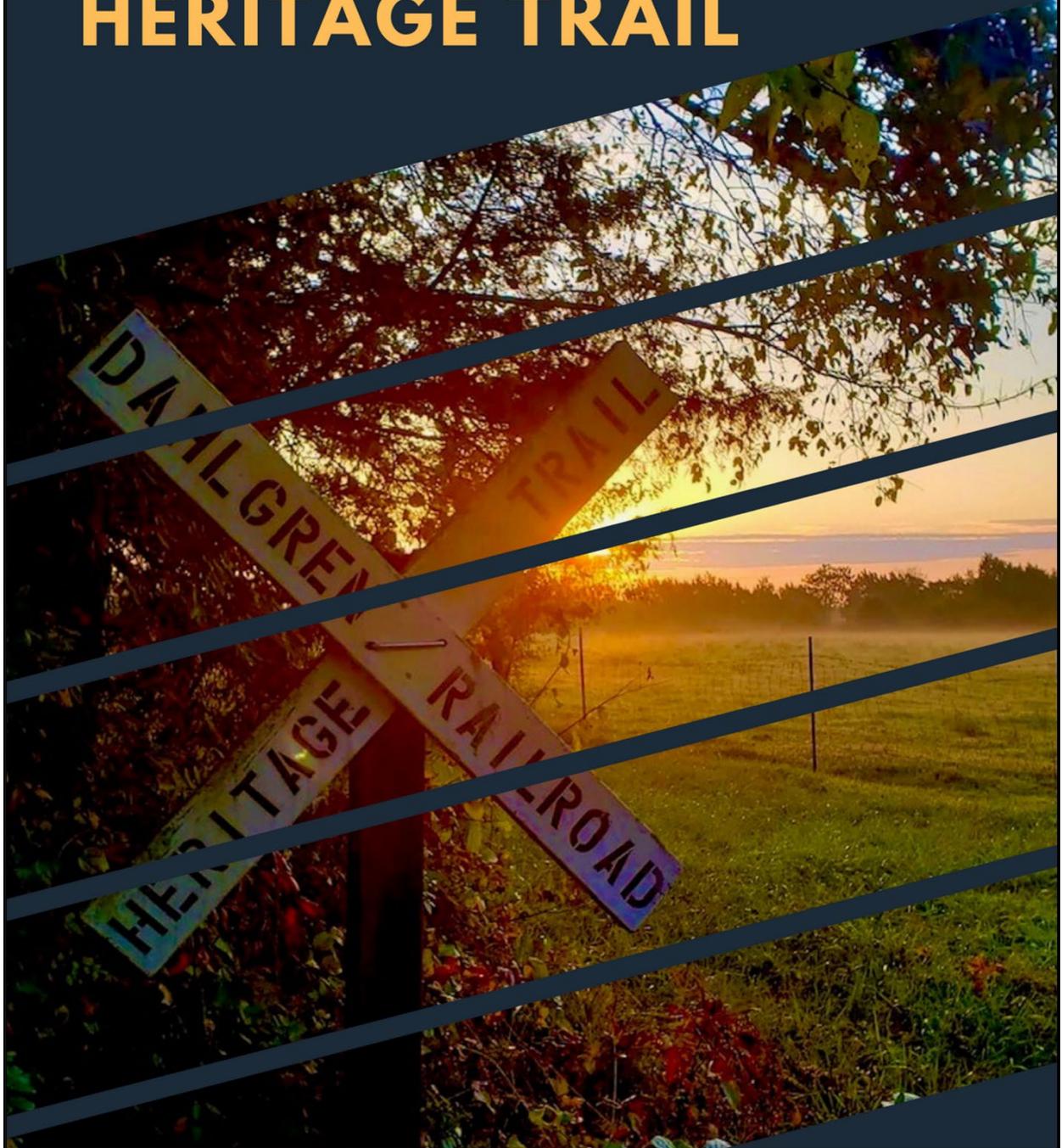


Image 21. Trail Overview - Walkshed. Credit: NPS RTCA.

DAHLGREN RAILROAD HERITAGE TRAIL



PART III - CALEDON STATE PARK

Caledon State Park is located on the shores of the lower Potomac River in King George County, just north of the DRHT and State Route 218 (Caledon Road) (see Image 22). The park has approximately 2,500 acres of forested land, making it a critical habitat for a variety of native plants and wildlife. (Source) The rich biodiversity of the park makes it an important natural resource for Virginia’s Northern Neck as it also provides unique educational and recreational opportunities for visitors.

Caledon is widely recognized as a habitat for bald eagles and its ponds, marshes and proximity to the Potomac River, make it an attraction for birdwatchers especially during the summer (see Image 23). A portion of the park was designated as a National Natural Landmark in 1974 by the U.S. Department of the Interior (DOI) for having “one of the best examples of oak-tulip poplar-dominated virgin upland forest in the country” (see Image 24). (Source) Caledon State Park offers several amenities that visitors can take advantage of during their time on-site: a visitor center with an exhibit area; picnic shelters; a natural play area; restrooms; an environmental education pavilion; six primitive campsites; and ten hiking trails and four multi-use trails of varying length and level of difficulty. (Source)

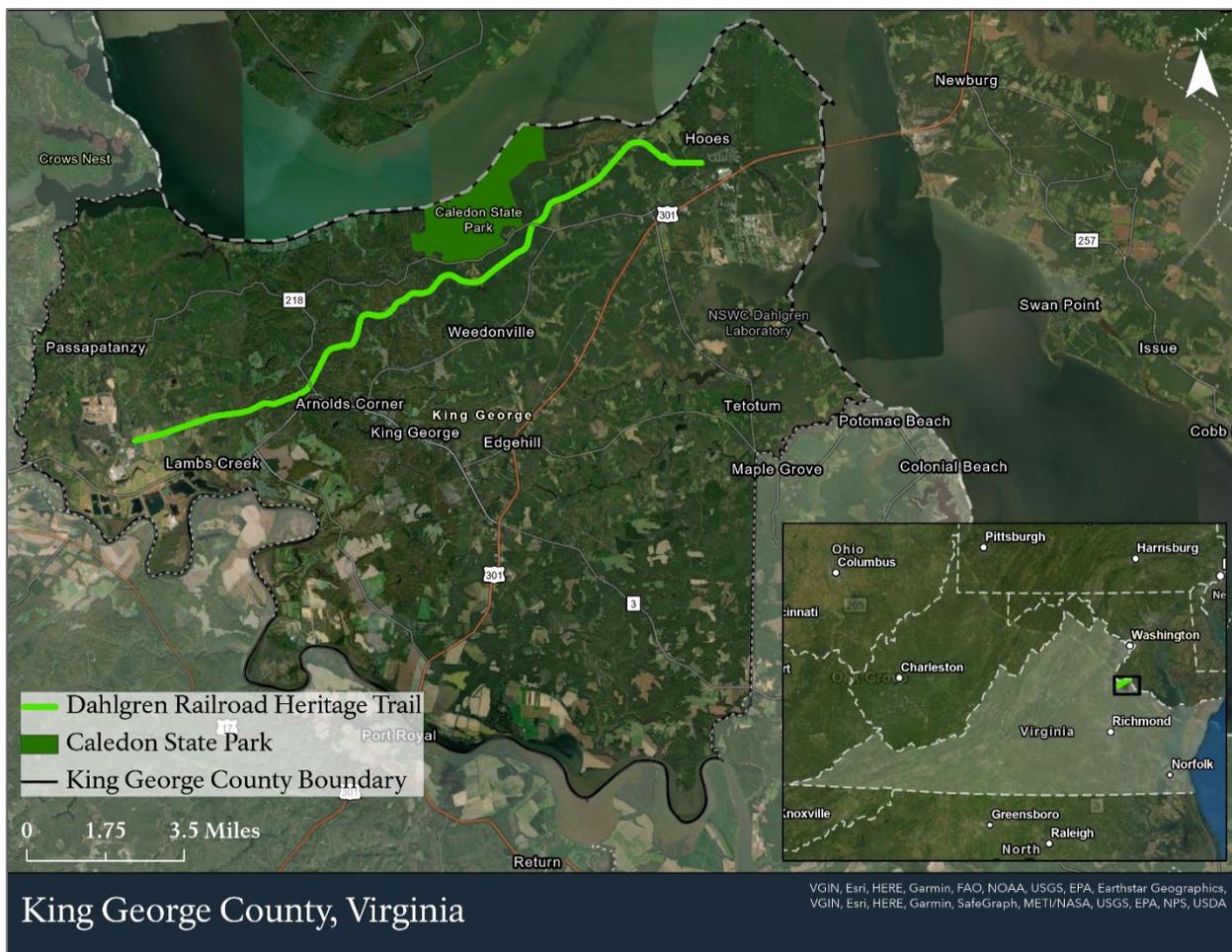


Image 22. Caledon State Park in context with the Dahlgren Railroad Heritage Trail. Credit: NPS RTCA.

In 2011 the Master Plan for Caledon State Park was reviewed as required by the Code of Virginia; which states that “every five years, each state park master plan is reviewed and updated if necessary.” (Source) The 2011 review was followed with an amendment to the Master Plan in 2012 that was approved by the Board of Conservation and Recreation. A key consideration included in the 2011 update was the value placed in “connecting Caledon to other resources in the community.” (Source) In fact, the update makes mention of the following: “a multipurpose trail is recommended to connect Caledon to the Dahlgren Rail Trail. This trail connector could eventually become a part of the Potomac Heritage National Scenic Trail.” (Source)

It is also important to note that the 2012 amendment makes mention of the following regarding land acquisition,

Additional land acquisition is recommended in this park to enhance park offerings, buffer the park from inappropriate development or protect valued views. Future land acquisitions will only be negotiated with willing property owners. The placement of conservation easements on adjacent property to preserve the natural resources, cultural landscapes and scenic resources in close proximity to the park will be encouraged. In working cooperatively with neighboring landowners, the park will be enhanced and protected over time. (Source)



Image 23. A bald eagle being released at Caledon State Park. Credit: Virginia Department of Conservation and Recreation.



Image 24. Caledon State Park is a National Natural Landmark for its old growth oak-tulip poplar forest. Credit: Virginia Department of Conservation and Recreation.

Proposed projects included in the 2012 amendment, which covers a 20-year timeframe, were broken down into three separate phases. Phase I prioritizes development of “a multipurpose (bicycle) trail and related trailhead with parking that will connect the park to the Dahlgren Rail Trail and eventually become a part of the Potomac Heritage National Scenic Trail;” and the expansion of the “trail system in the park to include bike usage.” (Source) Taking into consideration the master plan recommendation to acquire additional land to enhance resource protection and visitor experience, and the park’s willingness to work with interested property owners, the addition of the DRHT to Caledon State Park provides an opportunity to protect natural resources such as wetlands and forested areas of outstanding value in perpetuity; as well as the opportunity to enhance visitor experience by doubling the amount of trail available and creating on-road and off-road access to the park from surrounding communities.

Mention of a proposed connection between Caledon State Park and the DRHT is also included in the Regional Trail Network identified in the 2021 GWRC Greenway Feasibility Study & Plan (see Image 25). Known as the Caledon State Park Connector, this link would be a 0.5 mile trail that “provides safe access to Caledon State Park, with its trails and camping amenities, from the 16-mile Dahlgren Railroad Heritage Trail (DRHT).” (Source) According to survey respondents for the public outreach process of the Greenway Feasibility Study & Plan, the Caledon State Park Connector is part of the *top five trails to implement* in the George Washington Region. (Source)

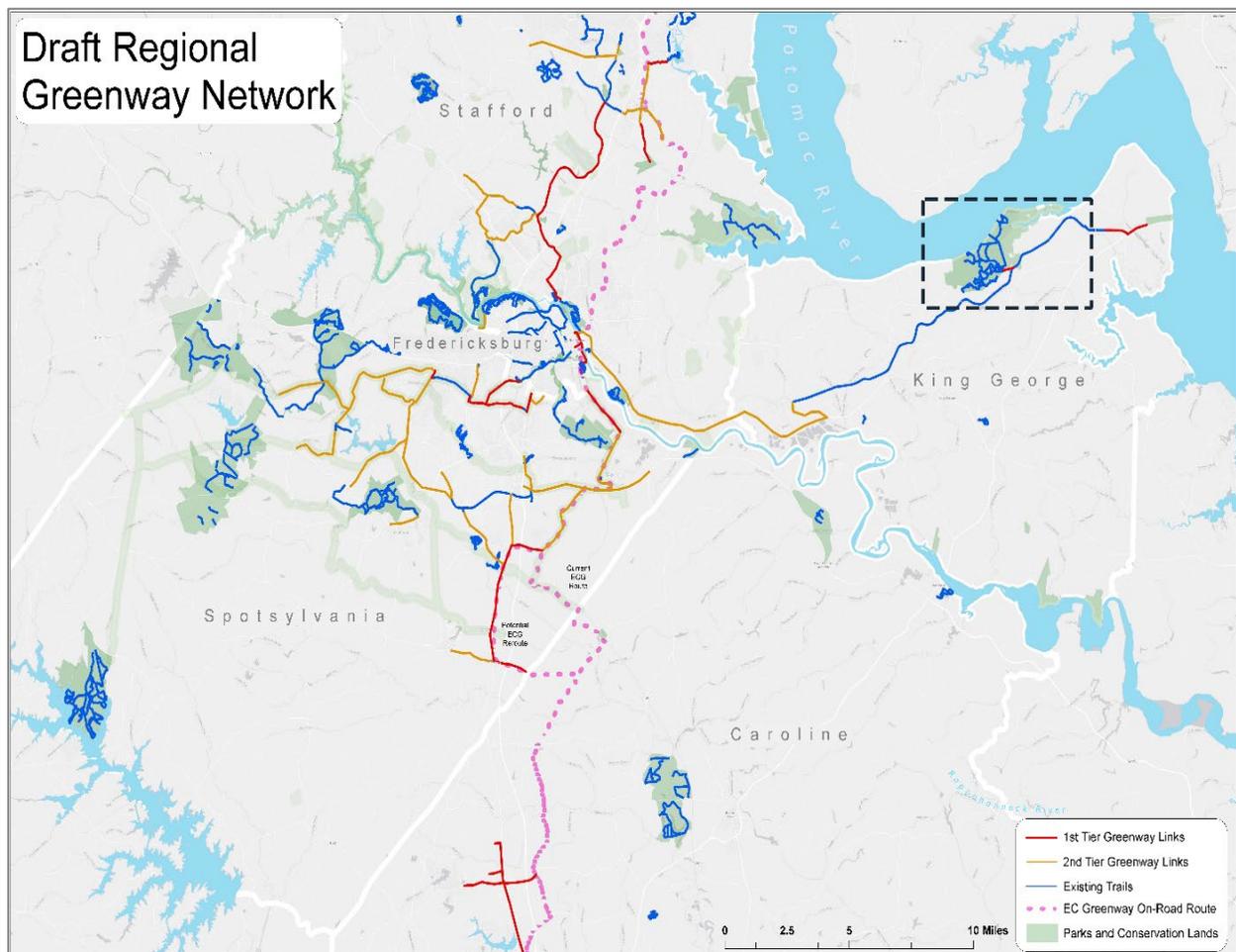


Image 25. The Caledon State Park Connector is identified as a 1st Tier Greenway Link for the George Washington Region Regional Greenway Network. Credit: George Washington Regional Commission Greenway Feasibility Study & Plan 2021.

A direct connection between Caledon State Park and the DRHT, whether on-road and/or off-road, would link the park to a large network of nationally-significant multi-use trails in the Mid-Atlantic region (see Image 26). As part of POHE, the DRHT could potentially open access for pedestrian and bicyclists to other National Park Service (NPS) units in the City of Fredericksburg and across the Potomac River in the State of Maryland. Its location on the Potomac River also presents the park with an opportunity to connect with the water trail routes of the Captain John Smith Chesapeake-National Historic Trail (CAJO) and the Star-Spangled Banner National Historic Trail (STSP). A potential key benefit for Caledon State Park in establishing a direct connection with the DRHT is access to new sources of funding and technical assistance from NPS; considering that the DRHT is already a segment of POHE, an NPS-managed trail. Another important link for Caledon if on-road and/or off-road access with the DRHT is established is a future connection to the ECG, a 3,000 mile walking and biking route extending from Maine to Florida. ([Source](#))

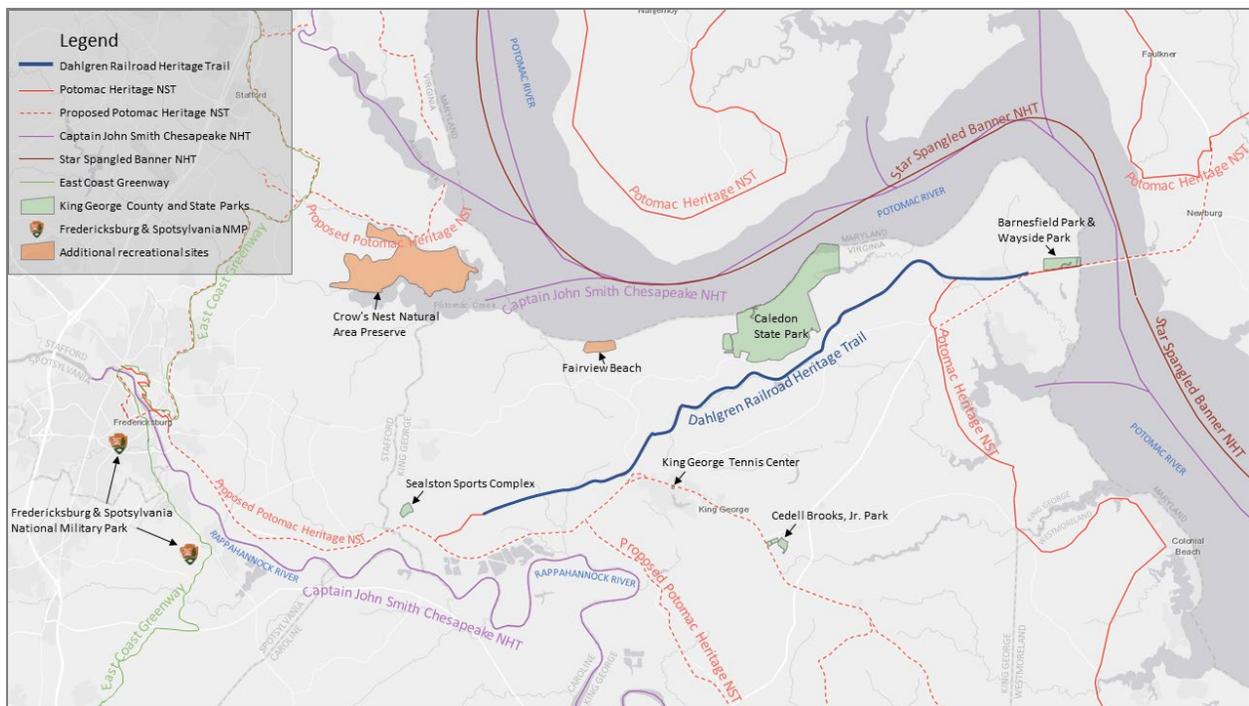


Image 26. Caledon State Park and the Dahlgren Railroad Heritage Trail in context to nationally-significant multi-use trails in the Mid-Atlantic region. Credit: NPS RTCA.

Economic Impact of Caledon State Park

Each year the VirginiaTech Pamplin College of Business compiles a report on the economic impact of Virginia State Parks. The report relies on three sources: “park visitor spending, the parks’ operational expenditures... and capital investment,” to identify the economic activity triggered by state parks. ([Source](#)) The report findings for 2019 identified that Caledon State Park generated \$3.4M in economic activity, with \$2.1M coming from total visitor spending. ([Source](#)) When looking at the impact of this economic activity, the park generated an estimated 31.7 jobs (28.8 of those being full time), \$1.3M in labor income, and \$185K in state and local taxes.

([Source](#)) Capital improvement spending and non-visitor supported park operational spending for 2019 led to an estimated economic impact of \$57K and \$277K for the surrounding communities, respectively. ([Source](#))

The potential benefits of the DRHT becoming a part of the Virginia State Parks System are multi-faceted and expand the realms of natural and resource protection and climate resilience; increased access to recreational opportunities and improved quality of life; and economic growth and opportunity for Caledon State Park, surrounding communities, and King George County. The New River Trail State Park and High Bridge Trail State Park, for example, are two non-motorized, multi-use rails-trails that are very popular in Virginia. In 2019 New River Trail State Park, which is 57 miles long, generated an estimated \$39.1M in economic activity and \$31.4M in economic impact. ([Source](#)) High Bridge Trail State Park, which is 31 miles long, generated an estimated \$10.3M in economic activity and \$8.7M in economic impact that same year. ([Source](#))

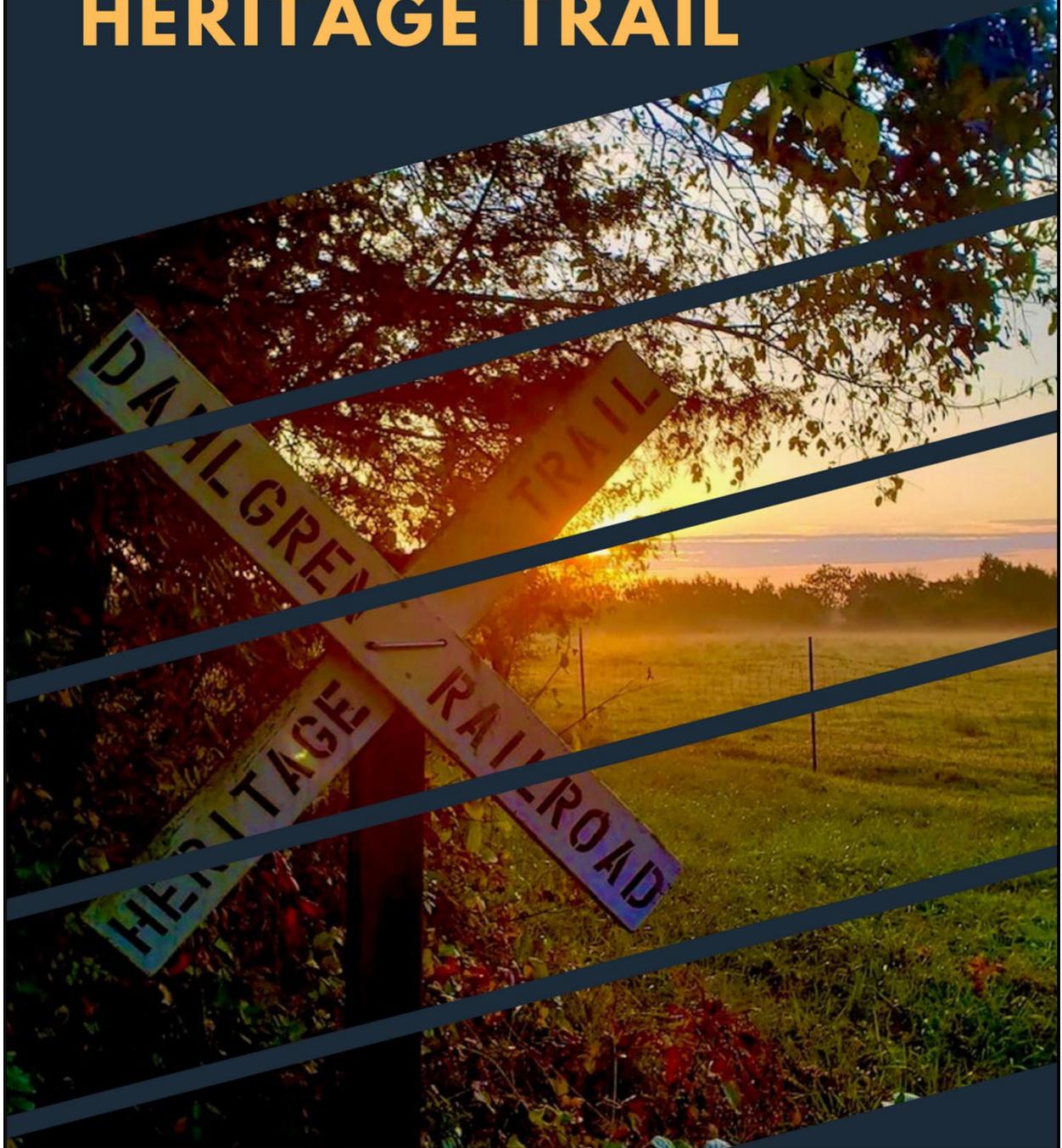
In 2021 the Northern Virginia Regional Commission (NVRC) published a report titled *Health, Social Equity, and Economic Impact of the Potomac Heritage National Scenic Trail in Northern Virginia*, to “assess the public health and community-related impacts associated with the use of the trail and provide recommendations to maximize those impacts and help justify the appropriate investment of resources in trail completion, infrastructure, and programming.” ([Source](#)) The following key report findings note the impact POHE has on the Northern Virginia region and its residents:

- **Trail Use.** *In total, trail users walk 13.6 million miles and bike 45 million miles each year. On average this represents 100,000 miles of walking and 300,000 miles of biking for each mile of completed trail;*
- **Health.** *Regional residents see \$349 million in annual benefits due to decreased mortality from the trail and \$55 million annually in reduced healthcare costs;*
- **Economic development.** *The trail corridor boasts more than 250 restaurants and retail outlets representing more than \$86 million in annual revenues... On average, a tourist to the region spends more than \$300 during their stay including \$36 in local taxes;*
- **Transportation.** *Residents commute more than 6 million miles annually along the trail. If replaced with personal vehicles, this would result in an additional 2,500 metric tons of carbon dioxide equivalent (CO₂e) in the region each year and a savings of more than \$4 million in annually, \$480 thousand in environmental and \$3.7 million in personal vehicle costs. ([Source](#))*

While POHE offers substantial benefits to the region and its residents, these benefits are not all equally distributed across Northern Virginia. “Areas along the trail with a higher concentration of socially vulnerable residents typically have fewer access points, more gaps (unfinished segments) in the trail, and more traffic safety issues than those neighborhoods with less socially disadvantaged residents.” ([Source](#)) The report notes that closing the gaps in unfinished trail segments (approximately 21 miles in total) could result in the following annual benefits: \$7.9

million in avoided health care costs; \$52.4 million in mortality reduction benefits (-5 fatalities/year); and \$627,000 in avoided commuting costs. ([Source](#))

DAHLGREN RAILROAD HERITAGE TRAIL



PART IV - NEXT STEPS

There are several considerations the trail owner, the Friends of the DRHT, and the King George County Department of Parks and Recreation will need to get buy-in on in order to achieve their vision of the DRHT becoming a multi-use, rail-trail greenway that is part of the Virginia State Parks System.

Support from the Governor and General Assembly of Virginia

The history of public efforts to make the DRHT a part of the Virginia State Parks System is complex. In 2000 VADCR informally agreed to acquire the trail and add it to the state system. However, due to limited funds, the acquisition was predicated on support from the King George County Board of Supervisors. At that time the approval did not happen and consequently, the trail was privately acquired to protect it for future use as a recreation amenity.

In 2015 the county's Board of Supervisors unanimously passed a resolution supporting the acquisition of the DRHT by the State of Virginia. The governor at the time also supported the acquisition, but a budget amendment introduced in the Senate Finance Committee prohibiting the state from acquiring land (even as a gift), unless approved by the General Assembly, moved forward. To this day the trail owner continues to renew the pledge for selling the DRHT at no profit.

The vision of the DRHT is to become a multi-use, rail-trail greenway that is part of the Virginia State Parks System; a goal that would be accomplished through support from the Governor and General Assembly of Virginia. By becoming a linear trail connected to Caledon State Park, the trail's abounding beauty of flora, fauna, and wetland habitats, can be preserved and maintained in perpetuity.

Support from Regional and Local Government

GWRC and the King George County government have supported the acquisition of the DRHT as a state-owned rail-trail, and it is important that this support continues. As part of POHE, the DRHT plays a key role in creating future on-road and/or off-road connections to other jurisdictions in Virginia's Northern Neck and Maryland counties across the Potomac River.

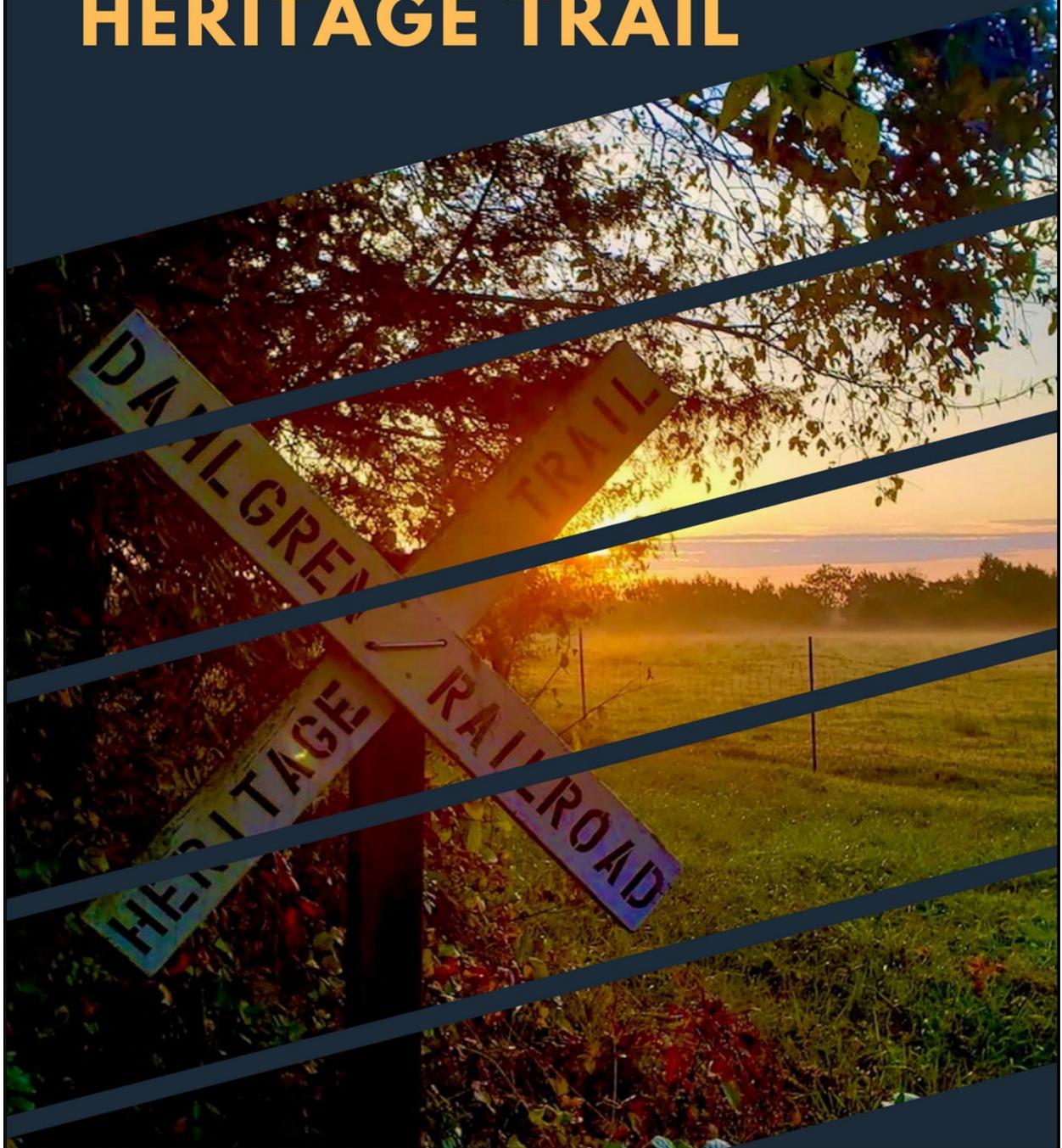
Resolution of Underground Utility Easement

When the current trail owner acquired the DRHT in 2006 the previous owner insisted on retaining certain underground utility easements along the 16 mile trail. Although it is preferred that such easements be acquired by the state, there are examples across the country where existing rail-trails are managed, utilized and maintained over utility easements. ([Source](#))

Management and Maintenance Needs

The maintenance of the trail and upkeep of existing and future amenities is essential to ensuring that the trail functions well and serves its intended purpose. The Friends of the DRHT, an all-volunteer group, continue to do a great job of maintaining the trail. However, future maintenance needs will require sufficient funding and staffing in order to provide consistent maintenance for the DRHT – including installing and managing flooding and drainage infrastructure, as well as identifying additional parking opportunities to meet growing demand for the trail.

DAHLGREN RAILROAD HERITAGE TRAIL



PART V - APPENDIX

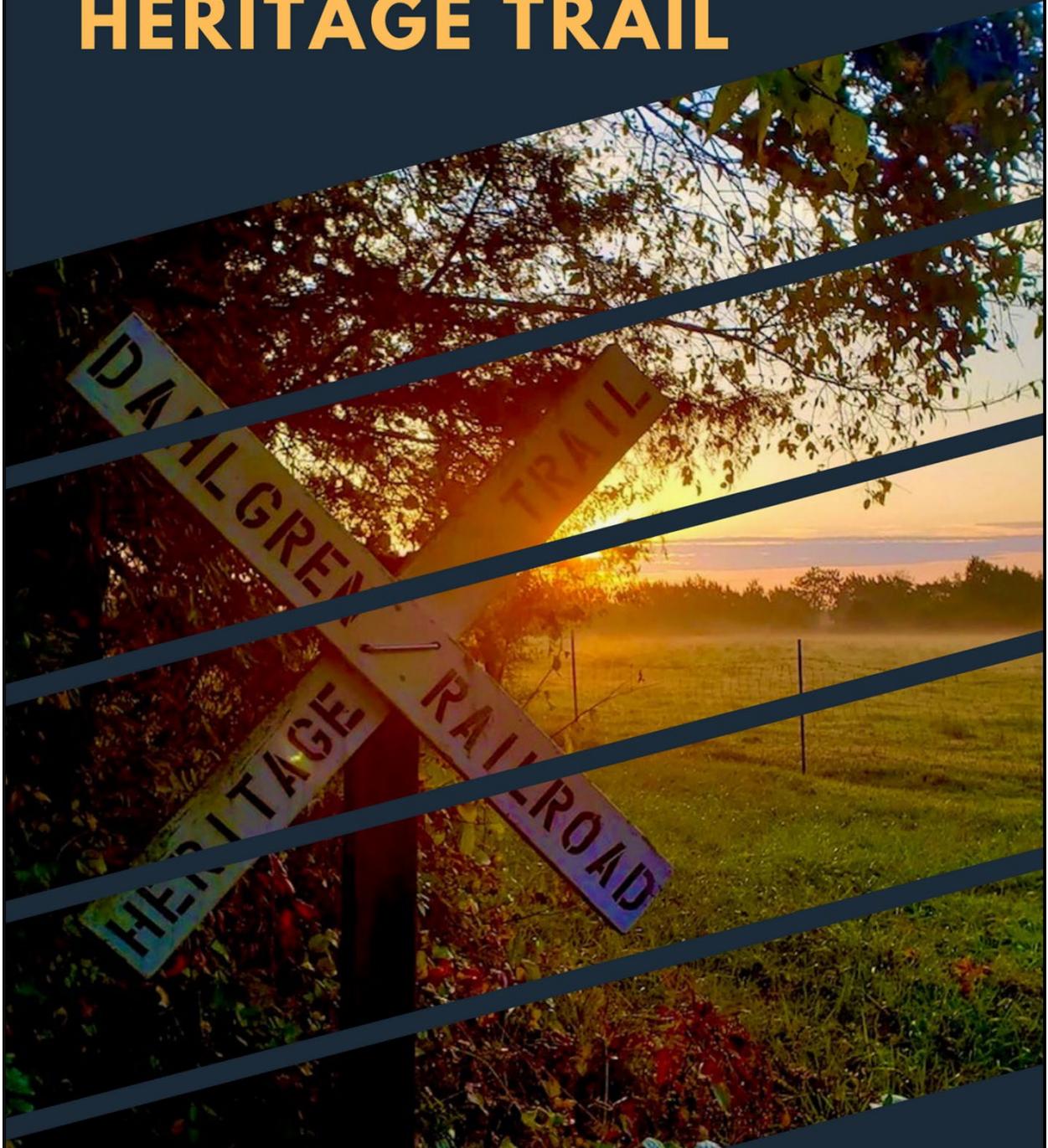
DRHT Tract – Market Value Appraisal

In 2014 Integra Realty Resources (IRR) developed a Market Value Appraisal for the DRHT Tract with the purpose of creating an opinion of the market value as is of the fee simple interest in the property. The client for the appraisal was the Commonwealth of Virginia, Division of Real Estate Services, and the intended use is to assist the Commonwealth of Virginia in matters relating to the acquisition of the Tracts. *For a copy of the appraisal, please contact the Dahlgren Railroad Heritage Trail.*

Report on the Condition of Richmond, Fredericksburg & Potomac Railroad Caboose #803

In 2012 the Baltimore and Ohio (B&O) Railroad Museum prepared a Report on the Condition of the Richmond, Fredericksburg & Potomac (RF&P) Railroad Caboose #803, located at the DRHT trailhead in State Route 605 (Bloomsbury Road). The report includes a detailed description of the outside and inside condition of the caboose, as well as recommendations and estimated costs for restoration. *For a copy of the report, please contact the Dahlgren Railroad Heritage Trail.*

DAHLGREN RAILROAD HERITAGE TRAIL



BIBLIOGRAPHY

Amica.com. *What is an AE flood zone?* <<https://www.amica.com/en/products/flood-insurance/what-is-an-ae-flood-zone.html>>.

Dahlgren Railroad Heritage Trail. Trail Information. *Recreational Use Permits*. <<https://www.dahlgrenrail.org/use-permits.html>>.

East Coast Greenway. *About*. <<https://www.greenway.org/>>.

Federal Emergency Management Agency. Glossary. *Flood Zones*. <<https://www.fema.gov/glossary/flood-zones>>.

Fredericksburg Area Metropolitan Planning Organization. *2045 George Washington Region Bicycle and Pedestrian Plan*. <<https://www.fampo.gwregion.org/bicycle-pedestrian-planning/>>.

George Washington Regional Commission. Planning District 16. *George Washington Regional Commission Greenway Feasibility Study & Plan October 2021*. <https://gwregion.org/wp-content/uploads/2021/10/9ai.-Greenway-Study-Narrative-Planv2_compressed-1-1.pdf>.

King George County. *Comprehensive Plan*. Adopted on October 1, 2019. <<https://www.kinggeorgecountyva.gov/DocumentCenter/View/4812/Comprehensive-Plan-2019>>.

King George County. Department of Parks and Recreation. *Dahlgren Railroad Heritage Trail Facility Use Application*. <<https://www.kinggeorgecountyva.gov/DocumentCenter/View/4111/DRHT-Facility-Use-Applicationpdf>>.

King George County. Department of Parks and Recreation. *Parks and Recreation Needs Analysis, Executive Summary*. Provided by the Department of Parks and Recreation.

King George County. Department of Parks and Recreation. *Trailways Feasibility Study*. The Berkley Group, March 24, 2018. <<https://www.kinggeorgecountyva.gov/DocumentCenter/View/3258/Trailways-Feasibility-Study-3-23-2018?bidId=>>.

King George County. Office of Economic Development. *Economic Development Strategic Plan, Adopted April 2nd, 2019*. <<https://www.kinggeorgecountyva.gov/DocumentCenter/View/4597/King-George-County-Economic-Development-Strategic-Plan---FINAL-10-JUN-19>>.

Little Ark Baptist Church. LABC History. *Our Church History*.

<<https://littlearkbaptistchurch.org/labc-history>>.

Magnini, Vincent P., Ph.D. VirginiaTech Pamplin College of Business. *Virginia State Parks*

Economic Impact Report 2019. Delivered January 2020.

<<https://www.dcr.virginia.gov/state-parks/document/virginia-state-parks-2019-economic-impact-study.pdf>>.

National Park Service. National Natural Landmarks. *Caledon Natural Area*.

<<https://www.nps.gov/subjects/nlandmarks/site.htm?Site=CALE-VA>>.

Northern Virginia Regional Commission. *Health, Social Equity, and Economic Impact of the*

Potomac Heritage National Scenic Trail in Northern Virginia. Prepared by BBC Research & Consulting. November 15, 2021.

<<https://www.novaregion.org/DocumentCenter/View/13298/Impacts-PHNST-in-Northern-Virginia-Report>>.

Rails-to-Trails Conservancy. Trail-Building Toolbox. *Trails and Utilities*.

<<https://www.railstotrails.org/build-trails/trail-building-toolbox/basics/utilities/>>.

U.S. Census Bureau. American Community Survey (ACS) Age and Sex. *2020: ACS 5-Year*

Estimates Subject Tables.

<<https://data.census.gov/cedsci/table?q=age&g=0500000US51099&tid=ACST5Y2020.S0101>>.

U.S. Census Bureau. American Community Survey (ACS) Demographic and Housing Estimates.

2020: ACS 5-Year Estimates Data Profiles.

<<https://data.census.gov/cedsci/table?q=demographic&g=0500000US51099&tid=ACSDP5Y2020.DP05>>.

U.S. Census Bureau. American Community Survey (ACS) Educational Attainment. *2020: ACS*

5-Year Estimates Subject Tables.

<<https://data.census.gov/cedsci/table?q=education&g=0500000US51099&tid=ACSST5Y2020.S1501>>.

U.S. Census Bureau. American Community Survey (ACS) Industry by Median Earnings in the

Past 12 Months (In 2020 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years and Over. *2020: ACS 5-Year Estimates Detailed Tables*.

<<https://data.census.gov/cedsci/table?q=industry&g=0500000US51099&tid=ACSST5Y2020.B24031>>.

U.S. Census Bureau. American Community Survey (ACS) Industry by Sex for the Full-Time,

Year-Round Civilian Employed Population 16 Years and Over. *2020: ACS 5-Year Estimates Subject Tables*.

<<https://data.census.gov/cedsci/table?q=industry&g=0500000US51099>>.

- U.S. Census Bureau. American Community Survey (ACS) Language Spoken at Home. 2020: *ACS 5-Year Estimates Subject Tables*.
<<https://data.census.gov/cedsci/table?q=0500000US51099&tid=ACSST5Y2020.S1601>>.
- U.S. Census Bureau. American Community Survey (ACS) Median Income in the Past 12 Months (In 2020 Inflation-Adjusted Dollars). 2020: *ACS 5-Year Estimates Subject Tables*.
<<https://data.census.gov/cedsci/table?q=0500000US51099&tid=ACSST5Y2020.S1903>>.
- U.S. Census Bureau. American Community Survey (ACS) Selected Economic Characteristics. 2020: *ACS 5-Year Estimates Data Profiles*.
<<https://data.census.gov/cedsci/table?q=industry&g=0500000US51099&tid=ACSDP5Y2020.DP03>>.
- U.S. Census Bureau. American Community Survey (ACS) Selected Housing Characteristics. 2020: *ACS 5-Year Estimates Data Profiles*.
<<https://data.census.gov/cedsci/table?q=property%20value&g=0500000US51099>>.
- U.S. Census Bureau. Glossary. *Block Group*. <[https://www.census.gov/programs-surveys/geography/about/glossary.html#:~:text=Block%20Groups%20\(BGs\)%20are%20statistical,data%20and%20control%20block%20numbering](https://www.census.gov/programs-surveys/geography/about/glossary.html#:~:text=Block%20Groups%20(BGs)%20are%20statistical,data%20and%20control%20block%20numbering)>.
- U.S. Census Bureau. Population Estimates. *Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2019*.
<<https://data.census.gov/cedsci/table?q=population%20growth&g=0500000US51099&tid=PEPPPOP2019.PEPANNRES>>.
- Virginia Demographics by Cubit. *Virginia Counties by Population*. <https://www.virginia-demographics.com/counties_by_population>.
- Virginia Department of Conservation and Recreation. *2017 Virginia Outdoors Demand Survey*.
<<https://www.dcr.virginia.gov/recreational-planning/document/vop-app-02-outdoors-survey.pdf>>.
- Virginia Department of Conservation and Recreation. Caledon State Park. *Master Plan Executive Summary March 2011 Update and April 2012 Amendment*.
<<https://www.dcr.virginia.gov/recreational-planning/document/mp4caexecsum.pdf>>.
- Virginia Department of Conservation and Recreation. *Conserve Virginia*.
<<https://www.dcr.virginia.gov/conservevirginia/>>.

Virginia Department of Conservation and Recreation. Dam Safety and Floodplains. *Natural functions of floodplains*. <<https://www.dcr.virginia.gov/dam-safety-and-floodplains/fprsourc>>.

Virginia Department of Conservation and Recreation. Natural Heritage. *Virginia Conservation Vision Forest Conservation Values Model*. <[https://www.dcr.virginia.gov/natural-heritage/vaconvisforest#:~:text=The%20Forest%20Conservation%20Value%20\(FCV,forestland%20for%20conservation%20in%20Virginia](https://www.dcr.virginia.gov/natural-heritage/vaconvisforest#:~:text=The%20Forest%20Conservation%20Value%20(FCV,forestland%20for%20conservation%20in%20Virginia)>.

Virginia Department of Conservation and Recreation. Natural Heritage. *Virginia Wetlands Catalog*. <<https://www.dcr.virginia.gov/natural-heritage/wetlandscat>>.

Virginia Department of Conservation and Recreation. Recreational Planning. *State Park Master Plan*. <<https://www.dcr.virginia.gov/recreational-planning/masterplans>>.

Virginia Department of Conservation and Recreation. State Parks. *Caledon State Parks*. <https://www.dcr.virginia.gov/state-parks/caledon#general_information>.

Virginia Department of Conservation and Recreation. *Virginia Outdoors Plan 2018*. <<https://www.dcr.virginia.gov/recreational-planning/document/vopall2018.pdf>>.

VirginiaPlaces.org. *Government Railroad (Dahlgren Branch)*. <<http://www.virginiaplaces.org/rail/governmentdahlgren.html>>.