

**ADDENDUM TO ARCHAEOLOGICAL ASSESSMENT  
I-81 CORRIDOR IMPROVEMENT STUDY  
TIER 2, I-77/I-81 OVERLAP  
WYTHE COUNTY AND  
TOWN OF WYTHEVILLE, VIRGINIA**  
VDOT PROJECT NO. 0077-098-104, P100, UPC: 51441  
VDHR FILE # 2001-0626

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**APRIL 2009**

## ABSTRACT

The Virginia Department of Transportation (VDOT) has commissioned cultural resource studies as part of the I-81 Corridor Improvement Study (Tier 2, I-77/I-81 Overlap) in Wythe County and the Town of Wytheville, Virginia. The study area for the proposed improvements extends from Wytheville to just east of Fort Chiswell and will involve a separation of the two roads. In February 2009 two Candidate Build Alternatives (CBAs) were selected for the separation. An archaeological assessment of the two CBAs (Bamann et al. 2009) was one component of the cultural resource studies and compliance with Section 106 of the National Historic Preservation Act of 1966; the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800; and Section 4(f) of the Department of Transportation Act. Since the archaeological assessment was completed, three proposed interchange areas have been added to the project. This addendum to the archaeological assessment addresses archaeological potential within these interchange areas and presents revised assessments of the potential for each CBA to include sites affecting project decision making.

Coastal Carolina Research, Inc. (CCR), prepared this addendum for Vanasse Hangen Brustlin, Inc. (VHB), the firm retained by VDOT to prepare the transportation study for the project. The original assessment involved comparison of the archaeological potential of the two CBAs. One, CBA 7, involves a new alignment to the north of the existing alignment. The other, CBA 10, involves widening of the existing I-77/I-81 overlap. With the addition of the proposed interchange areas, the APE for CBA 7 is revised to include two circular interchange areas at the eastern and western termini of the corridor (total interchange area of 1,747.53 acres or 699.01 ha). The APE for CBA 10 is revised to include the two interchanges areas at the termini and an interchange area near Fort Chiswell (total interchange area of 2,396.15 acres or 958.46 ha). The resulting overall APE for CBA 7 involves 2,281.06 acres (912.42 ha), and the APE for CBA 10 involves 2,888.46 acres (1,155.38 ha).

The review of previous research presented in the original assessment (Bamann et al. 2009) indicated that while sites from any of the precontact and postcontact periods could be recorded during systematic archaeological survey of the CBAs, only one of the anticipated site categories within these periods would have potential for extraordinarily costly excavation or preservation in place. The category, based on review of previously recorded sites and site distribution data, is Woodland or Protohistoric villages with potential for complex features and human burials.

In the previous archaeological assessment, the potential for Woodland or Protohistoric period village sites that might include complex features and human burials was ranked high for CBA 7 and moderate for CBA 10. The addition of the interchange areas addressed in this addendum results in a revised assessment of potential for this site type. The ranking for CBA 10 is increased to moderate/high, while the ranking for CBA 7 remains high. CBA 7 is distinguished from CBA 10 by the presence of a known site (44WY0239) with potential to be a Woodland village.

## TABLE OF CONTENTS

ABSTRACT	i
LIST OF FIGURES	iii
LIST OF TABLES	iii
ADDENDUM TO ARCHAEOLOGICAL ASSESSMENT, I-81 CORRIDOR IMPROVEMENT STUDY, TIER 2, I-77/I-81 OVERLAP, WYTHE COUNTY AND TOWN OF WYTHEVILLE, VIRGINIA	1
Introduction	1
Methods	4
Previously Recorded Sites and Previous Surveys in the Proposed Interchange Areas	5
Additional Information on the Potential for Sites Affecting Decision Making	6
REFERENCES CITED	9

## **LIST OF FIGURES**

Figure 1: General Location of the Project Area.	2
Figure 2: Locations of CBAs 7 and 10, the Proposed Interchange Areas, and Additional Resources and Previously Surveyed Areas in the Proposed Interchanges.	3

## **LIST OF TABLES**

Table 1: Summary of Previously Recorded or Known Resources in the Proposed Interchange Areas for CBAs 7 and 10 (Including Archaeological Sites, Cemeteries, and Architectural Resources with Possible Significant Archaeological Components).	6
Table 2: Characteristics of CBAs 7 and 10 and Potential for Sites Affecting Decision Making.	8

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**Introduction**

The Virginia Department of Transportation (VDOT) has commissioned cultural resource studies as part of the I-81 Corridor Improvement Study (Tier 2, I-77/I-81 Overlap) in Wythe County and the Town of Wytheville, Virginia (Figure 1). The study area for the proposed improvements extends from Wytheville to just east of Fort Chiswell and will involve a separation of the two roads. In February 2009 two Candidate Build Alternatives (CBAs) were selected for the separation (Figure 2). An archaeological assessment of the two CBAs (Bamann et al. 2009) was one component of the cultural resource studies and compliance with Section 106 of the National Historic Preservation Act of 1966; the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800; and Section 4(f) of the Department of Transportation Act. Since the archaeological assessment was completed, three proposed interchange areas, indicated by the large circles in Figure 2, have been added to the project. This addendum to the archaeological assessment addresses archaeological potential within these interchange areas and presents revised assessments of the potential for each CBA to include sites affecting project decision making.

Coastal Carolina Research, Inc. (CCR), prepared this addendum for Vanasse Hangen Brustlin, Inc. (VHB), the firm retained by VDOT to prepare the transportation study for the project. The original assessment involved comparison of the archaeological potential of the two CBAs. One, CBA 7, involves a new alignment to the north of the existing alignment. The other, CBA 10, involves widening of the existing I-77/I-81 overlap. The Area of Potential Effects (APE) for CBA 7 was defined as a 500-foot- (152.4-m-) wide corridor. The APE for CBA 10 was defined as the area including 250 ft on either side of the existing pavement of 1) the current I-77/I-81 6-travel-lane facility and 2) the ramp lanes at Exit 81. The existing pavement was assumed to cover a 250-foot-wide corridor.

With the addition of the proposed interchange areas, the APE for CBA 7 is revised to include the two circular interchange areas at the eastern and western termini of the corridor (total interchange area of 1,747.53 acres or 699.01 ha). The APE for CBA 10 is revised to include the two interchanges areas at the termini and the interchange area near Fort Chiswell (total interchange area of 2,396.15 acres or 958.46 ha). The resulting overall APE for CBA 7 involves 2,281.06 acres (912.42 ha), and the APE for CBA 10 involves 2,888.46 acres (1,155.38 ha).

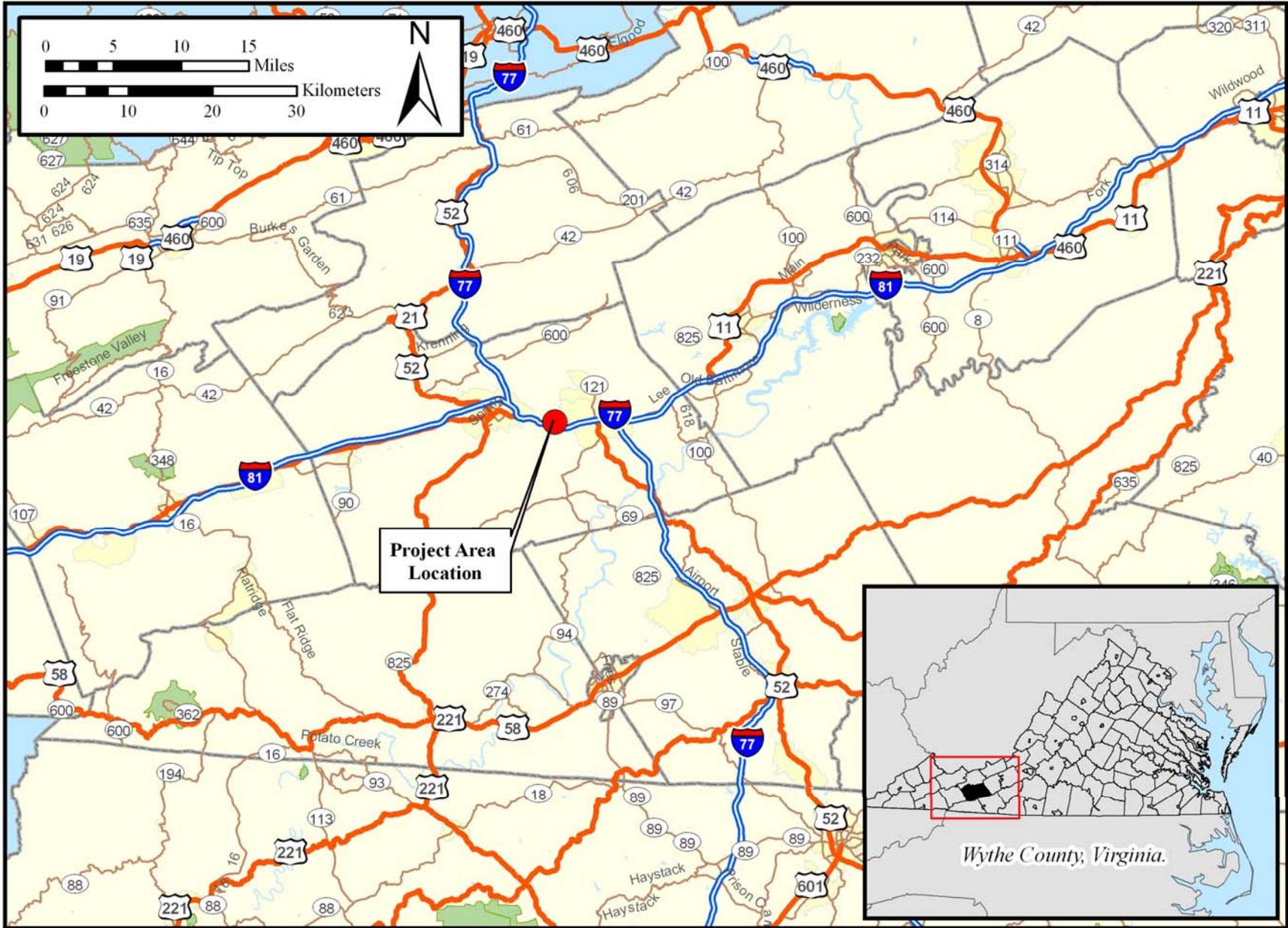


Figure 1: General Location of the Project Area.

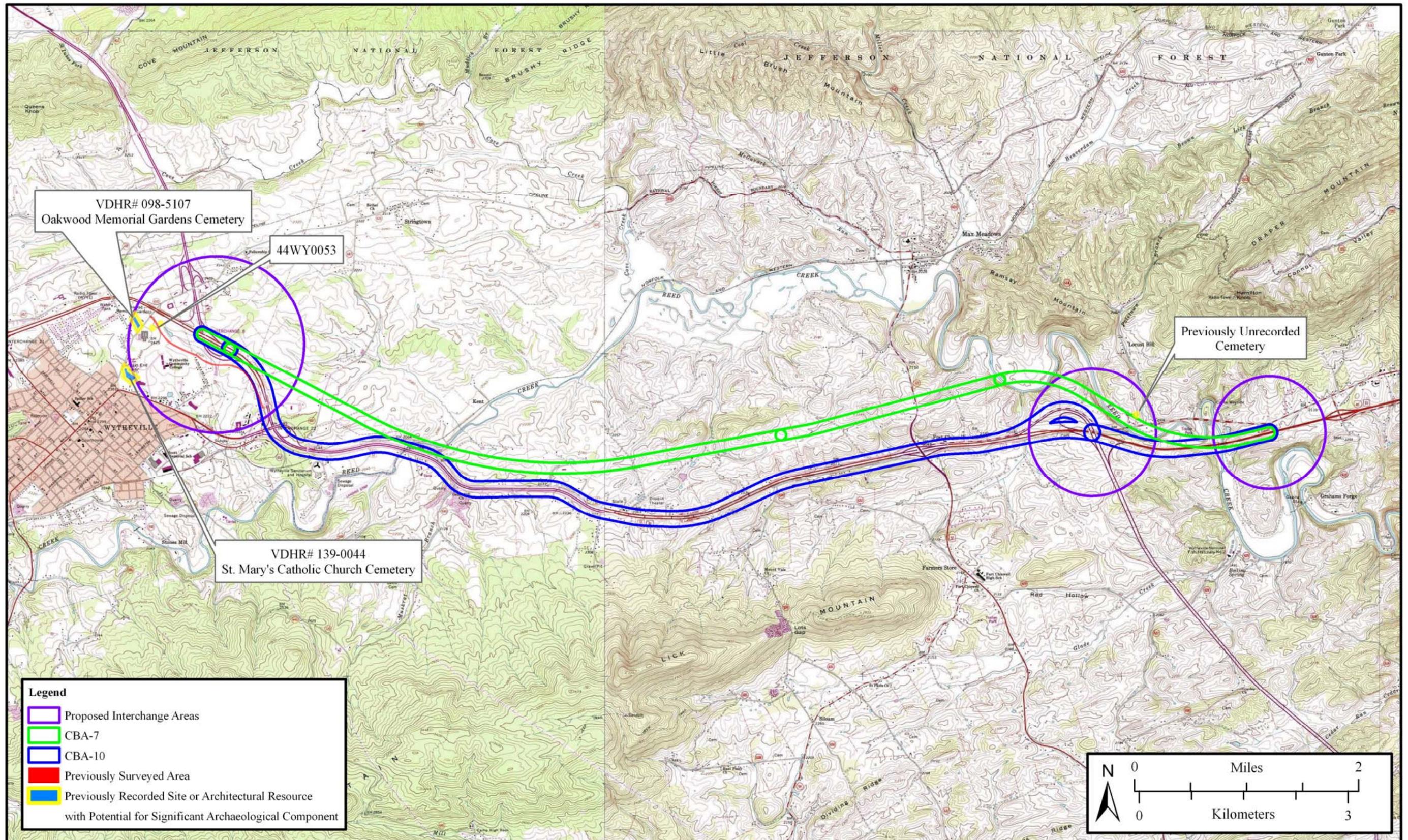


Figure 2: Locations of CBAs 7 and 10, the Proposed Interchange Areas, and Additional Resources and Previously Surveyed Areas in the Proposed Interchanges.

Loretta Lautzenheiser, RPA, was the project manager and Susan E. Bamann, Ph.D., RPA, was the principal investigator. Bill Hall conducted the original assessment background research upon which this addendum is based. Dennis Gosser and Robert Patterson compiled GIS data and prepared the graphics.

## **Methods**

For the original assessment (Bamann et al. 2009), CCR conducted reviews of the files at the Virginia Department of Historic Resources (VDHR) and compiled information on previously recorded resources and the historic context for the study area. The assessment for each CBA began with the identification of any known archaeological sites or significant sites of events not manifested by material remains that may be affected and that may be valued chiefly for preservation in place. In general, such sites may include, but not be limited to, battlefields, mounds, resources containing a substantial number of human burials, and petroglyphs/pictographs. The assessment of potential was then based on thorough review of the known resources, cartographic sources, information available on past cultural practices, archaeological site settlement models pertinent to the region, and reasonably accessible evaluation records at VDHR. The review resulted in the assessment of any appreciable differences between alternatives in terms of the range, quantity, and integrity of archaeological resources. It also allowed the identification of the potential for any alternatives to contain sites meriting preservation in place, or sites that would be extraordinarily complex and/or expensive to excavate.

This addendum involved review of the study area background research pertinent to the interchange areas. Any previously recorded sites, cemeteries, and known resources with potential for archaeological components were identified, and the terrain covered by interchange areas was evaluated with respect to conclusions of the original assessment.

The following United States Geological Survey (USGS) quadrangles, historic maps, and images were examined for the addendum:

USGS 7.5-minute Max Meadows, VA, quadrangle (1965/photorevised 1985);  
USGS 7.5-minute Wytheville, VA, quadrangle (1968/photorevised 1991);  
USGS 15-minute Speedwell, VA, quadrangle (1939/reprinted 1945; surveyed 1927, 1935, and 1936);  
USGS 15-minute Max Meadows, VA, quadrangle (1930, surveyed 1927);  
2006 aerial imagery for the project area supplied by VHB;  
Civil War-Era *Field Map of the North Part of Wythe County* (Izard ca. 1863);  
Civil War-Era *Map of Part of Wythe County, Virginia* from the Hotchkiss Collection (Anonymous ca. 1863);  
1821 Map of Wythe County (Wood 1821)

Other resources that were consulted for the addendum include the Virginia Historical Inventory search engine (Library of Virginia 2009), which was examined to see if specific types of resources recorded by the Writers' Project of the Works Progress Administration are located within the interchange areas, and maps compiled by the Civil

War Sites Advisory Commission (CWSAC 1993). The section of I-77/I-81 located within the current study area follows the same route as the Southwestern Virginia Turnpike constructed during the middle of the nineteenth century. Many of the original records of the company known as the South Western Turnpike Road are archived at the Library of Virginia in Richmond. These records were examined for the original assessment, and the information was reviewed for the current addendum.

### **Previously Recorded Sites and Previous Surveys in the Proposed Interchange Areas**

Background research for the proposed interchange areas, indicated by the large circles in Figure 2, indicates that there are three additional previously recorded archaeological sites, cemeteries, or known resources with archaeological potential in the APE for CBA 7. There are four additional such resources in the APE for CBA 10. Table 1 lists the additional resources in the interchanges along with those resources in the interchanges that were already discussed in the archaeological assessment (Bamann et al. 2009). One previous survey, which involved a new alignment for the proposed Lithia Road project (Pullins 2000) near the western terminus of CBA 7, included an area covered by one of the proposed interchanges common to CBA 7 and 10 (see Figure 2).

***CBA 7 Interchanges.*** The additional resources in the CBA 7 interchange areas include site 44YW0053. This is the Antebellum period Johnson House site, located to the north of Wytheville. It includes burned structural remains and a standing spring house. The site was revisited in 2000 for a VDOT project, and shovel testing of the site area revealed architectural and domestic artifacts in undisturbed contexts (Pullins 2000). The site was recommended as potentially eligible for the National Register of Historic Places (NRHP) as it might yield important information on rural economy, commerce, and the development of Wytheville.

Two of the additional resources in the CBA 7 interchange areas are previously recorded cemeteries. VDHR# 098-5107 is the ca. 1883 Oakwood Memorial Gardens cemetery, which CCR has recommended as not eligible for the NRHP based on the architectural survey for the current project (Stewart et al. 2008). The cemetery contains approximately 100 visible gravemarkers and is surrounded by a metal fence. VDHR# 139-0044 is the St. Mary's Catholic Church Cemetery, established in 1843. This cemetery, according the VDHR reconnaissance level survey form, was established when the church was the only Catholic church in a broad area between Lynchburg, Virginia, and Knoxville, Tennessee. It has been determined not eligible for the NRHP. The proposed interchange area crosses the eastern corner of the cemetery (see Figure 2).

***CBA 10 Interchanges.*** The additional resources in the CBA 10 interchange areas include the three resources discussed above (44WY0053, VDHR# 098-5107, and VDHR# 139-0044) and an unrecorded cemetery indicated on the current USGS quadrangle. The unrecorded cemetery is located near the ca. 1790 Keesling Log House (VDHR# 098-5051) and was originally noted during the nineteenth century when survey work for the South Western Turnpike was conducted (Herron 1833).

Table 1: Summary of Previously Recorded or Known Resources in the Proposed Interchange Areas for CBAs 7 and 10 (Including Archaeological Sites, Cemeteries, and Architectural Resources with Possible Significant Archaeological Components).

Site/ Resource #	Description	Previous Recommendation or NRHP Status	Reference	Location
44WY0053*	<i>Historic</i> : nineteenth-century antebellum, Johnson House ruins	Potentially Eligible	Pullins (2000)	CBA 7/10 Interchange
098-0026 (includes 44WY0019, 44WY0045)	Fort Chiswell Site <i>Native American</i> : Middle Archaic period, lithic scatter; possible Woodland period lithic scatter; <i>Historic</i> : Eighteenth to Twentieth century occupations	Listed on NRHP and Virginia Landmarks Register	McCartney (1976); VDHR (2008)	CBA 10, adjacent to CBA 7, also CBA 10 Interchange
098-0022	<i>Cemetery</i> : McGavock Cemetery, 1812	Listed on NRHP	Stewart et al. (2008)	CBA 10, also CBA 10 Interchange
098-5051	<i>Historic</i> : Keesling Log House ca. 1790; possible archaeological component	Architecture Potentially Eligible; site not yet defined	Stewart et al. (2008)	CBA 7, also CBA 10 Interchange
098-5107*	<i>Cemetery</i> : Oakwood Memorial Gardens, ca. 1883	Not Eligible	Stewart et al. (2008)	CBA 7/10 Interchange
098-5129	<i>Historic</i> : Locust Hill House/Farm, ca. 1784; possible archaeological component	Architecture Potentially Eligible; site not yet defined	Stewart et al. (2008)	CBA 7, CBA 10, also CBA 7/10 Interchange
139-0044*	<i>Cemetery</i> : St. Mary's Catholic Church Cemetery, 1843	Not Eligible	VDHR form	CBA 7/10 Interchange
not yet recorded*	<i>Cemetery</i> : cemetery near Keesling Log House, indicated on USGS quadrangle, unknown age (present in 1965)	None	USGS 1965/1985 Max Meadows quadrangle	CBA 10 Interchange

\*not included in CBAs 7 and 10 prior to addition of circular areas for proposed interchanges

### Additional Information on the Potential for Sites Affecting Decision Making

With the inclusion of the proposed interchange areas, both CBA 7 and CBA 10 include historic cemeteries (n=4) that will need to be considered during project planning. Two of the additional cemeteries included in the interchange areas, the St. Mary's Catholic Church Cemetery (VDHR# 139-0044) and the Oakwood Memorial Gardens Cemetery (VDHR# 098-5107) are larger cemeteries, but they are common to CBA 7 and CBA 10. Their presence, therefore, does not result in an appreciable difference between the two alternatives with respect to project decision making. Two smaller cemeteries, the NRHP-listed McGavock Family Cemetery (VDHR# 098-0022; see Bamann et al. 2009) and the small previously unrecorded cemetery near Fort Chiswell, are located in CBA 10.

The one other resource included by the addition of the interchange areas, 44WY0053, is common to both CBAs. Though potentially eligible for the NRHP, the site would not be extremely costly or time consuming to excavate. Therefore it would be unlikely to affect project decision making.

The review of previous research presented in the original assessment (Bamann et al. 2009) indicated that while sites from any of the precontact and postcontact periods could be recorded during systematic archaeological survey of the CBAs, only one of the anticipated site categories within these periods would have potential for extraordinarily costly excavation or preservation in place. The category, based on review of previously recorded sites and site distribution data, is Woodland or Protohistoric villages with potential for complex features and human burials. The potential for sites related to Civil War activity or sites of early industry (such as millworks or furnaces) that might merit preservation in place was also considered in the original assessment. However, these site types are either unlikely in the current APEs for the CBAs (including the interchange areas) or are unlikely to be preserved. Important sites of early colonial and postcolonial settlement may be present, but such sites are unlikely to require extraordinarily complex excavation or in-place preservation. Additional historic cemeteries may be recorded, but it is unlikely that any additional large, previously unknown historic cemeteries will be encountered.

In the previous archaeological assessment (Bamann et al. 2009), the potential for Woodland or Protohistoric period village sites that might include complex features and human burials was ranked high for CBA 7 and moderate for CBA 10. The ranking was largely based on 1) the presence of a previously recorded site in CBA 7 with potential to be a Woodland village (44WY0239; O'Neal 2004) and 2) the relative extent of Reed Creek floodplain and terrace areas with well-drained and moderately well-drained soils that would have been attractive for village settlement.

The addition of the current interchange areas results in an increase in areas of well-drained or moderately well-drained Reed Creek floodplain or terrace soils within each CBA, as shown in Table 2. The increase includes a large floodplain/terrace area within a bend of Reed Creek near Grahams Forge at the easternmost interchange (see Figure 2). This interchange involves both CBA 7 and CBA 10, and disturbance that would diminish the potential for sites at the floodplain/terrace area is not apparent from the project aerial mapping. Since CBA 10 was initially given a moderate potential ranking for Woodland or Protohistoric villages with the possibility of complex features and human burials, the addition of this large area of a type favored for village settlement suggests that the ranking should be increased to moderate/high. The ranking for CBA 7 remains high, and CBA 7 distinguished from CBA 10 by the presence of a known site with potential to be a Woodland village.

Table 2: Characteristics of CBAs 7 and 10 and Potential for Sites Affecting Decision Making.

<b>CBA</b>	<b>Previous Potential for Woodland or Protohistoric Villages That May Include Complex Features and Human Burials (Bamann et al. 2009)</b>	<b>Total Area of Proposed Interchange Areas Covered in Current Addendum (acres)</b>	<b>Additional Reed Creek Floodplain or Terrace Areas (in Interchanges) with Well-Drained or Moderately Well-Drained Soils (acres)*</b>	<b>REVISED POTENTIAL for Woodland or Protohistoric Villages That May Include Complex Features and Human Burials (Based on Current Addendum)</b>
7	high	1,747.53	30.40	high
10	moderate	2,396.15	62.75	moderate to high

\*soil information based on Gall and Edwards (1992)

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