



**A CULTURAL RESOURCES SURVEY FOR THE PROPOSED WIDENING
OF I-66 FROM ROUTE 29 TO ROUTE 15 AND PROPOSED
IMPROVEMENTS TO THE I-66 AND ROUTE 15 INTERCHANGE,
PRINCE WILLIAM COUNTY, VIRGINIA**

**VDOT Project: 0066-076-003, P101 (UPC 93577)
VDOT Project: 0066-076-074, C501, P101, R201 (UPC 100566)**

VDHR File: 2011-1069

Prepared For:

**Virginia Department of Transportation
Environmental Division
87 Deacon Road
Fredericksburg, VA 22405**

Prepared By:

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Prepared For:

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ABSTRACT

Between June 22 and July 8, 2011, Cultural Resources, Inc. (CRI) conducted a cultural resources survey of Virginia Department of Transportation (VDOT), Project No. 0066-076-003, P101 (UPC 93577), the widening of I-66 from Route 29 to Route 15 and VDOT Project No. 0066-076-074, C501, P101, R201 (UPC 100566), the proposed improvements to the I-66 and Route 15 Interchange in Prince William County, Virginia. This project entails two components as an addendum to work conducted by Coastal Carolina Research, Inc. (CCR) in 1999. The first component involves metal detector survey within the project area of potential effect (APE) between Route 15 and Route 29 along I-66 for a 2.0-mile segment and an updated architectural survey. The APE for metal detecting for this component was defined as 150-feet from the edge of pavement on both sides of existing I-66. The architectural survey included all resources 50 years or older within view of the project. The second component includes an expanded area of investigation for the Route 15 and I-66 interchange. The APE for the interchange survey included an area within a 1500 foot radius around the existing intersection of Route 15 and I-66 as well as a 1300-x-300 foot section to the west of the interchange area and a 900-x-100 foot segment on the west side of Route 15 south of the radius. These areas were subject to archaeological testing in the form of shovel testing, metal detecting and updated architectural survey. The archaeological survey was limited to the above defined APE. The historic architectural resources surveyed were limited to those built in or prior to 1965 and within view of the proposed project improvement area. All resources were photographed, a site plan was drawn and the survey information was entered into the VDHR's Data Sharing Software (DSS) system. All newly recorded resources were located on a USGS quadrangle map. A hard copy of the form was generated and if newly recorded, a copy of the USGS map was included with the DSS packet. Recommendations on the eligibility of the surveyed resources for the National Register of Historic Places (NRHP) were made for each resource surveyed.

CRI designed the survey methods to provide VDOT with definitive information on the presence and type of archaeological resources located within the project APE and to assess the potential for further investigation of any identified sites. All property owners were contacted and informed of the cultural resources survey and none of the property owners denied access.

Results of the Archaeological Survey

The archaeological field work for the I-66 widening project included pedestrian reconnaissance and systematic metal detecting of the proposed APE, in an effort to identify surface and subsurface cultural resources and to document the level of integrity and prior disturbances. Metal detector transects were placed at 25, 75 and 125 feet off the edge of the pavement on either side of I-66. CCR identified site 44PW0985 during the 1999 survey within this project area. The site was recorded as a possible mining/quarry site with a possible structure that was identified by two large brick scatters and two large holes or mines. The site was recommended not eligible for listing on the NRHP. The site is overgrown and no artifacts were recovered from the metal detecting of the site and therefore CRI recommends no further work for site 44PW0985. Metal detecting within the APE for the I-66 widening project resulted in the identification of no historic artifacts. Modern metal artifacts such as aluminum cans were discarded in the field and not recorded. CRI recommends no further work for the portion of the project associated with the widening of I-66 between Route 15 and Route 29 (UPC 93577).

The archaeological field work for the I-66 and Route 15 interchange improvements included pedestrian reconnaissance and systematic subsurface testing of the proposed APE, in an effort to

identify surface and subsurface cultural resources and to document the level of integrity and prior disturbances. Shovel tests were excavated at 75-foot intervals, except in areas that were wet or waterlogged, displayed marked slope, and/or displayed evidence of extensive cultural disturbance. Metal detecting was conducted along 75 foot interval transects for the majority of the project area except for areas that were heavily disturbed. Additional transects at 37.5-foot intervals were followed over the previously recorded site 44PW0986.

Archaeologists excavated a total of 472 shovel tests and three metal detector hits within the APE. A total of seven shovel tests were positive for cultural material. One isolated find was identified and investigated during the investigation. Isolated finds are not eligible for listing on the National Register of Historic Places (NRHP). The site location for site 44PW0680 has been completely bulldozed and no evidence of the site was identified during the current survey. Site 44PW0680 was recommended not eligible for the NRHP in 1999 and the VDHR concurred in 2002. Two archaeological sites, previously recorded site 44PW0986 and newly recorded site 44PW1901 were investigated during the survey. 44PW0986 is a 19th century domestic site identified by CCR in 1999 and recommended potentially eligible. In 2000, CCR conducted a Phase II evaluation at site 44PW0986. The Phase II evaluation consisted of the excavation of 29 shovel tests and 5 3-x-3-foot test units within the site area. Extensive research was also conducted identifying the site as the Batavia Farm owned by winemaker Franz Peters. The site was recommended not eligible for listing on the NRHP under all criteria. The site was re-identified during the current survey and an additional surface feature was identified; a stone walkway. Additional significant information was not identified and CRI concurs with the recommendation of not eligible for listing on the NRHP. No further work is recommended. Site 44PW1901 is a 19th to 20th century domestic site that is recommended not eligible for listing on the NRHP. The table below summarizes the recommendations.

Summary of Archaeological Sites Identified During the Survey with Recommendations			
Site #	Site Date	Site Type	Recommendation
44PW0680	Prehistoric	Lithic Scatter	Determined Not Eligible by VDHR in 1994; No evidence for site. No further work
44PW0985	Historic	Quarry/Mining	CCR recommended Not Eligible, No Further Work.
44PW0986	19 th Century	Dwelling	Not Eligible, No Further Work
44PW1901	19 th to 20 th Century	Domestic	Not Eligible, No Further Work

Results of the Architectural Survey

The project area consists of relatively level landscape. Though appearing rural at one time, large areas to the northeast and southwest of I-66 have been heavily developed with modern residential neighborhoods. Several sections of the project area; however, remain wooded or are open fields. A total of 32 properties were surveyed within the project area and vary in type, function and style of building. Of the 32, six have been previously recorded. A majority of the resources were residential in nature; however, a church, with associated cemetery, and school were also documented during the current survey effort. Several of the resources are currently shielded or partially screened from the project area by trees; however, the trees are in full foliage presently. It is possible during the winter that these resources may have the potential to view the proposed project area and were therefore included in the present survey.

Recommendation statements have been made for each of the newly and previously recorded resources in the project area. None of the six previously recorded properties have been recommended eligible for listing on the NRHP under Criterion A, B, C or D. The resources are not outstanding examples of type, design, materials or workmanship and are common for their time period of construction. The architectural resources also do not have a known association with important people or events. Of the 32 newly recorded, the Gainesville District School, currently the PACE West School, is the only resource recommended potentially eligible for listing on the NRHP under Criterion C for Architecture. The school retains a high level of architectural integrity and is an excellent example of 1930s Art Deco school design. The original Art Deco door surround with inscription and date is also extant. In addition, the school continues to serve in its original capacity. *CRI therefore recommends an intensive-level survey for the Gainesville District School to determine NRHP eligibility.*

The remaining 31 newly recorded properties have been recommended as not eligible for listing on the NRHP under Criterion A, B, C or D. The resources are not outstanding examples of type, design, materials or workmanship and are common for their time period of construction. The architectural resources also do not have a known association with important people or events.

Summary of Newly Identified Architectural Resources within the I-66 Corridor Study Area.			
VDHR #	Resource Name	Description	NRHP Recommendation
076-5357	House, 14975 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5358	House, 14985 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5359	House, 14984 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5360	House, 6520 Old Carolina Road	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5361	House, 6514 Old Carolina Road	1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5362	House, 6504 Old Carolina Road	1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5363	House, 6505 Old Carolina Road	1946 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5364	House, 6513 Old Carolina Road	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5365	House, 6519 Old Carolina Road	1923 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5366	House, 6431 James Madison Highway	1952 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5006	House, 6434 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5007	House, 6432 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5367	House, 6430 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5368	House, 14750 Jordan Lane	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5369	House, 13716 Daves Store Lane	c. 1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.

Summary of Newly Identified Architectural Resources within the I-66 Corridor Study Area.			
VDHR #	Resource Name	Description	NRHP Recommendation
076-5370	House, 6905 Catharpin Road	1958 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5371	House, 6907 Catharpin Road	1965 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5372	House, 6911 Catharpin Road	1957 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5374	House, 14504 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5375	House, 14508 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5376	House, 14514 John Marshall Highway	1945 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5377	House, 14522 John Marshall Highway	1934 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5378	House, 14530 John Marshall Highway	1945 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5379	House, 14534 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5380	House, 14810 Jordan Lane	1927 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5008	House, 6590 Jefferson Street	1889 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5009	House, 6660 Fayette Street	1930 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5010	House, 6640 Fayette Street	1955 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5011	House, 6700 Bleight Drive	1959 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5012	House, 6710 Bleight Drive	1959 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5381	PACE West School, 14550 John Marshall Highway	1935 School	Recommended Potentially Eligible for Listing on the NRHP under Criterion C for Architecture. Intensive Level Survey is Recommended to Determine Eligibility.
076-5383	House, 6522 Old Carolina Road	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.

Summary of Previously Identified Architectural Resources within the I-66 Corridor Study Area.			
VDHR #	Resource Name	Description	NRHP Recommendation
076-0201	Gainesville United Methodist Church	c. 1880 Church	Recommended Not Eligible for Listing on the NRHP.
076-0333	House, 7150 Catharpin Road	c. 1890 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5033	House, 14997 Walter Robinson Lane	c. 1910 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5143	House, 14372 John Marshall Highway	c. 1920 Dwelling	Recommended Not Eligible for Listing on the NRHP.

Summary of Previously Identified Architectural Resources within the I-66 Corridor Study Area.

VDHR #	Resource Name	Description	NRHP Recommendation
233-0021	House, 6670 Fayette Street	c. 1920 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5003	House, 14710 Washington Avenue	c. 1924 Dwelling	Recommended Not Eligible for Listing on the NRHP.

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I. INTRODUCTION

Between June 22 and July 8, 2011, Cultural Resources, Inc. (CRI) conducted a cultural resources survey of Virginia Department of Transportation (VDOT), Project No. 0066-076-003, P101 (UPC 93577), the widening of I-66 from Route 29 to Route 15 and VDOT Project No. 0066-076-074, C501, P101, R201 (UPC 100566), the proposed improvements to the I-66 and Route 15 Interchange in Prince William County, Virginia. This project entails two components as an addendum to work conducted by Coastal Carolina Research in 1999. The first component involves metal detector survey within the project area of potential effect (APE) between Route 15 and Route 29 along I-66 for a 2.0-mile segment and an updated architectural survey. The APE for metal detecting for this component was defined as 150-feet from the edge of pavement on both sides of existing I-66. The architectural survey included all resources 50 years or older within view of the project. The second component includes an expanded area of investigation for the Route 15 and I-66 interchange. The APE for the interchange survey included an area within a 1500 foot radius around the existing intersection of Route 15 and I-66 as well as a 1300-x-300 foot section to the west of the interchange area and a 900-x-100 foot segment on the west side of Route 15 south of the radius. These areas were subject to archaeological testing in the form of shovel testing, metal detecting and updated architectural survey. The archaeological survey was limited to the above defined APE. The historic architectural resources surveyed were limited to those built in or prior to 1965 and within view of the proposed project improvement area.

CRI designed the survey methods to provide VDOT with definitive information on the presence and type of archaeological resources located within the project APE and to assess the potential for further investigation of any identified sites. All property owners were contacted and informed of the cultural resources survey and none of the property owners denied access.

All cultural resources services proposed herein are pursuant to the National Historic Preservation Act of 1966, as amended, the Archaeological and Historic Preservation Act of 1974, Executive Order 11593, relevant sections of 36CFR660-666 and 36CFR800. The CRI Principal Investigator and Architectural Historian directing this survey meet the professional qualification standards of the Department of the Interior (48 FR 44738-9). The fieldwork component of these investigations will conform to the qualifications specified in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (Federal Register 48:44716-44742, September 29, 1983), and the *Guidelines for Conducting Cultural Resource Survey in Virginia: Additional Guidance for the Implementation of the Federal Standards Entitled Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 FR 44742, September 29, 1983) 1999, rev. 2009. All records will be curated according to the requirements specified in *Curation of Federally Owned and Administered Archaeological Collections* (36 CFR Part 79) and Virginia Department of Historic Resources' *State Curation Standards*. The technical report will be compiled with reference to the Virginia Department of Transportation's *Expectations and Standard Products for Cultural Resource Surveys*, as well as the federal guidelines mentioned above and the VDHR's

How to Use Historic Contexts in Virginia (1992), *Guidelines for Preparing Identification and Evaluation Reports* (1996).

Principal Investigators Ellen M. Brady and Dane T. Magoon oversaw the project and prepared the research design. The report was authored by Aimee J. Leithoff, Sandra DeChard, and Ms. Brady. Background research was conducted by Brian Schools, Ms. Brady and Ms. Leithoff. Crew Chief Richard Freedman directed the work in the field and was assisted by Brian School, Chris Cameron, Megan Holleran and Donnie Sadler. Metal Detecting was conducted by Brian Schools. The recovered artifacts were processed and cataloged by Laboratory Supervisor Emily Lindtveit. Architectural Historian Sandra DeChard and Emily Lindtveit conducted the architectural survey. Architectural Historian Sandra DeChard prepared the DSS forms assisted by Emily Lindtveit, as well as authored the architectural report and recommendations tables. John Fogg prepared the report graphics and project maps. Copies of all field notes, maps, correspondence, and historical research materials are temporarily on file at CRI's office in Richmond, Virginia.

This report was prepared with funding from VDOT and the Federal Highway Administration (FHWA). The contents of this report reflect the views of CRI, who is responsible for the accuracy of the data presented therein. The contents do not necessarily reflect the official views or policies of VDOT or the FHWA. This report does not constitute a standard, specification, or regulation.

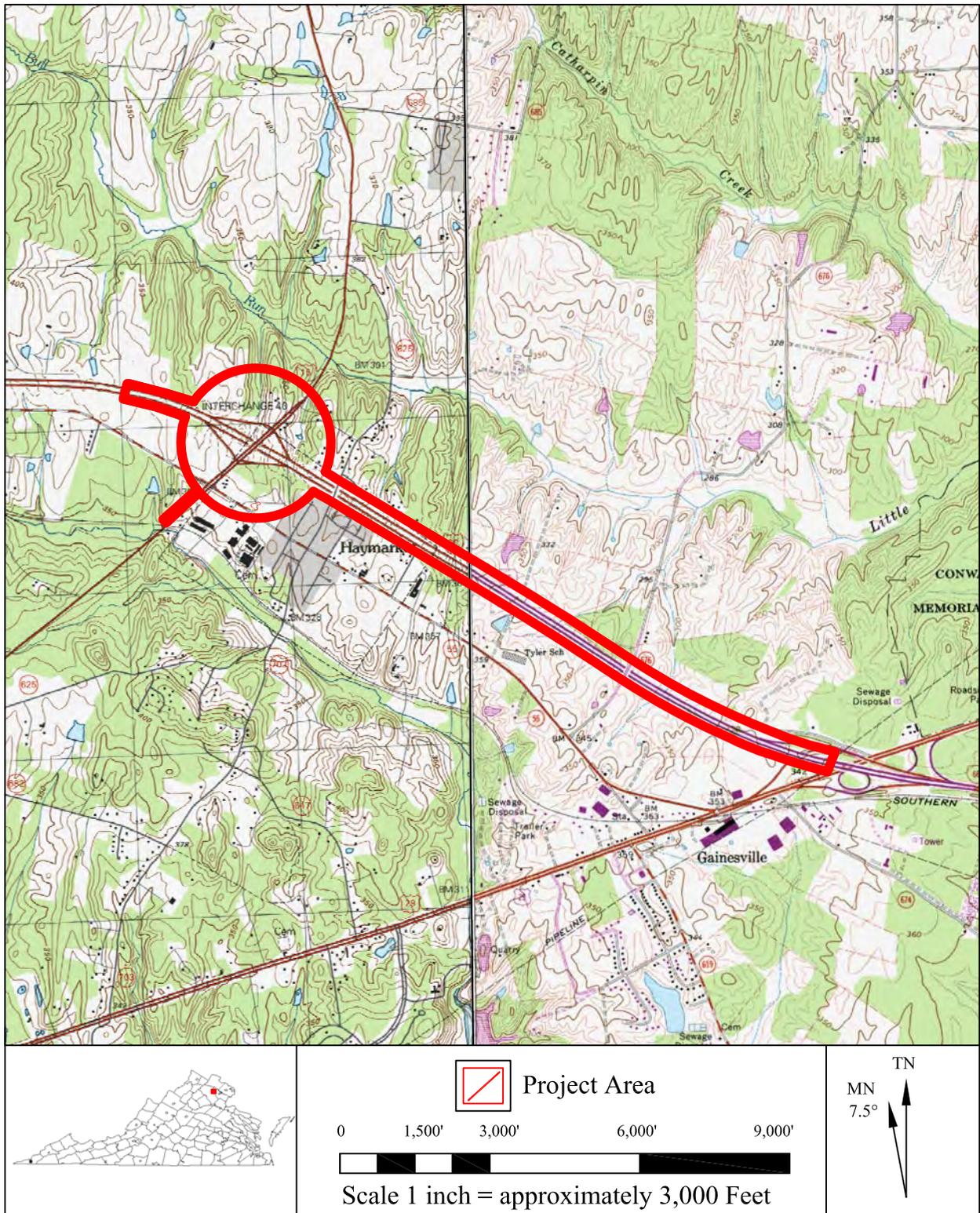


Figure 1. Detail of *Gainesville and Thoroughfare Gap, VA* USGS Quadrangles Depicting the Project Area for The I-66 and Route 15 and 29 Cultural Resources Studies (USGS/Maptech 1998).

II. ENVIRONMENTAL CONTEXT

Physical Description and Environmental Setting

This project entails the widening of I-66 and proposed improvements to the I-66 and Route 15 interchange, in Prince William County. The project corridor starts west of the interchange for I-66 and Route 15 to the I-66 and Route 29 interchange for a length of 2.5 miles, and includes a 1500 foot radius around the I-66 and Route 15 interchange. The project area consists of wooded and grassy areas, paved parking lots and development around the I-66 and Route 15 interchange and Haymarket area, along with heavily disturbed areas.

Geology and Topography

The project area lies within the Piedmont Physiographic Province. The Piedmont province in Virginia extends from the falls of the rivers west to the Blue Ridge Mountains. Elevations generally slope eastward across the province from 1,000-1,350 ft above sea level to approximately 300 ft at the fall line (Dietrich 1970:104-5). The Piedmont landscape is characterized by a gently rolling topography. This well-defined erosion surface is referred to as a peneplain. Elevations within the project area range from 320 to 380 feet amsl.

The Piedmont consists primarily of metamorphic and granitic rocks with occasional pockets of sedimentary material. The most common rock types are pre-Cambrian metamorphics which were originally created as sedimentary or igneous material. These were metamorphosed during the Triassic Period, when regional stresses transformed this igneous and sedimentary material into gneisses and schists. Other common types were formed during that time, at considerable depths below the surface, when intrusions of magma began to cool into even-grained granites and monzonites. At that time in the early Triassic, the surface was very near sea level, and there are surviving deposits of sedimentary material. By the late Triassic, this mixture of pre-Cambrian and early Triassic materials was being cut by diabase and pegmatite dikes (Miller 1962:5).

The project area is situated on Mesozoic sedimentary rocks belonging to the Newark Supergroup, which consist of sandstone, siltstone and shale intruded upon by igneous rock (Rader and Evans 1993).

Hydrology

The project area is drained by Bull Run and its tributaries. Bull Run drains into Occoquan Creek which drains into the Potomac River.

Soil Morphology

Soils in the project area range from poorly drained to well drained. Table 1 provides an overview of soil characteristics, type and class and serves as a key to Figures 2-3, which illustrate the soils throughout the project area.

Table 1. Soil Types in the Project Vicinity (Web Soil Survey 2011).

Map Symbol	Soil Type and Class	Slope	Drainage/Erosion Characteristics
1A	Aden silt loam	0-2%	Poorly drained
2B	Airmont-Weverton complex	2-7%	Moderately well drained
2C	Airmont-Weverton complex	7-15%	Moderately well drained
3A	Albano silt loam	0-4%	Poorly drained
4B	Arcola silt loam	2-7%	Well drained
5C	Arcola-Nestoria complex	7-15%	Well drained
7A	Bermudian silt loam	0-2%	Well drained
11B	Calverton silt loam	0-7%	Moderately well drained
13B	Catlett-Sycoline complex	2-7%	Well drained
13C	Catlett-Sycoline complex	7-15%	Well drained
17A	Dulles silt loam	0-4%	Moderately well drained
31B	Jackland-Haymarket complex	2-7%	Moderately well drained
31C	Jackland-Haymarket complex	7-15%	Moderately well drained
32A	Kelly silt loam	0-2%	Moderately well drained
33B	Legore-Oakhill complex	2-%	Well drained
33C	Legore-Oakhill complex	7-15%	Well drained
35B	Manassas silt loam	2-7%	Moderately well drained
38B	Meadowville loam	0-5%	Well drained
40B	Montalto silty clay loam	2-7%	Well drained
40C	Montalto silty clay loam	7-15%	Well drained
43E	Nestoria gravelly silt loam	25-50%	Well drained
46B	Panorama silt loam	2-7%	Well drained
46C	Panorama silt loam	7-15%	Well drained
48A	Reaville silt loam	0-4%	Somewhat poorly drained
49A	Rowland silt loam	0-2%	Moderately well drained
52B	Sudley-Oatlands complex	2-7%	Well drained
52C	Sudley-Oatlands complex	7-15%	Well drained
53B	Sycoline-Kelly complex	2-7%	Moderately well drained
56A	Waxpool silt loam	0-2%	Poorly drained
W	Water		

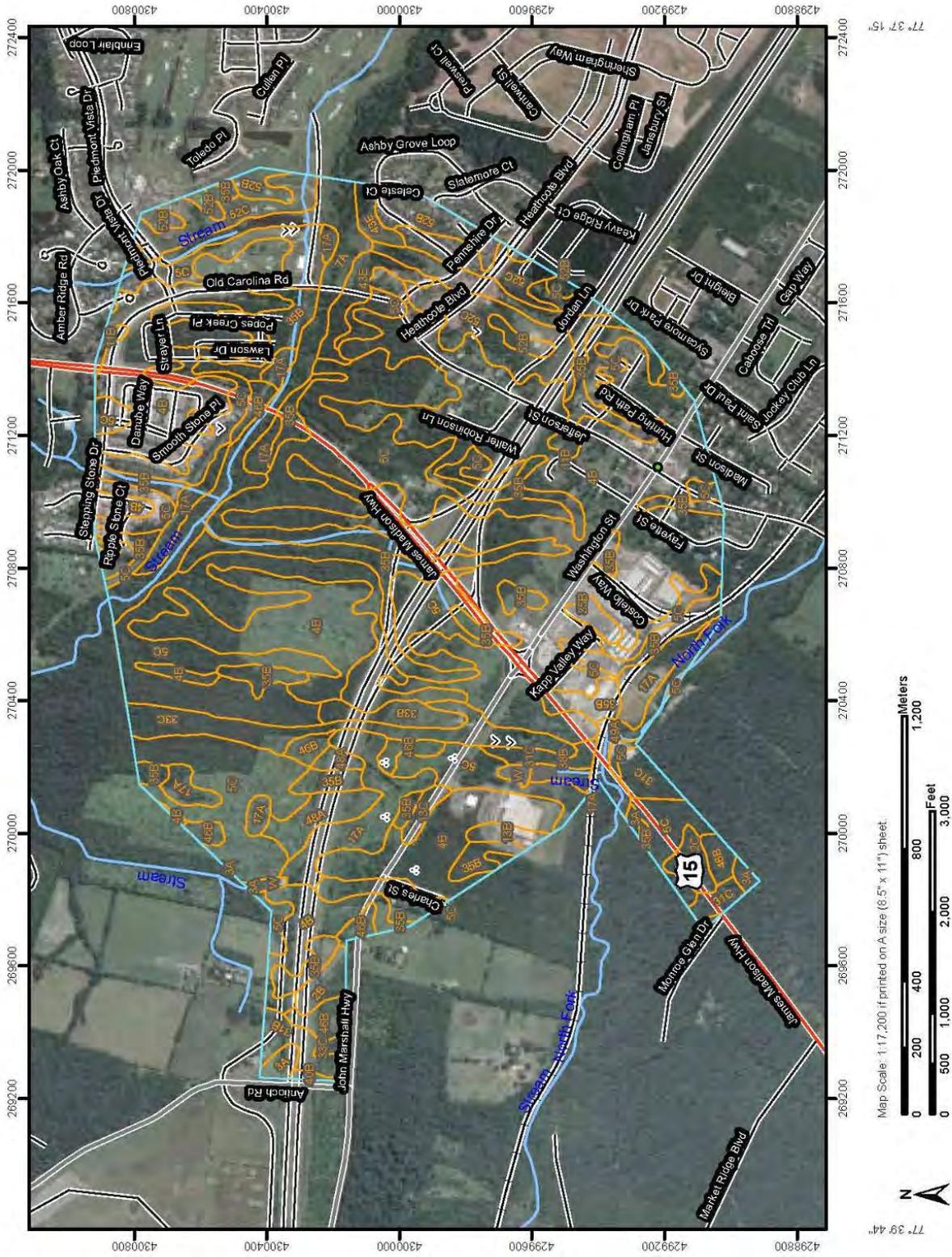


Figure 2. Soil Map of the Project Vicinity I-66 and Route 15 Interchange (Soil Survey 2011).

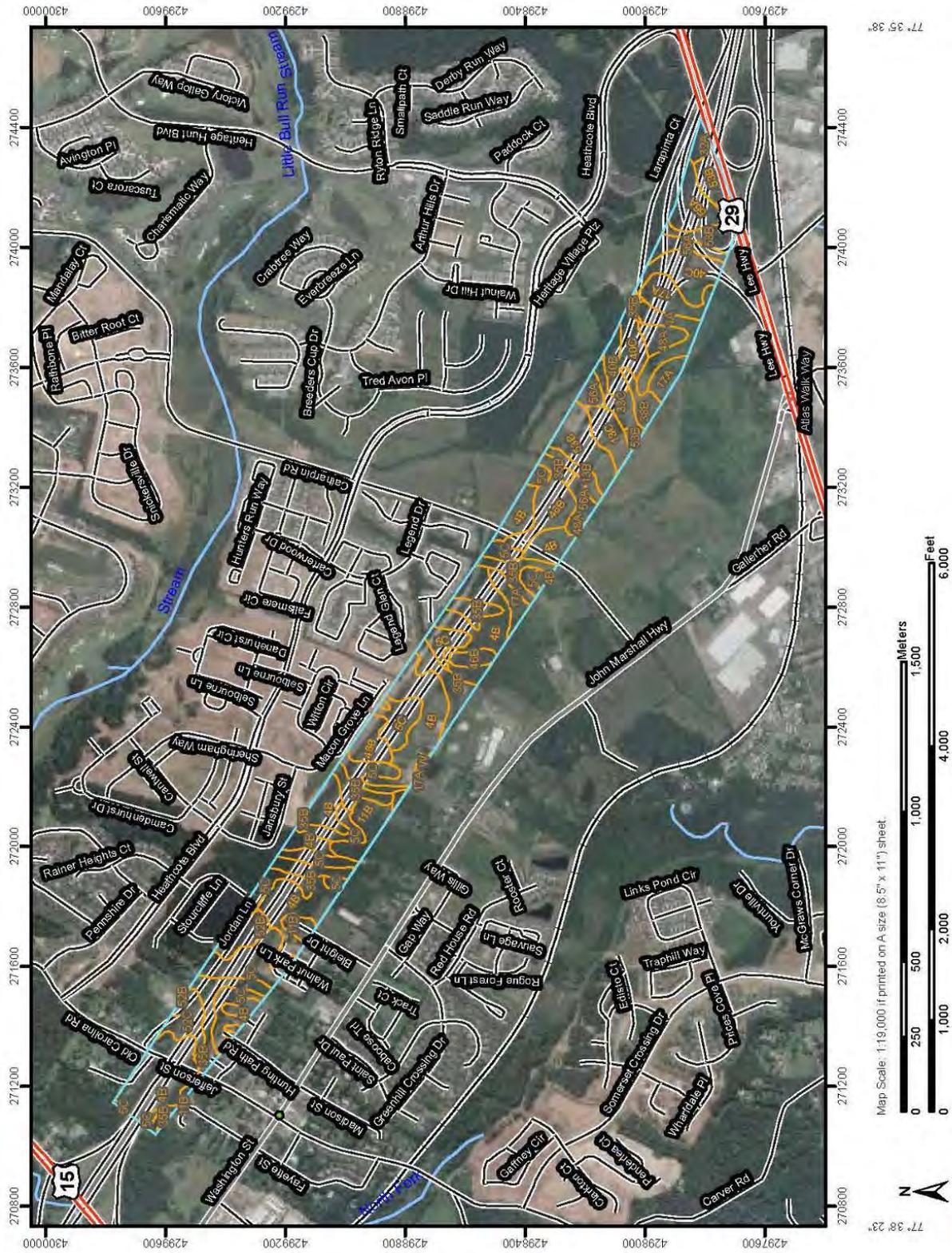


Figure 3. Soil Map of the Project Vicinity I-66 Widening (Soil Survey 2011).

Natural Resources

The project area currently consists of deciduous forest and open grass lands. Prior to the modern era, the historic landscape comprised a mosaic of open farm fields and large tracts of hardwood and pine forests. Prior to the arrival of Europeans, this region supported a diverse biotic and floral community. Numerous large game animals such as elk and whitetail deer, as well as predators including black bear, eastern gray wolf, and bobcat, roamed the Piedmont. The most common terrestrial wildlife in the area today includes deer, turkey, fox, raccoon, opossum, squirrel, rabbit, weasel, and groundhog. Amphibians and reptiles such as snakes, lizards, salamanders, frogs, and turtles are found throughout the property. Numerous species of wild songbirds nest in the area. Birds of prey and waterfowl are also commonly seen.

III. BACKGROUND RESEARCH

Background Research

Background research was conducted at the VDHR and the Library of Virginia. The documents consulted included historic maps, archive files, VDHR DSS, Civil War resources mapping prepared by the American Battlefield Protection Program (ABPP) and Library of Congress digital map and photograph archives.

The background research included a thorough review of the VDHR archives for information on all recorded cultural resources located within a 1.0-mile radius of the project area. Background research also focused on relevant sources of local historical information and available historical maps, which were examined to provide a historical context and to search for any structures and/or other cultural features that may have been present within the project area.

As an addendum to the work conducted by Coastal Carolina Research in 1999, background research was primarily focused on updating the prior research and additional survey and information between 1999 and the present survey. Prince William County and the project area have continued to see urban development since the 1999 survey was conducted. The project area shows further evidence of disturbance and development conditions since the 1999 survey.

Previous Investigations

Archaeological Sites

Three previously recorded sites are located within the APE and 98 previously recorded archaeological sites were identified with a 1.0-mile radius of the project area (Figure 4, Table 2). Sites 44PW0985 and 44PW0986 are located within the APE. Both were recorded by CCR during the 1999 survey of the project area. 44PW0986 falls within the I-66 and Route 15 Interchange and was recommended potentially eligible by CCR. Site 44PW0985 is located within the I-66 widening project area and was recommended not eligible by CCR. Site 44PW0680 is a prehistoric lithic scatter that was identified by Thunderbird in 1993. The site was determined not eligible in 1994. Site 44PW1121 was recorded by Thunderbird in 2000 and is located just outside the APE. This site was recorded as a standing dwelling that has not been evaluated; however this area is now dense with new residential homes and the site has been destroyed.

Archaeological surveys conducted since CCR did their research and survey in 1999 include the following: Thunderbird and Wetland Studies and Solutions have conducted nine surveys in the project vicinity since 1999. Survey years include 2000, 2001, 2002, 2003, 2005, 2007, 2008 and 2009. These surveys have been for development projects likely subject to County-level review only and the majority of the sites remain unevaluated with respect to NRHP eligibility.

Table 2. Previously Recorded Archaeological Sites within a 1.0-Mile Radius of the Project Area.

VDHR ID	Resource Type	Association	Recorded by	NRHP Recommendation
44PW0075	Camp	Late Archaic, Middle Archaic, Middle Woodland	Spilker 1980	Not Evaluated
44PW0677	Dwelling, single, Trash scatter	18th Century: 4th quarter, 19th Century: 1st half	Thunderbird 1993	Not Evaluated
44PW0678	Other	Prehistoric/Unknown	Thunderbird 1993	Not Eligible 1994
44PW0679	Barn	19th Century: 2nd half, 20th Century: 1st half	Thunderbird 1993	Not Eligible 1994
44PW0680	Lithic workshop	Prehistoric/Unknown	Thunderbird 1993	Not Eligible 1994
44PW0689	Camp, Other	18th Century: 4th quarter, 19th Century: 1st quarter, Archaic, Woodland	Thunderbird 1994	Not Evaluated
44PW0690	Camp, temporary, Other	18th Century: 2nd half, 19th Century: 1st half, Woodland	Thunderbird 1994	Not Evaluated
44PW0697	Camp, temporary	Late Archaic	ESI 1993	Not Eligible 1997
44PW0699	Camp, temporary, Lithic workshop	Prehistoric/Unknown	ESI 1993	Not Eligible 1997
44PW0701	Camp, temporary	Early Woodland	ESI 1993	Not Eligible 1994
44PW0704	Camp, temporary, Farmstead	20th Century, Early Woodland	ESI 1993	Potentially Eligible 1997
44PW0705	Camp, temporary	Early Woodland, Middle Archaic	ESI 1994	Not Eligible 1994
44PW0706	Camp, temporary	Middle Archaic	ESI 1994	Not Eligible 1997
44PW0707	Camp	Prehistoric/Unknown	ESI 1993	Not Eligible 1997
44PW0708	Camp, temporary	Prehistoric/Unknown	ESI 1993	Not Eligible 1994
44PW0709	Farmstead	18th Century: 2nd half, 19th Century: 1st quarter	ESI 1993	Not Eligible 1994
44PW0731	Dwelling, single	19th Century, 20th Century	Thunderbird 1995	Not Evaluated
44PW0826	Other	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0827	Camp	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0828	Other	Woodland	JMA 1994	Not Evaluated
44PW0829	Other	Historic/Unknown, Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0830	Other	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0831	Other	20th Century, Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0832	Camp	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0833	Camp	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0834	Other	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0835	Other	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0836	Camp	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0837	Dwelling, multiple, Outbuilding	20th Century: 1st quarter	JMA 1994	Not Evaluated
44PW0838	Other	Prehistoric/Unknown	JMA 1994	Not Evaluated
44PW0865	Lithic workshop	Prehistoric/Unknown	JMA 1994; Thunderbird 1995	Not Evaluated
44PW0874	Trash scatter	19th Century, 20th Century	Thunderbird 1995	Not Evaluated
44PW0875	Camp, Dwelling, single	19th Century: 2nd half, 20th Century, Prehistoric/Unknown	Thunderbird 1995	Not Evaluated

Table 2. Previously Recorded Archaeological Sites within a 1.0-Mile Radius of the Project Area.

VDHR ID	Resource Type	Association	Recorded by	NRHP Recommendation
44PW0876	Cemetery	19th Century, 20th Century	Thunderbird 1995	Not Evaluated
44PW0877	Dwelling, single	19th Century: 2nd half, 20th Century	Thunderbird 1995	Not Evaluated
44PW0878	Cemetery	19th Century, 20th Century	Thunderbird 1995	Not Evaluated
44PW0879	Camp, Other	19th Century, 20th Century, Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0880	Trash scatter	19th Century: 4th quarter, 20th Century	Thunderbird 1995	Not Evaluated
44PW0881	Dwelling, single, Lithic workshop	19th Century, 20th Century, Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0882	Lithic workshop	Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0883	Trash scatter	19th Century: 4th quarter, 20th Century: 1st quarter	Thunderbird 1995	Not Evaluated
44PW0884	Trash scatter	19th Century, 20th Century	Thunderbird 1995	Not Evaluated
44PW0885	Lithic workshop, Trash scatter	Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0889	Dwelling, single, Other	19th Century: 4th quarter, Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0890	Camp	Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0891	Camp	Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0892	Camp	Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0893	Camp	Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0894	Camp, Other	20th Century: 1st quarter, Prehistoric/Unknown	Thunderbird 1995	Not Evaluated
44PW0895	Trash scatter	19th Century: 4th quarter	Thunderbird 1995	Not Evaluated
44PW0896	Trash scatter	null	Thunderbird 1995	Not Evaluated
44PW0897	Trash scatter	19th Century: 4th quarter, 20th Century: 1st quarter	Thunderbird 1995	Not Evaluated
44PW0898	Dwelling, single	19th Century, 20th Century	Thunderbird 1995	Not Evaluated
44PW0965	Dwelling, single	20th Century: 1st quarter	Thunderbird 1996	Not Evaluated
44PW0966	Dwelling, single	19th Century: 1st half	Thunderbird 1996	Not Evaluated
44PW0982	Camp, temporary	Prehistoric/Unknown	Thunderbird 1998	Not Evaluated
44PW0983	Camp, temporary	Prehistoric/Unknown	Thunderbird 1998	Not Evaluated
44PW0985	Quarry	Historic	CCR 1999	Not Evaluated
44PW0986	Dwelling	19 th century	CCR 1999	Not Evaluated
44PW0998	Camp, temporary	Middle Archaic	Thunderbird 1998	Not Evaluated
44PW0999	Camp, temporary	null	Thunderbird 1998	Not Evaluated
44PW1000	Camp, temporary	Prehistoric/Unknown	Thunderbird 1998	Not Evaluated
44PW1040	Cemetery	19th Century	CCR 1999; WSSI 2007	Not Evaluated
44PW1121	Dwelling, single	null	Thunderbird 2000 & WSSI 2007	Not Evaluated
44PW1122	Trash scatter	19th Century, 20th Century	Thunderbird 2000	Not Evaluated
44PW1123	Farmstead, Trash scatter	20th Century, Prehistoric/Unknown	Thunderbird 2000	Not Evaluated
44PW1124	Trash scatter	19th Century, 20th Century	Thunderbird 2000	Not Evaluated
44PW1125	Trash scatter	Prehistoric/Unknown	Thunderbird 2000	Not Evaluated
44PW1126	Trash scatter	Prehistoric/Unknown	Thunderbird 2000	Not Evaluated

Table 2. Previously Recorded Archaeological Sites within a 1.0-Mile Radius of the Project Area.

VDHR ID	Resource Type	Association	Recorded by	NRHP
				Recommendation
44PW1255	Trash scatter	19th Century: 2nd/3rd quarter	Thunderbird 2001	Not Eligible 2005
44PW1256	Farmstead	19th Century: 2nd/3rd quarter	Thunderbird 2001	Not Eligible 2005
44PW1257	Dwelling, single, Farmstead, Outbuilding	19th Century: 4th quarter, 20th Century	Thunderbird 2001	Not Eligible 2005
44PW1270	Farmstead	20th Century	Thunderbird 2002	Not Evaluated
44PW1481	Lithic scatter	Prehistoric/Unknown	Thunderbird 2003	Not Evaluated
44PW1482	Lithic scatter	Prehistoric/Unknown	Thunderbird 2003	Not Evaluated
44PW1483	Camp, temporary	Middle Archaic	Thunderbird 2003	Not Evaluated
44PW1484	Farmstead	20th Century	Thunderbird 2003	Not Evaluated
44PW1488	Lithic scatter	Prehistoric/Unknown	Thunderbird 2003	Not Evaluated
44PW1493	Dwelling, single	19th Century: 2nd half, 20th Century: 1st half	Thunderbird 2003	Not Evaluated
44PW1494	Cemetery	Historic/Unknown	Thunderbird 2003	Not Evaluated
44PW1593	Dwelling, single	19th Century: 2nd half	Thunderbird 2003	Not Evaluated
44PW1595	Trash scatter	19th Century: 2nd half, 20th Century: 1st half	CRI 2005	Potentially Eligible 2006
44PW1596	Cemetery, Trash scatter	20th Century	CRI 2005	Not Eligible 2006
44PW1617	Outbuilding	19th Century: 2nd half	CRI 2005	Not Evaluated
44PW1636	Dwelling, single	20th Century	CRI 2005	Not Eligible 2009
44PW1637	Dwelling, single	19th Century: 1st half	JRIA 2005	Not Eligible 2009
44PW1656	Trash scatter	19th Century: 4th quarter, 20th Century	JRIA 2005 & 2006	Not Evaluated
44PW1660	Dwelling, single	19th Century: 4th quarter, 20th Century	Thunderbird 2005	Not Eligible 2007
44PW1661	Dwelling, single	18th Century: 4th quarter, 19th Century: 1st half	Thunderbird 2005	Not Eligible 2007
44PW1662	Dwelling, single	19th Century: 2nd half, 20th Century	Thunderbird 2005 & 2008	Eligible 2007
44PW1663	Dwelling, single	20th Century	Thunderbird 2005	Not Eligible 2007
44PW1799	Dwelling, single	20th Century	WSSI 2008	Not Evaluated
44PW1838	Dwelling, single	19th Century: 2nd half	WSSI 2008	Not Evaluated
44PW1839	Farmstead	19th Century: 4th quarter, 20th Century	WSSI 2008	Not Evaluated
44PW1852	Camp	19th Century: 2nd/3rd quarter	WSSI 2008	Not Evaluated
44PW1853	Trash Scatter	Historic/unknown	WSSI 2008	Not Evaluated
44PW1854	Trash Scatter Camp	Historic/unknown Prehistoric/unknown	WSSI 2008	Not Evaluated

* Highlighted resources are within the APE.

In 2005, CRI conducted two surveys; one for the Hunter Tract and one for the Atlantic Research Corporation Tract. One site identified during the Hunter Tract survey, 44PW1595 was recommended potentially eligible for listing on the NRHP. The remaining sites were recommended not eligible for listing on the NRHP.

In 2005, JRIA conducted a survey for a project to meet County regulations. One site was subject to a Phase II evaluation in 2006 and both sites were determined not eligible.

Architectural Resources

Seven previously recorded sites are located within the APE and 75 previously recorded architectural sites were identified with a 1.0 -mile radius of the project area (Figure 5, Table 3). The seven resources within the APE include three battlefields. The Second Battle of Manassas (076-5190) falls within the APE at the Route 29 and I-66 intersection. The Manassas Station Operations Battlefield (076-036) was determined eligible by ABPP in 2007 and falls within the APE within the 1500 foot Radius around I-66 and the Route 15 Interchange. The Buckland Mills Battelfield (030-5152) intersects the project area in the vicinity of the I-66/Route 15 Interchange. The portion of the battlefield in the interchange is located within the ABPP's POTNR (Potential National Register Boundary) however this boundary is not currently mapped in the DSS system (Appendix D). The remaining resources are houses that date to 1910 (076-5033) which has been determined not eligible, and three houses that have not been evaluated that date to 1900 (233-0017) and 1920 (233-0020 & 233-0021).

Only a few surveys have taken place since CCR conducted its survey in 1999. In 2004 Kimble David recorded two resources that have not been evaluated. In 2005, VDOT documented two resources for a traffic light replacement at Route 15.

In 2006, Dovetail documented two resources for a Dominion Power Transmission line. In 2008 and 2009 Thunderbird and WSSI recorded several resources for a development project. In 2011, Ivancic prepared PIF's for several resources associated with a proposed Haymarket historic district.

Table 3. Previously Recorded Architectural Sites within a 1.0-Mile Radius of the Project Area.

VDHR ID	Resource Type	Association	Recorded by	NRHP Recommendation
030-5152	Buckland Mills Battlefield	1863	CWSAC 1992; ABPP 2007	Eligible 2007
076-0030	Waverly Plantation	1830	Morton 1959; Lewis 1973	Destroyed
076-0122	Woodlawn	ca. 1825	Jones 1980; David 2003	Eligible 2005
076-0139	Pattie-Dunbar-Florence House	No Date	Jones 1979	Destroyed
076-0140	R.H. Florence House	ca. 1910	Jones 1979	Destroyed
076-0150	North Fork Steel Truss Bridge #6013, Rt 625	ca. 1920	Jones 1979	Not Evaluated
076-0152	Gaines House, 14300 John Marshall Hwy (Manadier Sanitarium)	1875	Jone 1981; Polhill 1988; VDOT 2005	Not Eligible 2005
076-0193	Hillcrest Farm (Hillwood)	ca. 1900	VCU-ARC 1996	Not Eligible 2000
076-0194	Commercial strip, Rt 29	ca. 1945	VCU-ARC 1996	Not Evaluated
076-0195	Davis House	ca. 1900	Jones 1979	Not Evaluated
076-0196	House, Rt 29	ca. 1910	VCU-ARC 1996; Dovetail 2006	Not Evaluated
076-0201	Gainsville United Methodist Church	ca. 1886	VCU-ARC 1996; Ross 2001	Not Eligible 2001
076-0203	Jaquess-Triplett House	ca. 1900	No Information	Not Evaluated

Table 3. Previously Recorded Architectural Sites within a 1.0-Mile Radius of the Project Area.

VDHR ID	Resource Type	Association	Recorded by	NRHP Recommendation
076-0271	Manassas National Battlefield Park Historic District & Expansion	post 1820	Frazier and Associates 1987	NRHP 1966
076-0297	Conway Robinson Memorial State Forest	1937	Jones 1980; CCR 2004	Not Eligible 2005
076-0331	Sinclair House	ca. 1900	VCU-ARC 1996	Not Eligible 2000
076-0333	House, 7150 Catharpin Road	ca. 1890	Frazier and Associates 1987	Not Eligible 2002
076-0440	Green Hill Farm (Greenhill)	ca. 1895	JMA 1994	Destroyed
076-0467	Servant Quarters, 6715 James Madison Highway	ca. 1900	Wagner 1986; WSSI 2008	Destroyed
076-0498	House, Rt. 55	ca. 1910	VCU-ARC 1996	Not Evaluated
076-0499	House, 15509 Rt. 55	1910	VCU-ARC 1996	Not Evaluated
076-0500	House, 14505 Rt. 55	1910	VCU-ARC 1996	Not Evaluated
076-0501	House, Gallerher St.	1930	VCU-ARC 1996	Not Eligible 2000
076-0502	Store, Rt. 29	ca. 1920	VCU-ARC 1996	Not Eligible 2000
076-0503	House, 14126 Rt. 29	ca. 1940	VCU-ARC 1996	Not Eligible 2000
076-0504	House, 14180 Rt. 29	ca. 1910	VCU-ARC 1996	Not Eligible 2000
076-0506	House, Rt. 619	ca. 1930	VCU-ARC 1996	Not Eligible 1999
076-0507	House, 7604 Linton Hall Rd.	ca. 1940	VCU-ARC 1996	Not Eligible 1999
076-0508	House, 7710 Linton Hall Rd.	ca. 1930	VCU-ARC 1996	Not Eligible 1999
076-0664	House, 14206 Rt. 29	ca. 1910	VCU-ARC 1996	Not Eligible 2000
076-5033	House, off Rt 625	ca. 1910	CCR 1998	Not Eligible 2002
076-5035	Ody Cemetery	No Information	No Information	Not Evaluated
076-5036	Manassas Station Operations (Bristoe Station Battlefield/Kettle Run Battlefield)	1862	CWSAC 1992; ABPP 2007	Eligible 2007
076-5114	South Market Ruins	No Date	Taleff & Blondino 2003	Destroyed
076-5143	House, 14372 John Marshall Hwy	ca. 1920	VDOT 2005	Not Eligible 2005
076-5152	Fanny Harrison House, Lee Hwy	ca. 1900	Jones 1979; VCU-ARC 1996	Not Eligible 2000
076-5153	Methodist Parsonage (Hillwood Trailer Sales Office)	ca. 1900	Jones 1979; VCU-ARC 1996; Dovetail 2006	Not Eligible 2000
076-5154	Hillwood Trailer Park	No Date	Jones 1979; VCU-ARC 1996	Not Eligible 2000
076-5190	Second Battle of Manassas (Manassas II)	1862	CWSAC	Not Evaluated
076-5191	Martin-Scott Cemetery	ca. 1825	Thunderbird 2009	Not Evaluated
233-0002	St. Paul's Episcopal Church	1801	McMullin 1958; Lewis 1974	NRHP 1975
233-0004	McCormick House (Barnett House), 6745 Fayette St	pre 1821	Jone 1980; VCU-ARC 1996	Not Evaluated
233-0005	Haymarket Post Office (Drugstore)	ca. 1900	Jones 1979; Ivancic 2011	Eligible 2011
233-0006	Old Town Hall and Haymarket School	ca. 1883	Jones 1980; Kapp 1995	NRHP 2011

Table 3. Previously Recorded Architectural Sites within a 1.0-Mile Radius of the Project Area.

VDHR ID	Resource Type	Association	Recorded by	NRHP Recommendation
233-0007	House, 6707 Fayette St	ca. 1870	Jones 1980; Wagner 1986	Not Evaluated
233-0008	Winterham (Mayor's House, Dr. Payne House)	ca. 1880	Jones 1980	Not Evaluated
233-0009	St. Paul's Rectory	ca. 1910	Wagner 1986; Polhill 1987	Not Evaluated
233-0010	Gossom's Store, 15000 Washington St	ca. 1880	Jones 1980	Not Evaluated
233-0011	Mason Pickett House	post 1850	Frazier and Associates 1987	Not Evaluated
233-0013	Bernard Roland Building	ca. 1875	Jones 1980	Not Evaluated
233-0017	House, 15241 Washington St	ca. 1900	Wagner 1986	Not Evaluated
233-0018	House, 15120 Washington St	ca. 1900	Wagner 1986	Not Evaluated
233-0020	House, 6680 Fayette St	ca. 1920	Wagner 1986	Not Evaluated
233-0021	House, 6670 Fayette St	ca. 1920	Wagner 1986	Not Evaluated
233-0022	House, Fayette St	ca. 1900	Wagner 1986	Not Evaluated
233-0024	House, 15001 Washington St	ca. 1870	Wagner 1986	Not Evaluated
233-0025	Commercial Building, 6630 Jefferson St (Rt 625)	ca. 1935	Wagner 1986	Not Evaluated
233-0026	First Virginia Bank, Washington St	ca. 1920	Wagner 1986	Not Evaluated
233-0027	George Hulfish House (Utterback House, 6620 Jefferson St/Rt 625)	ca. 1872	Wagner 1986; Ivancic 2011	Not Eligible 2011
233-0029	House, 6705 Jefferson St (Rt 625)	ca. 1920	Wagner 1986	Not Evaluated
233-0030	House, 6706 Jefferson St (Rt 625)	ca. 1895	Wagner 1986	Not Evaluated
233-0031	House, 18401 John Marshall Hwy	ca. 1920	VCU-ARC 1996	Not Evaluated
233-0032	House, Jefferson St (Rt 625)	ca. 1910	VCU-ARC 1996	Not Evaluated
233-0033	House, 6754 Jefferson St (Rt 625)	ca. 1900	VCU-ARC 1996	Not Evaluated
233-0034	House, Jefferson St (Rt 625)	ca. 1920	VCU-ARC 1996	Not Evaluated
233-0035	House, 14841 Rt. 55	ca. 1900	VCU-ARC 1996	Not Evaluated
233-0036	House, Jefferson St (Rt 625)	ca. 1900	VCU-ARC 1996	Not Evaluated
233-0037	House, 6811 Jefferson St (Rt 625)	ca. 1900	VCU-ARC 1996	Not Evaluated
233-0038	House, Jefferson St (Rt 625)	ca. 1920	VCU-ARC 1996	Not Evaluated
233-0039	House, 6740 Fayette St.	ca. 1890	VCU-ARC 1996	Not Evaluated
233-5001	House, 6604 Jefferson St (Rt 625)	ca. 1900	CCR 1998	Not Eligible 2002
233-5002	Haymarket Historic District	post 1799	Wagner 1986; Goodrow 2004	Not Eligible 2004
233-5003	House, 14710 Washington St	ca. 1924	David 2004	Not Evaluated
233-5004	House, 14740 Washington St	ca. 1924	David 2004	Not Evaluated
233-5005	Haymarket Baptist Church	ca. 1894	Whitney 2006	Not Evaluated

* Highlighted resources are within the APE.

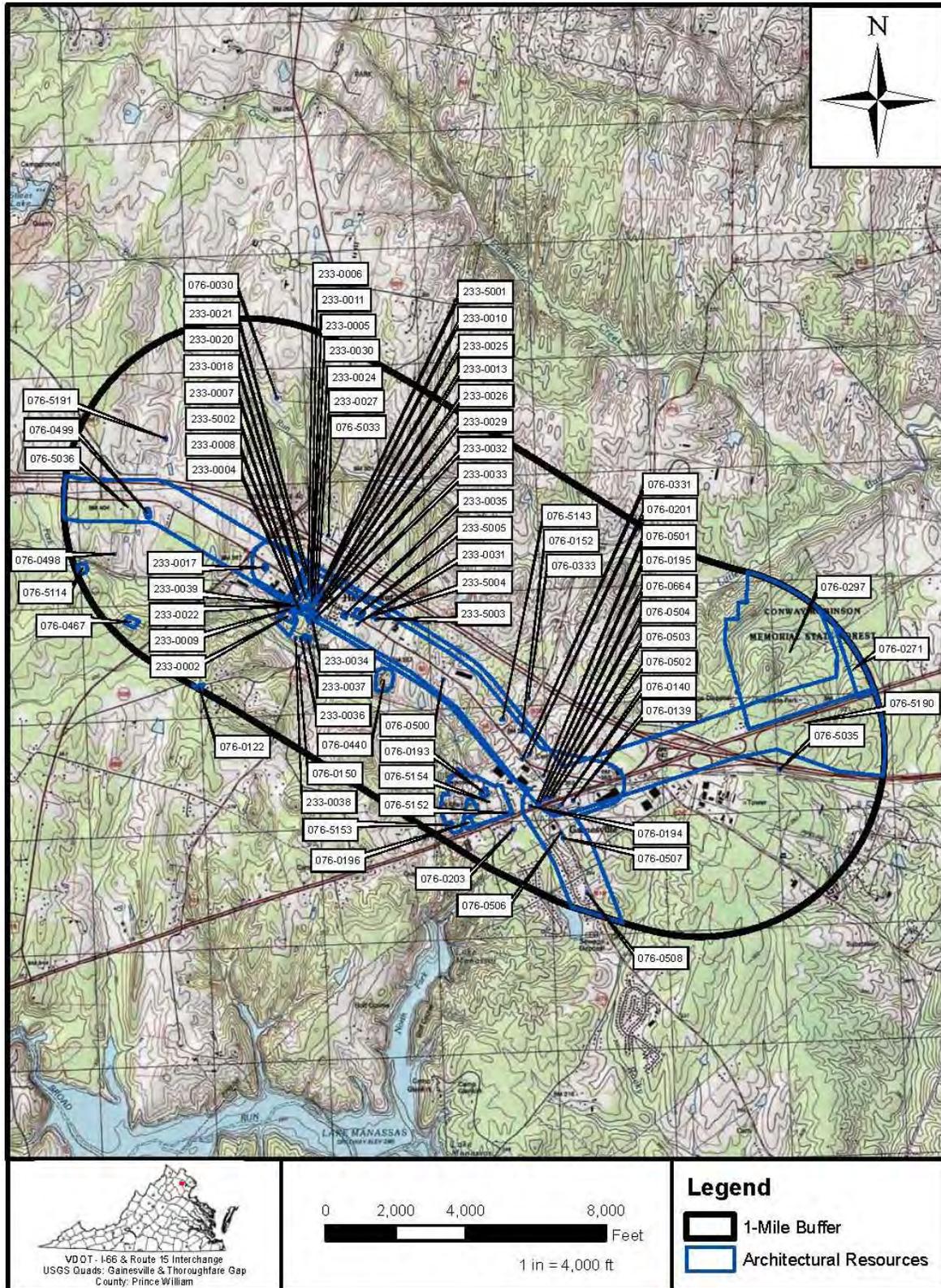


Figure 5. Detail of *Gainesville and Thoroughfare Gap, VA*, USGS Quadrangle, Depicting Previously Identified Architectural Resources within a 1.0- Mile Radius of the Project Area.

Established Historic Context for Cultural Resources in the Project Area

The following section provides the historic background research with the goal of establishing the appropriate cultural context for the project area as defined by the Secretary of the Interior's *Standards and Guidelines* for Archaeology and Historic Preservation and VDHR's (1997) *How to use Historic Contexts in Virginia: A Guide for Survey, Registration, Protection, and Treatment Projects*. The following context relates only to those resources identified during the current survey and is intended to augment the context developed during the original surveys for this project conducted in 1999.

Civil War (1861-1865)

By the 1860s, the issues of slavery and states' rights had precipitated armed conflict. Situated at a critical railroad junction only 25 miles southwest of Washington, D.C., Manassas soon became a bustling center of military activity. At the outbreak of war in 1861, the settlement of Tudor Hall—at what would become the City of Manassas—was characterized by scattered farmsteads of 100 to 200 acres. The focal point of this area was nearby Manassas Junction, where the Manassas Gap Railroad joined the Orange & Alexandria line. From the outset both sides realized the importance of this site. These rail lines, completed only a few years before, linked the rich Shenandoah Valley with the eastern part of the state and provided an essential route for moving troops between what promised to be Virginia's two primary theaters of war, the valley and the corridor between Washington and Richmond. Beginning in May 1861, large numbers of Confederate troops poured into Tudor Hall, building a network of 12 defensive fortifications around the junction and a series of signal stations to coordinate their actions (Hennessy 1989).

Due to its proximity to nearby Manassas, the area was repeatedly subject to activities associated with the Civil War. The general vicinity of the project area was associated with three military engagements: the Manassas Station Operations Battlefield (076-5036) which now the Bristoe Station Battlefield/Kettle Run Battlefield and events of 1862; the Second Battle of Manassas (076-5190) also dating to 1862; and Buckland Mills Battlefield (030-5152) which includes events of October 19, 1863 (Appendix D). The Second Battle of Manassas (076-5190) falls within the APE at the Route 29 and I-66 intersection. The Manassas Station Operations Battlefield (076-036) was determined eligible by ABPP in 2007 and falls within the APE within the 1500 foot Radius around I-66 and the Route 15 Interchange. The Buckland Mills Battlefield (030-5152) intersects the project area in the vicinity of the I-66/Route 15 Interchange.

The first major conflict of the Civil War was the First Battle of Bull Run, which took place on July 21, 1861 (Kennedy 1998; Rafuse 2000; Detzer 2004). Union troops, under the command of Irvin McDowell, moved towards Sudley Ford following a sharp and rather unsuccessful skirmish at Blackburn's Ford on July 18th. The Union forces at McDowell's disposal were approximately 35,000 strong and faced approximately 33,000 Confederate troops under the commands of Brigadier General P. G. T. Beauregard and Brigadier General Joseph E. Johnston. The capture and control of the rail lines located at

Manassas Junction was the strategic objective of the campaign (Kennedy 1998, Hennessy 1989, Rafuse 2000, Detzer 2004).

The Union advance towards Sudley Ford was slow and disorganized, and fighting throughout the day was focused in the vicinity of Matthews Hill and Henry Hill. Green commanders led green troops against green opponents, and the tide of the battle saw-sawed between sides throughout the morning as confusion and disorganization took their tolls. After finally taking Matthews Hill and preemptively declaring “Victory! Victory! The day is ours,” McDowell found that capturing and holding Henry Hill was a far more daunting task. Henry Hill changed hands several times, and Confederate General Jackson earned the “stonewall” moniker as his brigade helped hold this position. Union troops under the command of O. O. Howard attempted to take Chinn Ridge to expose the western flank of Henry Hill to attack, but Confederate reinforcements under the command of Arnold Elzey and Jubal Early overran Howard’s command on Chinn Ridge at 4:00 PM (Kennedy 1998, Hennessy 1989, Rafuse 2000, Detzer 2004). By 4:30 PM, McDowell had had enough and ordered a full retreat by all Federal forces. The Confederate forces were unable to mount an effective pursuit and the First Battle of Bull Run was over. The clash produced 2,896 Union and 1,982 Confederate casualties, making it the bloodiest engagement of the Civil War up to that point (Kennedy 1998, Hennessy 1989, Rafuse 2000, Detzer 2004).

The Confederate Army withdrew from Centerville to Cedar Run, Virginia in March of 1862, burning the bridge over Broad Run and Kettle Run along the Orange and Alexandria Railroad (Scott 1881:551). With the withdrawal of Confederate troops from Northern Virginia, Bristow came under control of the Union Army. From some point after June 16, 1862 to July 7, 1862, the 3rd Indiana Cavalry Regiment was stationed at Bristoe Station. The regiment was attached to either Shield’s Division, Department of the Rappahannock (to July of 1862), and/or Farnsworth’s 2nd Brigade, Pleasanton’s Cavalry Division, Army of the Potomac (to November of 1862; <http://www.civilwararchive.com/unreghst/unincav.htm>).

During August of 1862, while General John Pope was moving his troops westward towards Culpeper, Bristow was occupied by Union troops. Local accounts detail the typical Union guard as consisting of one company of infantry and one company of cavalry (Freeman 2001:316). Prior to the Second Battle of Bull Run, General “Stonewall” Jackson halted Pope’s westward movement and sent Munford’s 2nd Virginia Cavalry and Ewell’s division to cut the rail lines and capture Bristoe Station, while he moved towards Manassas Junction (Kennedy 1998, Hennessy 1993:111-114; Sauers 2000). After a brief engagement the Union troops at Bristoe Station fell to the Confederates and over a quarter-mile of track was quickly rendered impassable (Hennessy 1993:111-113). While one Union supply train was able to pass through the Confederates troops during this effort, the next two were derailed and the rail line and telegraph lines were effectively dismantled. Recognizing that the Confederates had cut his line of communications with Washington, Pope planned an attack across an eight-mile arc between the Warrenton Road and Bristoe Station.

On the morning of August 27, Major General Joseph Hooker led the 2nd Division of the Union's 3rd Corps east towards Bristoe, now guarded by Richard Ewell's division. Crossing Kettle Run under heavy Confederate artillery fire, Hooker's troops advanced on Bristoe and engaged Ewell's force. Fearing a Federal flanking movement, Ewell ordered his brigades to begin withdrawing to the east across Broad Run. The Union thrust cut through the northern portion of the project area, as well as to the north of the railroad bed and areas outside the project area. The retreat was completed by 6 PM, after which the Confederate engineers fired the railroad bridge across Broad Run. Exhausted from their advance, Hooker's troops mounted only a token pursuit. In what came to be known as the Battle of Kettle Run, Ewell successfully stalled the Union advance long enough for Jackson to withdraw from Manassas Junction, leaving the immense Federal stores in flames in a prologue to the Second Battle of Bull Run (Kennedy 1998, Hennessy 1993:111-138).

Following the withdrawal from Manassas Junction, Jackson moved his troops to the unfinished railroad bed located north of the Warrenton Turnpike. Jackson's men rested along the railroad bed and awaited the arrival of Confederate General Longstreet, with 31,000 men, and Confederate General Lee, as well as the oncoming Union Army of Virginia commanded by Pope. Pope mistakenly thought that Jackson has headed for Centerville and marched in that direction. At approximately 6:00 PM on August the 28th, Union troops marched along the Warrenton Turnpike in the vicinity of the unfinished railroad and Jackson ordered an attack. A heated battle developed around John Brawner's farm, and extended into the night.

The Second Battle of Bull Run was a stunning military defeat for the United States and allowed Confederate forces to go on the offensive for the first time. Within the week, John Pope was removed from command of the Union Army of Virginia and sent west to fight Native Americans. Union casualties totaled 13,826 troops, while the Confederate casualties totaled 8,353.

From September 25, 1863 through October 10, 1863, the 3rd Pennsylvania Cavalry of the 60th Pennsylvania Volunteer Regiment was at Bristow Station (Rawle 1905:343-344). The main regimental camp was established at Kettle Run, with the right end of the picket line extending to Bristow Station, where additional infantry units were located. Gregg's Division (2nd Division) was placed along the railroad tracks to guard against increasing guerilla activity, and the cavalry unit was assigned to temporary duty with Eustace's Brigade of Terry's Division of the 6th Corps (Rawle 1905:343-344). Encounters with Confederate raiders during pickets and patrols were common. The 3rd Pennsylvania cavalry was equipped with Sharp's carbines at this time (Coates and McAulay 1996:20-22). On the 10th of October the unit moved to Catlett's Station where General Terry was encamped.

Union General George Meade and Confederate General Robert E. Lee met at the Battle of Bristoe Station on October 14, 1863 (Figures 23 to 30). Meade's I, III, V, and VI corps were marching towards Centerville via Manassas along the south side of the Orange and Alexandria Railroad. Following Meade's crossing of Broad Run, Major

General Gouverneur K. Warren's II Corps arrived at Bristoe Station. General Lee ordered Ewell's II corps and Lieutenant General A. P. Hill's III Corps to march on Bristoe Station. A.P. Hill marched his troops along Greenwich Road, while Ewell marched his men cross-country, avoiding the major roads.

A.P. Hill spotted Meade's V corps crossing Broad Run and decided to mount an attack; however, he failed to see Warren's II corps marching along the southern side of the railroad embankment. As Hill focused his attack on the Union troops at Broad Run, Warren's troops quickly moved into position along the railroad embankment and opened fire into the charging Confederates. The Confederates managed to break through one portion of Warren's line along the far right, but artillery fire coming from the hill tops to the south of the railroad severely wounded Confederate Brigadier Generals John Cooke and William Kirkland, and the Confederates began to retreat.

Unlike the earlier battle, which followed a movement from southwest to northeast along the railbed, the use of the railroad embankment as a defensive position by the Union troops drew Confederate attacks from the northwest towards this position. The Union's use of the railroad embankment and adjacent hilltops to the south as firing positions gave the Union troops a distinct advantage throughout the battle. By 5:00 PM the Battle of Bristoe Station was essentially over, save for sporadic artillery fire throughout the evening. The Confederate forces involved in the engagement numbered 17,218, with 1,380 casualties; Union forces involved in the engagement totaled 8,383 troops, with 540 casualties (Townsend 1988, Kennedy 1998).

On October 17, 1863 General Robert E. Lee abandoned his advance at Bristoe conceding defeat by General Ambrose P. Hill. Confederate cavalry commander Major General J.E.B. Stuart with assistance from Major General Wade Hampton was covering Lee's retirement from the defeat at Bristoe Station, and retreated through Haymarket and Gainesville. Lee's other division, under Maj. Gen. Fitzhugh Lee, withdrew via Manassas Junction and Bristoe Station. On the evening of the 18th, Stuart, attacked by some of Pleasanton's troopers, fell back to the south bank of Broad Run at Buckland, waiting for Fitzhugh Lee's arrival.

On October 19, 1863, as Kilpatrick's men grew near Stuart's position, a courier from Fitzhugh Lee had delivered information that if the Federals could be lured south, Lee would attack their flank. As Kilpatrick's men approached, Stuart and Lee attacked both the flank and front forcing Kilpatrick's division to flee five miles to Haymarket and Gainesville, in the vicinity of the project area. The Confederates chased the Federals, capturing over 150 of them. This pursuit was referred to by the Confederates as the Buckland Races. This minor event constituted the last significant encounter in the Bristoe Campaign and was pleasing to Maj. Gen. Stuart.

Reconstruction and Growth (1865-1917)

As with most other eastern Virginia counties, Prince William was left devastated after four years of war. The most significant postwar development in the area was the

emergence of Manassas as an important regional commercial and government center. Laid out in 1865 and chartered as a town in 1873, Manassas became the seat of Prince William County in 1892. Despite a devastating fire in 1905 that completely destroyed the town's commercial core, Manassas continued to grow throughout the twentieth century (Wieder 1998).

Though the eastern part of Prince William did not suffer the physical destruction typical of neighboring areas, the social and economic life of the region was severely disrupted by four years of war. The total county population dropped from 12,733 in 1800 to only 7,504 in 1870. With the extension of the Richmond, Fredericksburg & Potomac Railroad through Prince William in 1872, new opportunities arose for area farmers to transport products to major urban markets. At the same time, fisheries along the Potomac produced millions of pounds of fish for export each year, and local mining and timbering operations were booming by the end of the nineteenth century (Wieder 1998: 18-19).

World War I to World War II (1917-1945)

At the outset of the early twentieth century, Prince William County remained largely rural, agricultural, and sparsely populated. This would begin to change with America's entry into the First World War. In April 1917, the Marine Corps chose Quantico as the site of their new Washington-area base, spurring considerable economic and residential growth in the area. In addition to Quantico, Fort Belvoir, which was established as a military camp between 1912 and 1915 in Fairfax County, became a major camp for the Army Corps of Engineers to aid in training for World War I. In 1917, the camp was officially named Camp A. A. Humphreys. The name changed to Fort Humphreys in 1922 and finally in 1935, the name Fort Belvoir was chosen (D.C. Military 2005). Combined with the growing military (Fort Belvoir and Quantico) and the federal government in Washington D.C., Northern Virginia experienced population growth and suburbanization throughout the first half of the twentieth century which would only continue to grow exponentially over the next 50 years (Weider 1998).

The New Dominion (1945-Present)

The trend of suburban development within Prince William County was accelerated as the area emerged as a "bedroom community" for Washington, D.C. in the 1970s and 1980s. The county's population grew by 560 percent between 1960 and 2000, prompting large-scale residential and commercial development throughout the county, first focusing on the eastern half of the county along the I-95 corridor and now on the western half of the county. Increasing emphases on tourism, as well as industrial and commercial enterprise, however, are counterbalancing the decline in the county's long agricultural heritage. With a current population of more than 280,000 residents, Prince William now faces the same issues of growth and conservation of natural and historic resources as many other communities situated within Virginia's "Silicone Crescent" between Washington and Norfolk (Traceries 1996).

Interstate 66 was proposed in 1956 when the Interstate highway system was begun. In 1959 the I-66 corridor between I-81 and Washington, DC was included on the National Interstate Map. I-66 met with little opposition at the onset of the project as the superhighway was seen as an important way to meet the defense, commercial, industrial, and commuting needs of a major metropolitan area. (http://www.roadstothefuture.com/Int66_MetroViennaRte.html). By 1967, construction was underway, but was halted temporarily while the Metro line in the median was planned (<http://www.virginiadot.org/projects/idea66/background.asp>).

In 1970, the Arlington Coalition on Transportation (ACT) filed a suit attempting to bar construction of the I-66 highway in the Arlington area. Federal District Court dismissed the case and the case was upheld in the Supreme Court in 1972 effectively barring construction. Eventually, an agreement was reached to complete an EIS for the project in the vicinity of Arlington which included multiple air quality studies, noise studies, and a reduced highway and a transit element (http://en.wikipedia.org/wiki/Interstate_66). The EIS for the highway was completed in 1974 and the highway was approved for construction in 1977.

Less controversial, was the construction of I-66 west of Arlington and in the vicinity of the project area. I-66 was rerouted around the City of Falls Church, increasing the highway's length while sparing the city from the road's immediate environmental impacts (http://en.wikipedia.org/wiki/Interstate_66).

IV. SURVEY METHODOLOGY

Archaeological Survey

I-66 Widening Project Corridor

The APE for the I-66 widening portion of the project is 150 feet from the pavement on either side of I-66 between Route 15 and Route 29. This is the same APE that was surveyed by CCR in 1999. Due to the proximity of Civil War Battlefields and revised survey method standards that have been implemented since 1999, the project area was subject to metal detecting to meet current standards.

Interstate 66 was proposed in 1956 when the Interstate highway system was begun. In 1959 the I-66 corridor between I-81 and Washington, DC was included on the National Interstate Map. I-66 met with little opposition at the onset of the project as the superhighway was seen as an important way to meet the defense, commercial, industrial, and commuting needs of a major metropolitan area. By 1967 construction had commenced and was largely completed by the end of the 1970s.

An experienced metal detector operator conducted a survey along the entire corridor. Metal detector survey was conducted using a Nautilus DMC II B and consisted of three transects within the 150-foot APE on each side of the road. The first transect was placed at approximately 25 feet from the edge of the pavement. The second transect was placed at approximately 75 feet from the edge of the pavement. The third transect was placed at approximately 125 feet from the edge of the pavement. A continuous sweep was conducted along these three transects and when readings were noted a circular pattern outward from the hit was conducted to determine the extent of the concentration. Modern metal objects collected during the metal detecting survey were discarded in the field.

The field technician conducting the metal detector survey has 17 years of experience. Field notes were collected to document the location of excavated metal detector hits, stratigraphic context, and the types of artifacts encountered during the metal detector survey. All excavated metal detector hit locations were recorded with GPS.

I-66 and Route 15 Interchange

The APE was defined as a 1500 foot radius from the intersection of Route 15 and I-66 along with a 1300 by 300 foot spur along I-66 to the west and a 900 by 100 foot spur to the south along Route 15. CRI field archaeologists excavated shovel tests at 75-foot intervals within this APE. Shovel test intervals were placed at 75 feet due to the linear nature of the project area alongside a modern road and the heavily disturbed nature of the majority of the project area. I-66 was constructed largely in the 1970s and large areas were disturbed during that process. Additionally, portions of the project area had been previously surveyed. The 75-foot survey interval is appropriate given the previous level of survey coverage and the results of that survey. The survey interval is adequate for the

identification of potentially significant, intact deposits with the APE, but also minimizes the identification of 20th century road debris and redundancy in the survey effort. Shovel tests were not excavated in areas with more than 15% slope or with standing water. A cruciform pattern of shovel testing at 37.5-foot intervals was placed around all positive shovel tests found along the original 75-foot transect, in order to determine the nature and extent of the archaeological deposits.

Site boundaries were determined by negative shovel tests. All shovel tests measured approximately 1.5-feet in diameter and were excavated to sterile subsoil. Soil from all shovel tests was passed through 1/4-inch mesh screen. For each excavated shovel test, the stratigraphic profile was recorded with complete descriptions using Munsell color designators (Munsell Color 1994) and U. S. Department of Agriculture soil texture terminology (Elder 1989). Field Archaeologists supplemented the shovel testing with surface inspection and collection in areas where surface visibility was high.

An experienced metal detector operator conducted a survey within the entire project area except for areas with excessive disturbance or that were overgrown. Metal detector survey was conducted using a Nautilus DMC II B and consisted of transects at a 75 foot interval within the APE. In areas that were heavily disturbed but not paved transects crossed the area but were placed judgmentally rather than on a grid formation. Close interval transects at a 37.5 foot interval were placed over the area containing previously recorded site 44PW0986. Modern metal objects collected during the metal detecting survey were discarded in the field.

The field technician conducting the metal detector survey has 17 years of experience. Field notes were collected to document the location of excavated metal detector hits, stratigraphic context, and the types of artifacts encountered during the metal detector survey. All excavated metal detector hit locations were recorded with GPS.

Laboratory Methods

CRI laboratory staff follows the guidelines set forth in the *Virginia Department of Historic Resources State Collections Management Standards* (rev. March 22, 2007) during collection processing. CRI uses an MS Access-based artifact database to catalog provenience information and artifacts. This catalog is included in Appendix A. All materials generated by this project will be curated according to the standards outlined in 36 CFR Part 79 (*Curation of Federally-Owned and Administered Archaeological Collections*). The artifacts will be transferred to the VDHR within three months of completion of the project.

All archaeological data and specimens collected during the current survey were transported to CRI's laboratory in Glen Allen, Virginia, for processing and analysis. Prior to washing, artifacts from a given provenience were first emptied into a screened basket and sorted. Next, the provenience information from the field bags was confirmed with the bag catalog and transferred onto bag tags. Stable objects were washed with tap water using a soft brush, with careful attention paid to the edges of ceramics and glass to

aid in the identification of body type and to assist in mending. Washed items were then placed by provenience on a drying rack.

Once dry, the artifacts were re-bagged by provenience and material type. Artifacts of a given provenience were placed in clean 2 ml thick re-sealable polyethylene bags that have been perforated to allow air exchange. Each grouped material type was placed in a separate plastic bag (i.e., all glass in one bag, all brick fragments in one bag, etc.) and each of these individual type bags were then placed in a larger bag with the bag tag noting the provenience.

After processing and re-bagging, the entire artifact assemblage was cataloged for analysis. Stylistic attributes were described using current terminology and recorded by count into a database for analysis. Once all the artifacts were cataloged, the ceramics were then pulled from their bags and marked with correct provenience information. Diagnostic ceramics were sorted out and grouped together based on type or ware and/or vessel or function and checked for cross mends.

Analysis of prehistoric lithic artifacts was aided by reference works such as *Stone Age Spear and Arrow Points of Mid-continental and Eastern United States* (Justice 1995; also Broyles 1971; Coe 1964; Hranicky 2003; Ritchie 1971). Analysis of historic artifacts was aided by reference works such as *The Parks Canada Glass Glossary* (Jones and Sullivan 1989), *Telling Time for Archaeologists* (Miller et al. 2000), *the Guide to Artifacts of Colonial America*, (Noel Hume 1969), and *the Colonial Williamsburg Foundation Laboratory Manual* (Pittman et al. 1987).

Definitions

This field survey used two designations for archaeological resources: the *archaeological site* and the *isolated archaeological find*. An *archaeological site* is regarded as any apparent location of human activity not limited to simple loss, casual or single-episode discard, and having sufficient archaeological evidence to indicate that further testing would produce interpretable archaeological data. Three artifacts related temporally or functionally within a spatially restricted area constitute an archaeological site (VDHR 2009: Chapter 6, page 1).

In contrast, an *isolated archaeological find* is defined as an area marked by surface indications and little else; containing three or less artifacts of a similar period; and/or representing an area reflecting simple loss, casual, or single-episode discard, all of which retain a low potential for providing additional interpretable archaeological data. By definition, archaeological resources of this type are not eligible for listing in the NRHP because they lack the ability to provide significant information about the prehistoric or historic past.

Property Access

All property owners were contacted and informed of the archaeological survey by CRI field staff and access was not denied to any of the properties.

Architectural Survey

All buildings or structures identified as built in or prior to 1965 that fell within the Area of Potential Effect (APE) were surveyed as well as all secondary resources associated with each property, if present. Each resource was photographed, a site plan was drawn, and the resource was located on a USGS quadrangle map, a copy of which was included with the DSS form. All resources were entered into the VDHR's Data Sharing Software (DSS) and a hard copy of the form generated. Recommendations on the eligibility of the surveyed resources for listing on the NRHP were made for each of the documented resources. Tax maps and assessment records for Prince William County provided specific construction date information for the survey and were obtained from the online Prince William County website.

V. ARCHAEOLOGICAL SURVEY RESULTS

The proposed VDOT project entails two parts: the widening of the I-66 between Gainesville and Haymarket and a new interchange at I-66 and Route 15, in Prince William County, Virginia. The project area was surveyed in 1999 by Coastal Carolina Research (CCR) for VDOT and the widening of I-66 (Brady et al. 1999). CCR also conducted a Phase II evaluation of Site 44PW0986 in 2000 (Brady et al. 2000). The current survey efforts are intended to update the investigations conducted in 1999 and 2000 by CCR (Figure 6). The I-66 widening project corridor starts east of Route 15 and extends to Route 29 along I-66. The width of the project Area of Potential Effect (APE) was limited to 150 feet from the edge of the pavement on both sides of the existing I-66 corridor and is two miles long. The APE for the I-66 and Route 15 interchange is the area within a 1500-foot radius from the center of the interchange, a 1300 foot by 300 foot area centered on I-66 to the west of the I-66 and Route 15 interchange, and a small 900 foot by 100 foot area on the west side of Route 15 south of the I-66 and Route 15 interchange. All archaeological survey was limited to the defined APE.

Civil War Battlefield Resources in the Project Areas

The project area as a whole, including the linear corridor study for the widening of I-66 as well as the improvements to the interchange at Route 15 in Haymarket, is located adjacent to the Second Battle of Manassas (076-5190) and the Manassas Station Operations Battlefield (076-5036). A small piece of the project area at the intersection of I-66 and Route 29 falls within the Second Battle of Manassas (076-5190) as mapped within the VDHR DSS system. Additionally, the section of the project area in the vicinity of the Route 15/I-66 Interchange is located within the POTNR as defined by the ABPP for the Buckland Mills Battlefield (030-5152). No archaeological evidence of Civil War military occupation or engagement were identified during the current Phase I investigation. In the absence of material cultural or landscape features associated with the battles no further work for these resources is recommended within the APE for this project.

I-66 Widening Results

The I-66 widening project consisted of a metal detector survey within the APE defined as 150 feet from the edge of the pavement on either side of I-66. This area was previously surveyed by CCR in 1999 (Brady et al. 1999) and the metal detector survey was conducted as an addendum to the 1999 work to be in compliance with the current VDHR survey standards. The project corridor is in close proximity to three Civil War period battlefields, two of which intersect the project APE. One previously recorded site 44PW0985 is located within the project area and was recorded by CCR in 1999 (Brady et al. 1999). The site was recorded as a possible mining/quarry site with a possible structure that was identified by two large brick scatters and two large holes or mines. The site was recommended not eligible for listing on the NRHP by CCR. The site area is now heavily overgrown and there is evidence for modern trash dumping in the vicinity. Large scale modern development and construction has occurred to the north of the site. No additional

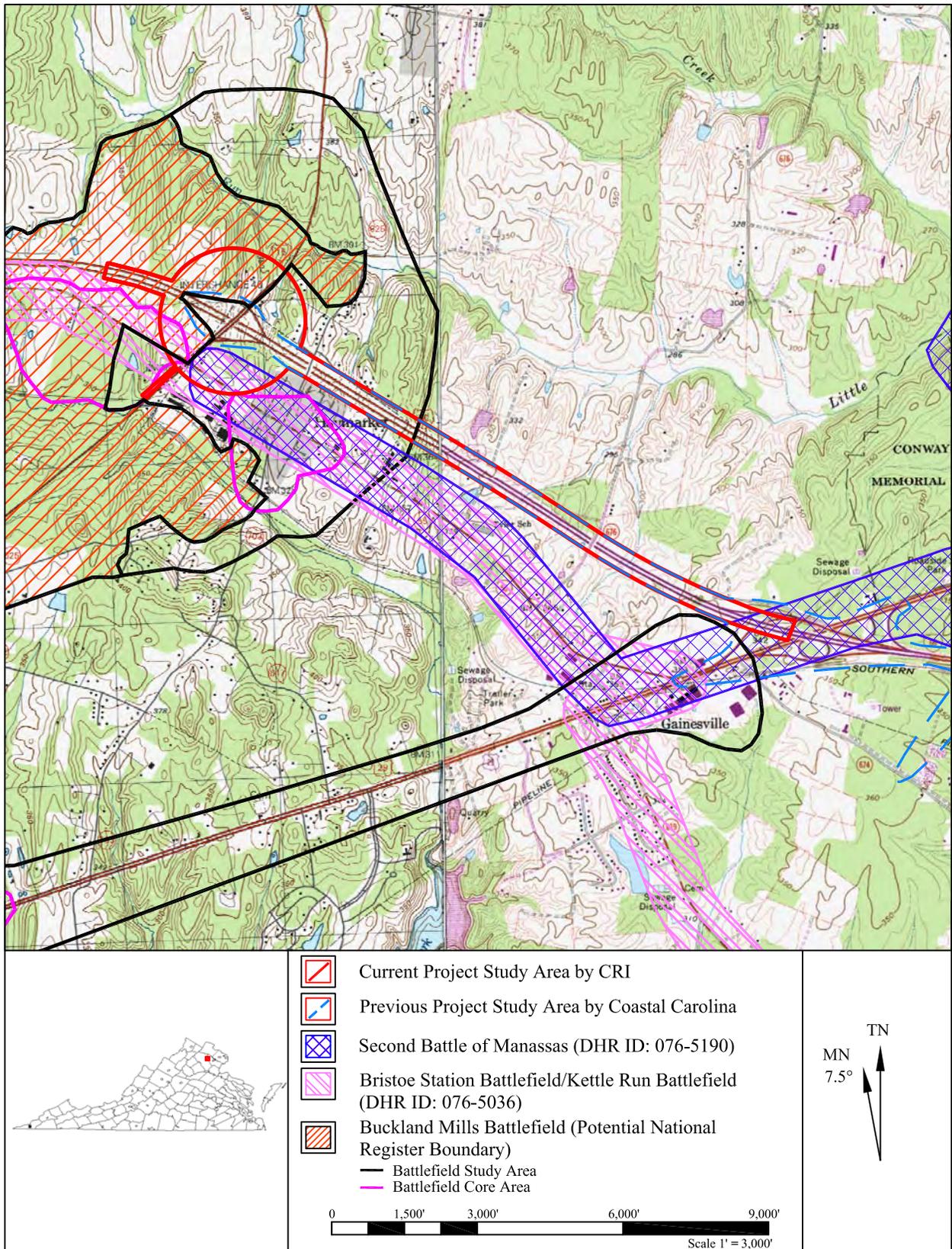


Figure 6. Detail of *Gainesville and Thoroughfare Gap, VA* USGS Quadrangles Depicting the Current and Previous Project Areas for The I-66 and Route 15 and 29 Cultural Resources Studies (USGS/Maptech 1998).



Figure 7. View of I-66 Widening Project Area, East of Old Carolina Road, Facing East.



Figure 8. View of I-66 Widening Project Area from Southside of I-66, Facing East.



Figure 9. View of I-66 Widening Project Area, East of Catharpin Road, Facing East.

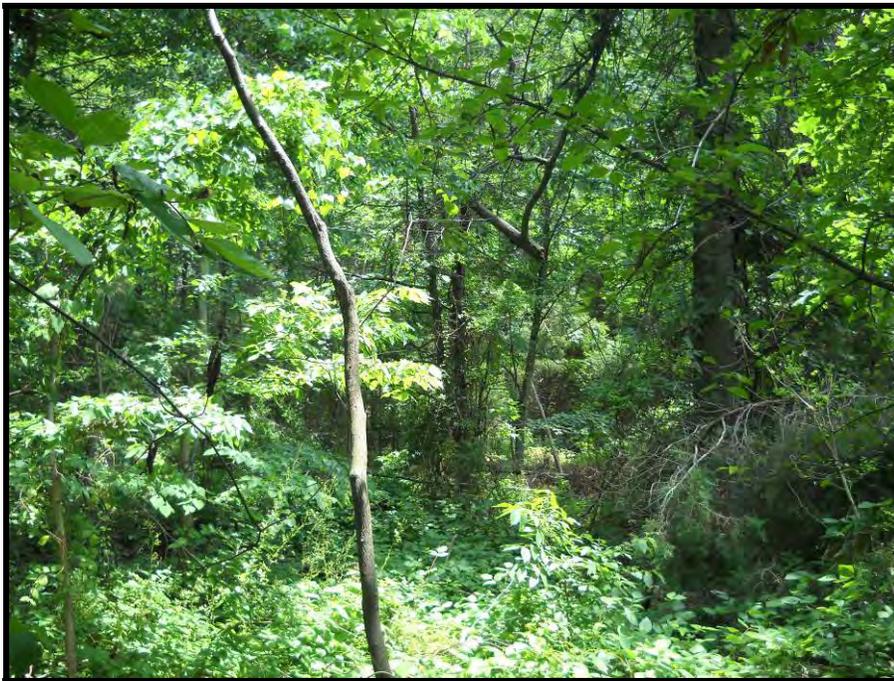


Figure 10. View of I-66 Widening Project Area, West of Catharpin Road, Facing East.



Figure 11. View of Site 44PW0985 from Graveled Turnabout, Facing North.



Figure 12. View of I-66 Widening Project Area Looking Towards Route 29, Facing East.

artifacts were recovered from the metal detector survey of this site. *CRI recommends no further work for site 44PW0985.*

The widening project corridor consisted of open grassy areas, areas of disturbance, and wooded parcels along I-66 (Figures 7-12). Metal detecting was conducted in 3 parallel transects at 25, 75 and 125 feet from the edge of pavement on both sides of I-66 from the I-66 and Route 15 intersection to the Route 29 and I-66 intersection (Appendix B). The transect located at 25 feet from the edge of pavement was typically disturbed and characterized by modern road side debris. Modern metal artifacts such as modern aluminum cans were discarded in the field and not recorded. No metal detector hits were recorded during this portion of the survey. *CRI recommends no further work for the two-mile corridor associated with the I-66 widening project.*

I-66 and Route 15 Interchange Survey Results

The APE for the I-66 and Route 15 interchange is the area within a 1500-foot radius from the center of the interchange, a 1300 foot by 300 foot area centered on I-66 to the west of the I-66 and Route 15 interchange, and a small 900 foot by 100 foot area on the west side of Route 15 south of the I-66 and Route 15 interchange. A portion of this project area was surveyed by CCR in 1999 but was limited to a 150-foot wide APE on either side of I-66 (see Figure 6). A Phase II evaluation was also conducted for Site 44PW0986 in 2000 as a result of the 1999 Phase I. This portion of the project area consisted of open grassy areas, parking lots for businesses and the hospital, and wooded parcels along Route 15 and I-66 (Figures 13-23). CRI field archaeologists excavated shovel tests at 75-foot intervals within the APE for the I-66 and Route 15 interchange portion of the project area in addition to a metal detector survey of the interchange area. Shovel tests were not excavated in areas with more than 15% slope or with standing water. The project area was divided into 12 areas for purposes of the shovel testing (Table 4). A total of 472 shovel tests were excavated within the APE (Appendix C).

Shovel tests typically exhibited one stratum over subsoil (Figure 24). Representative Shovel test profiles showed variations on four basic profiles. Two profiles contained sterile subsoil or subsoil over bedrock. The first profile (STP A5) consisted of Stratum I as a dark reddish brown (5YR3/3) culturally sterile silty clay subsoil extended to at least 1.8 feet below ground surface. The second profile (B2 STP J1) consisted of Stratum I as a reddish brown (5YR4/4) silty clay loam culturally sterile subsoil that extended 0.7 feet below ground surface where bedrock was encountered. The second variation in profiles consisted of A horizon or fill over subsoil. The third profile (STP A11) consisted of Stratum I as a dark reddish brown (5YR3/2) silty clay A horizon that extended 0.3 feet below ground surface and seals a dark reddish brown (5YR3/3) culturally sterile silty clay subsoil. Excavation extended 1.5 feet below ground surface. The fourth profile (B1 STP A1) consisted of Stratum I as a gravel fill layer that extended 0.2 feet below ground surface and sealed a dark reddish brown (5TY3/3) culturally sterile silty clay subsoil. Excavation stopped at 1.5 feet below ground surface.



Figure 13. Facing Northeast, General Overview of Project Area From Area A.



Figure 14. Facing Southwest, General Overview of the Project Area from Area B1.



Figure 15. Facing Southeast, General Overview of Project Area from Area B2.



Figure 16. Facing West, General Overview of Project Area from Area B3.



Figure 17. Facing West, General Overview of Project Area from Area C.



Figure 18. Facing East, General Overview of Project Area from Area D1.



Figure 19. Facing North, General Overview of Project Area from Area D2.



Figure 20. Facing East, General Overview of Project Area from Area D2.



Figure 21. Facing West, General Overview of Project Area from Area D3.



Figure 22. Facing Southeast, General Overview of Project Area from Area F2.



Figure 23. Facing Southwest, General Overview of Project Area from Area F2.

CRI Area	Location	Conditions	Total STP's	Positive STP's
A	900 foot spur along Rt 15	Eroded soils along Rt 15	4	0
B1	West between Rt 56 and Rt 15	Eroded soils and standing water	4	0
B2	Between Rt 56, west of Rt 15 and I-66 and Exit 40 ramp	Disturbed due to construction	10	0
B3	Between I-66 E and Exit 40 ramp	Wooded and open fields	14	0
C	1300 foot spur along I-66 west of Rt 15	Wooded, Sloped medians	41	0
D1	Between I-66 E and entrance ramp of US 15 N	Open fields	18	0
D2	East between RT 56 and I-66 E and entrance ramp of US 15 N	Woods, open fields and small section of parking lot and urban development, construction	209	6
D3	East between Rt 15 and Rt 56	Parking lots	4	0
E1	Between US 15, I-66 West and Exit ramp 40	Open fields	20	0
E2	North and East of Rt 15 and I-66 West and Exit Ramp 40	Wooded	72	1
F1	Between I-66 West and US 15 entrance ramp	Wooded forest and open fields	20	0
F2	North & West of Rt 15 and I-66 and US 15 entrance ramp	Heavily Disturbed by construction northeastern section, Hospital and parking lot, Woods	56	0

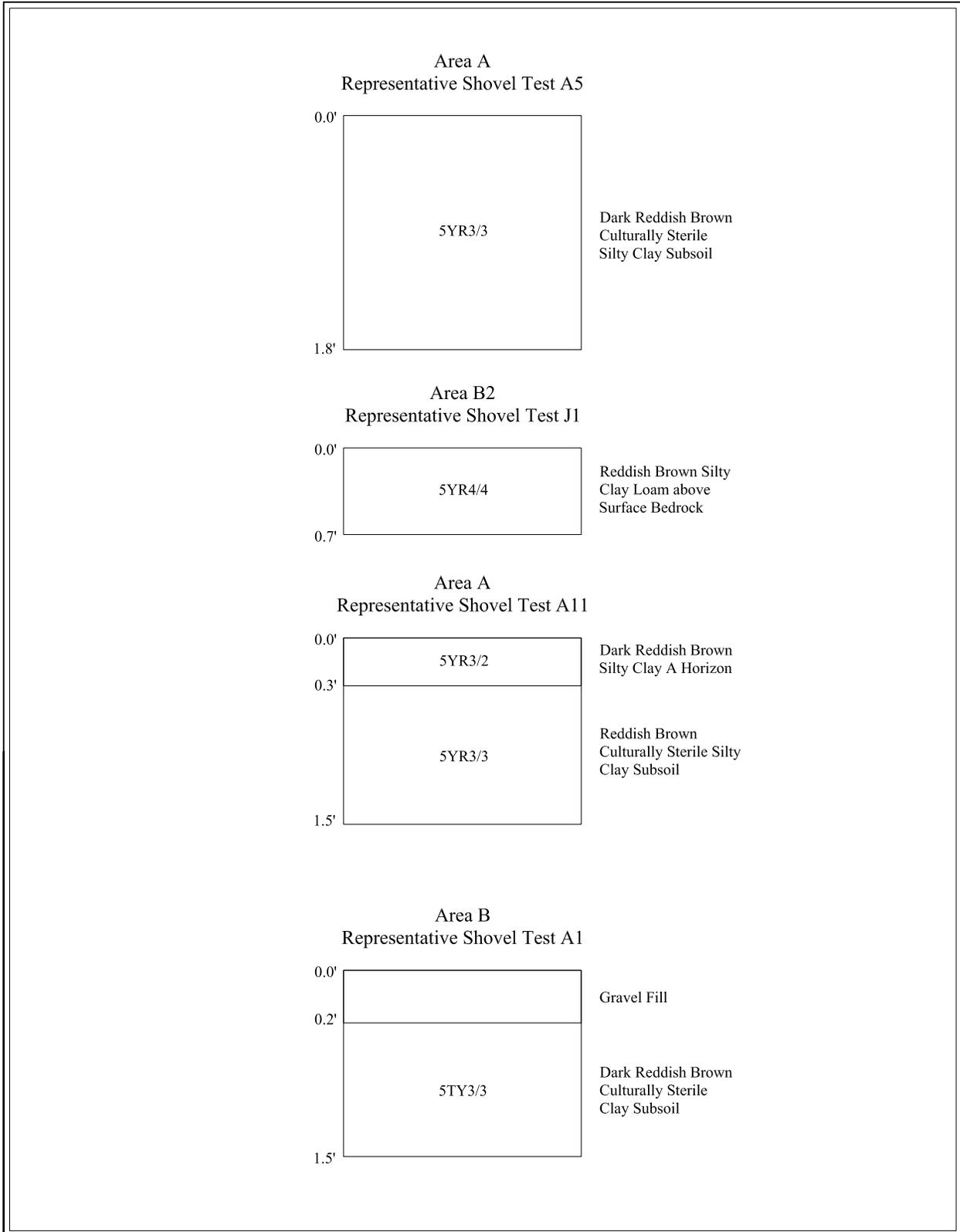


Figure 24. Representative Shovel Test Profiles
Prince William County, Virginia

The metal detector survey was conducted using 75 foot interval transects within the APE except in areas that were paved or heavily disturbed. Within the 1300 foot spur and the 900 foot spur along I-66 and Route 15, metal detector transects were followed at 50 feet from the edge of the pavement. In the Northwest quadrant of the interchange APE metal detector transects were placed at 75 foot intervals in the area south and west of the Hospital and areas to the northeast of the hospital were disturbed. In the Northeast quadrant, metal detector transects were placed at 75 foot intervals across the majority of the APE except in disturbed areas. In the Southwest quadrant, two judgmentally placed transects were followed because the entire area has been deeply disturbed. In the Southeast quadrant the majority of the area was metal detected at 75 foot intervals with a closer 37.5 foot interval across the area of previously recorded site 44PW0986. The southernmost portion of the quadrant has been developed and was not tested (Appendix C). A total of 7 shovel tests and three metal detector hits were positive for cultural material.

Two previously recorded sites are located within the project area. Site 44PW0680 is a prehistoric lithic scatter identified by Thunderbird in 1993 and determined not eligible in 1994. Site 44PW0986 was identified during the CCR survey in 1999 and was re-identified during the current survey. One isolated find and one new archaeological site was identified within the APE during the current investigation (Figure 25).

Isolated Finds

One isolated find was identified during the survey of I-66 and Route 15 Interchange (Figure 25; Appendices A and C). Isolated finds are areas marked by surface indications and little else, and/or finds attributed to simple loss, casual or single-episode discard which have low potential of possessing interpretable archaeological resources. Isolated finds, by definition, are typically considered not eligible for listing on the National Register of Historic Places.

Isolated Find 1597A-IF1

Located in Area E2, this isolated find was defined by the presence of one Ironstone/White Granite base sherd at grid point STP J16 (Figure 25; Appendices A and B). Subsequent archaeological testing in the form of three radial shovel tests each dug at a distance of 37.5 feet along the cardinal directions were excavated to determine if additional artifacts or cultural deposits were present in the vicinity. No additional artifacts were recovered from radial shovel testing and no further work is recommended.

Archaeological Sites

Site 44PW0680

Site 44PW0680 is a prehistoric lithic scatter identified by Thunderbird in 1993. The site was determined not eligible for listing on the NRHP in 1994 by VDHR. The site is located in Area F2, northeast of the hospital in an area that has been completely bulldozed (Figures 25-26). Due to the disturbed nature of the project area in this location

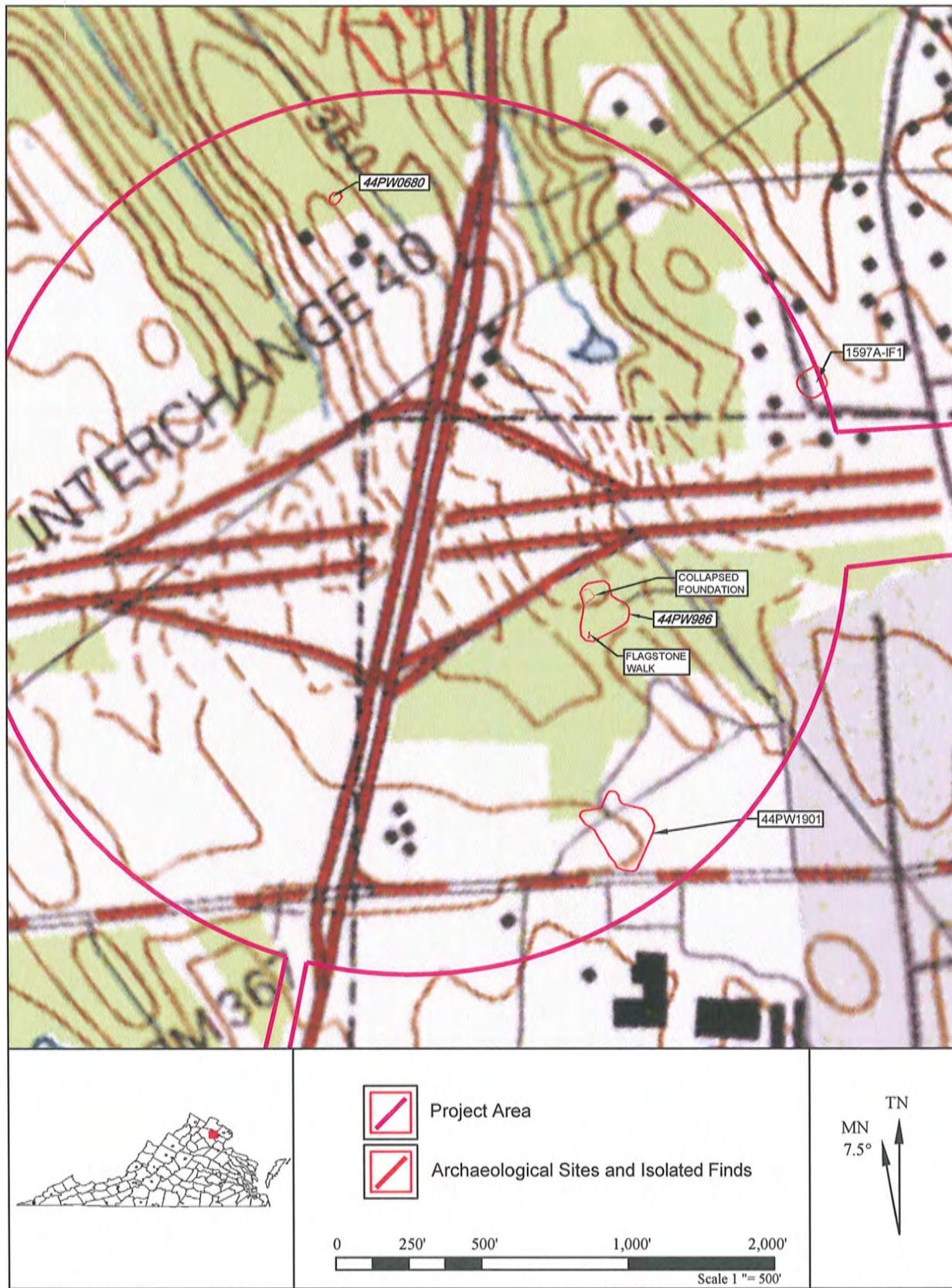


Figure 25. Detail of *Thoroughfare Gap, VA* USGS Quadrangle Depicting the Location of Isolated Finds and Archaeological Sites in the Project Area (USGS/Maptech 1998).



Figure 26. Facing Southeast, View of Project Area in Vicinity of Mapped Location of 44PW0680.

no shovel tests were dug in this area. It is not likely that the site remains given the level of disturbance in this area. Given that the site is located within an area that has been completely disturbed and that VDHR called the site not eligible in 1994, ***CRI recommends no further work for Site 44PW0680.***

Site 44PW0986

Site Date: 19th to 20th Century

Site Type: Dwelling

Site Size: 300 feet N/S by 150 feet E/W

Survey Methodology: 75-foot interval shovel tests with 37.5-foot radials, 37.5 foot interval metal detector transects & Surface collection

Total Shovel Test Pits 2011: 9

Positive Shovel Test Pits 2011: 1 plus 3 metal detector hits and surface finds

Prehistoric Artifacts: 0

Historic Artifact Total 2011: 6

Features: House Foundation, Depressions, Stone Piers, Stone Walkway

Diagnostics 2011: Yellow Ware (1830); Ironstone/White Granite (1842); 1916 Wheat penny, 1952 Quarter

Recommendation: ***Not Eligible, No Further work***

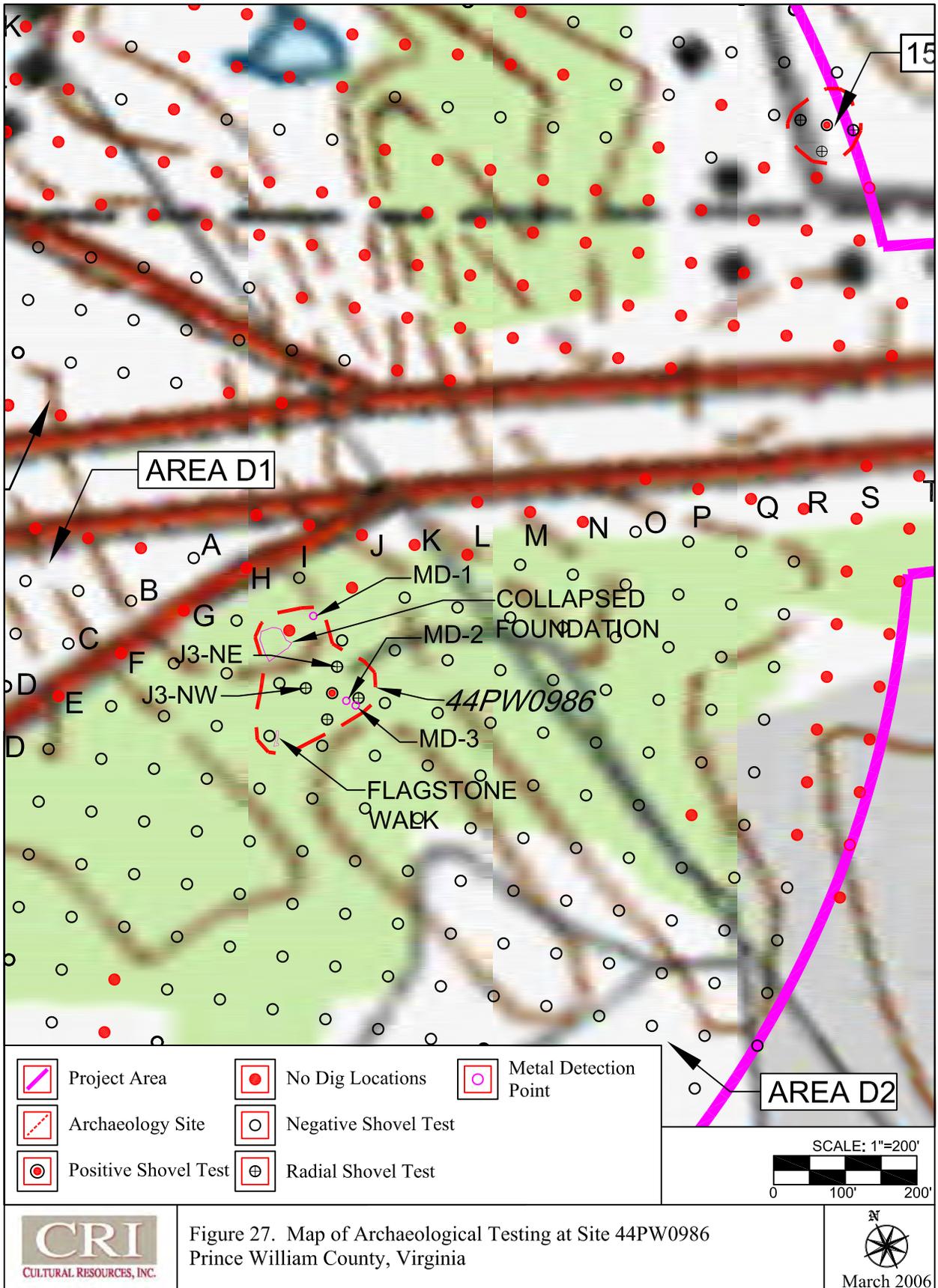
Site 44PW0986 is a nineteenth century domestic site identified on the south side of I-66 during the 1999 CCR survey (Brady et al. 1999). The site was identified in 1999 by a house foundation, stone pier, depressions and four positive shovel tests. Artifacts recovered from Site 44PW0986 in 1999 included white graniteware sherds, whiteware sherds, cut nails, terracotta pipe fragments, window glass, and container glass. The site was recommended potentially eligible for listing on the NRHP due to the land being owned by a F. Peters, who is presumably the F. Peters who operated “F Peters’ Mill Parks Wine Company in Haymarket (Brady et al. 1999).

Subsequently, a Phase II evaluation for Site 44PW0986 was conducted in 2000 by CCR (Brady et al. 2000). During this evaluation, 29 shovel tests and five 3-x-3-foot test units were excavated within the site boundaries. Extensive documentary research was also conducted confirming that Site 44PW0986 was in fact the location of the Peters homestead on the farm known as Batavia. Peters was a local winemaker who had emigrated from Germany in the late 19th century. The land containing the site was acquired by Peters in 1870. Little remains of the Peters homestead as a large portion was taken up by the construction of I-66. The house was likely constructed shortly after the land was acquired in 1870 and destroyed by fire after being sold out of the Peters family in 1964. According to the Phase II evaluation report, little remains archaeologically and it is likely that the majority of material goods were removed from the property when it was sold in 1964. CCR recommended that the site was not eligible for listing on the NRHP (Brady et al. 2000).

Site 44PW0986 was re-identified during the current survey. The site is located on the south side of I-66 on a terrace approximately 2000 feet south of Little Bull Run at or near 109.728 m (360 feet) amsl (Figures 25; & 27). The site was identified by 75-foot interval shovel testing with 37.5-foot interval radials around positive shovel tests, 37.5 foot interval metal detecting, surface collection and the presence of surface features. Surface features surviving at the site include the previously identified house foundation, remains of the probable smokehouse, and stone piers. Additionally, the current survey identified a stone walkway. Site 44PW0986 was defined during the current survey by 1 positive shovel test, 3 metal detector hits, surface collections and surface features and is bounded by negative shovel tests. The entire site falls within the APE. The site is situated on Mansassas silt loam (Soil Survey 2011), and is currently wooded.

One soil profile was documented across the site during the current investigation (Figure 32). Stratum I (STP J3) consisted of a brown (10YR4/3) silty loam A horizon that extended 0.5 feet below ground surface and sealed a yellowish brown (10YR5/4) culturally sterile silty clay loam subsoil. Excavation stopped at 1.5 feet below ground surface. No cultural layers or subsurface features were identified within the APE during the current survey, however CCR identified a deconstruction layer against the house during the 1999 survey, and several surface features were present.

A total of ten additional artifacts were recovered from 44PW0986 during the current survey, and represents a 19th century to 20th century domestic occupation associated with the occupation of house and outbuildings (Appendix A, Table 5). Artifacts recovered



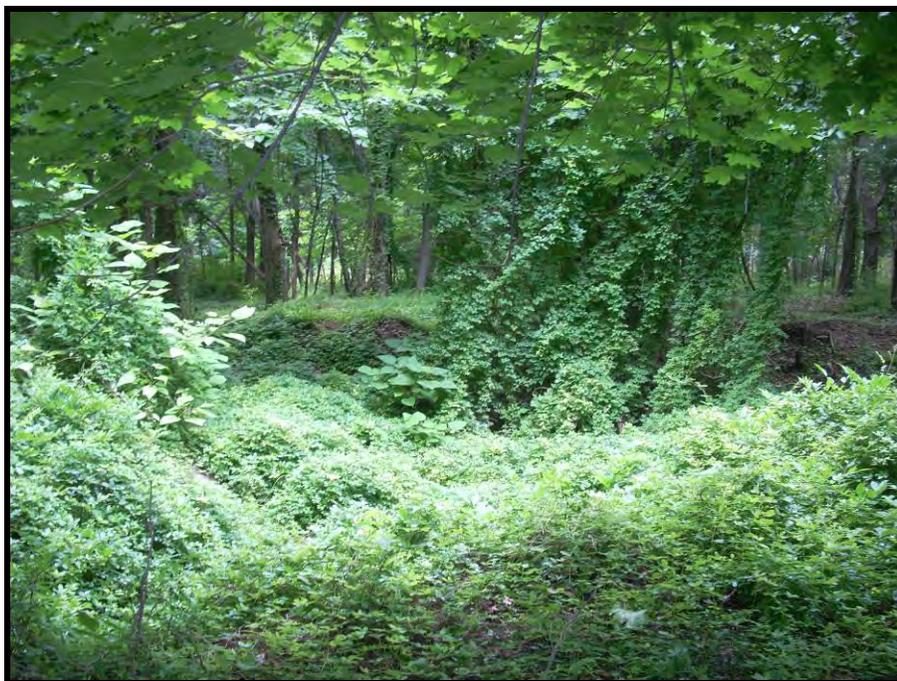


Figure 28. Current View of Site 44PW0986 and Overgrown House Foundation, Facing West.



Figure 29. Current View of One of the Depressions Associated with Site 44PW0986, Facing North.



Figure 30. Current View of Stone Pier Associated with Site 44PW0986, Facing Southwest.



Figure 31. View of Stone walkway Associated with Site 44PW0986, Facing Northeast.

Site: 44PW0986
Representative Shovel Test J3

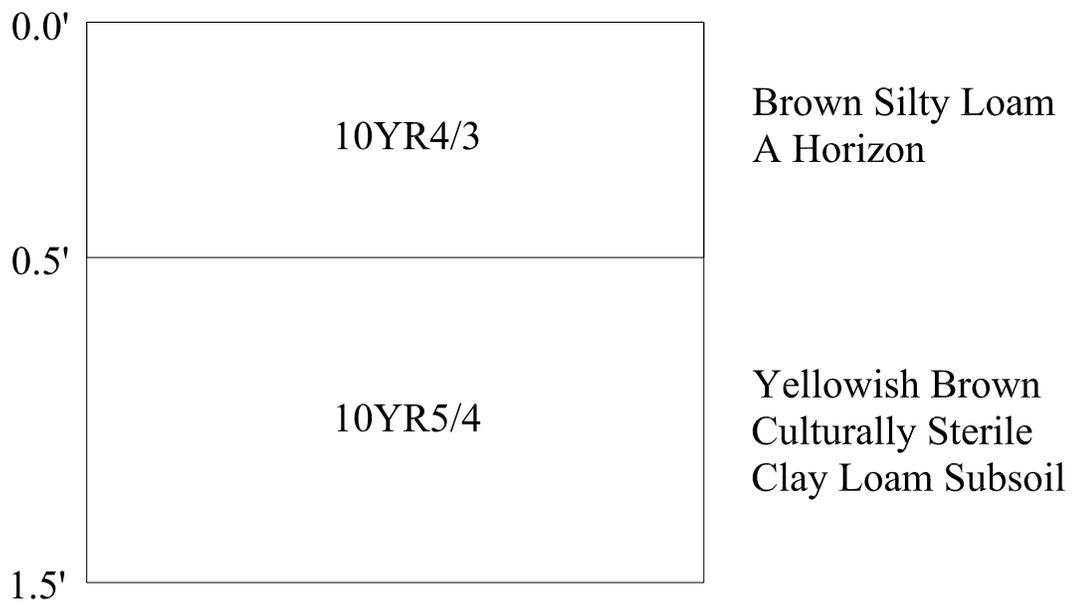


Figure 32. Representative Shovel Test Profile for Site 44PW0986
Prince William County, Virginia

Table 5. Artifacts Recovered from Site 44PW0986 During Current Survey.							
ArtGroup	Object	Type 1	Type 2	Type 3	STP/MD/SC	Stratum	Total
Activities	Unidentified Object	iron	cast		Surface	Surface	4
		lead	carved		MD 3	I	1
Activities Total							5
Domestic	Bottle	glass	moldedaqua	bottle	Surface	Surface	1
	Ceramic	earthenware	press molded/ Yellow Ware		STP J3	I	1
		refined earthenware	press molded/ Ironstone/White Granite		Surface	Surface	1
Domestic Total							3
Personal	Coin, American	copper alloy	cast		MD 1	I	1
		nickel alloy	cast		MD 2	I	1
Personal Total							2
Grand Total							10

from the current survey included two coins, a 1916 wheat penny and a 1952 quarter, an unidentified lead carved object, four unidentified iron cast machinery part fragments, one improved tolled finished bottle glass fragment, one Ironstone/White Granite rim sherd, and one Yellow Ware body sherd. Artifacts were recovered from Stratum I and the surface. The site as defined during the current survey is comprised of 45,000 square feet with an artifact density of less than 0.0001 artifacts per square foot.

Recommendations: Site 44PW0986 is a 19th to 20th Century Dwelling and is located on the south side of I-66. A Phase II evaluation for this site was completed in 2000 by CCR and identified the site as the homestead of German vintner Franz Peters. According to the Phase II report, the large majority of the property associated with the Peters homestead and Site 44PW0986 was taken up by the construction of I-66. The house was likely constructed shortly after the land was acquired in 1870 and destroyed by fire after being sold out of the Peters family in 1964. According to the Phase II evaluation report, little remains archaeologically and it is likely that the majority of material goods were removed from the property when it was sold in 1964. CCR recommended that the site was not eligible for listing on the NRHP (Brady et al. 2000).

The house foundation, stone piers, several depressions, and a stone walkway are still visible at the site today. Only six artifacts were recovered from shovel testing, metal detecting and surface collection during the current survey all from an A horizon context. Artifacts recovered from 44PW0986 during the current survey include two coins, a 1916 wheat penny and a 1952 quarter, an unidentified lead carved object, four unidentified iron cast machinery part fragments, one improved tolled finished bottle glass fragment, one Ironstone/White Granite rim sherd, and one Yellow Ware body sherd. *Additional*

significant information was not identified and CRI concurs with the recommendation of not eligible for listing on the NRHP. No further work is recommended.

Site 44PW1901

Site Date: 19th to 20th Century

Site Type: Domestic

Site Size: 150 feet N/S by 150 feet E/W

Survey Methodology: 75-foot interval shovel tests with 37.5-foot radials and surface collection

Total Shovel Test Pits: 18

Positive Shovel Test Pits: 5

Prehistoric Artifacts: 0

Historic Artifact Total: 12

Features: collapsed wooden structure

Diagnostics: Whiteware (1820); flow blue whiteware (1840); automatic machine lightweight beverage bottle glass (1939)

Recommendation: **Not Eligible; No further work**

Site 44PW1901 is a 19th to 20th century domestic site. The site is located on the south side of I-66, on the east side of Route 15 and just north of Route 55, on a terrace approximately 1500 feet north of an unnamed tributary of the North Fork Manassas Lake at or near 112.776 m (370 feet) amsl (Figures 25; 33-34). The site was identified by 75-foot interval shovel testing with 37.5-foot interval radials around positive shovel tests and surface collection. Site 44PW1901 was defined by 5 positive shovel tests and a surface collection, and the collapsed structure (Figure 35) and is bounded by negative shovel tests. The entire site falls within the APE for the I-66 Route 15 interchange. The site is situated on Arcola silt loam (Soil Survey 2011), and is currently part of an open grassy field and woods.

Two soil profiles were documented across the site (Figure 36). The first profile (STP L14) consisted of Stratum I as a reddish brown (5YR4/3) silty clay plow zone that extended 0.5 feet below ground surface and sealed a reddish brown (5YR5/4) culturally sterile clay subsoil. Excavation stopped at 1.5 feet below ground surface. The second profile (STP M15) consisted of Stratum I as a dark reddish brown (5YR3/3) silty loam plow zone that extended 0.5 feet below ground surface and sealed a reddish brown (5YR4/4) culturally sterile silty clay loam subsoil. Excavation stopped at 1.5 feet below ground surface. No cultural layers or subsurface features were identified within the APE.

Eight artifacts were recovered from the surface and Stratum I at 44PW190 and represents a 19th to 20th century domestic site (Appendix A, Table 6). Artifacts recovered included domestic material (n=7) that consisted of four whiteware sherds (TPQ 1820), a single whiteware rim sherd with flow blue printing (TPQ 1840) and two automatic machine lightweight beverage bottle (TPQ 1939) fragments. A single piece of iron wire was also recovered from the site. The site as defined during the current survey is comprised of 22,500 square feet with an artifact density of less than 0.00001 artifacts per square foot.

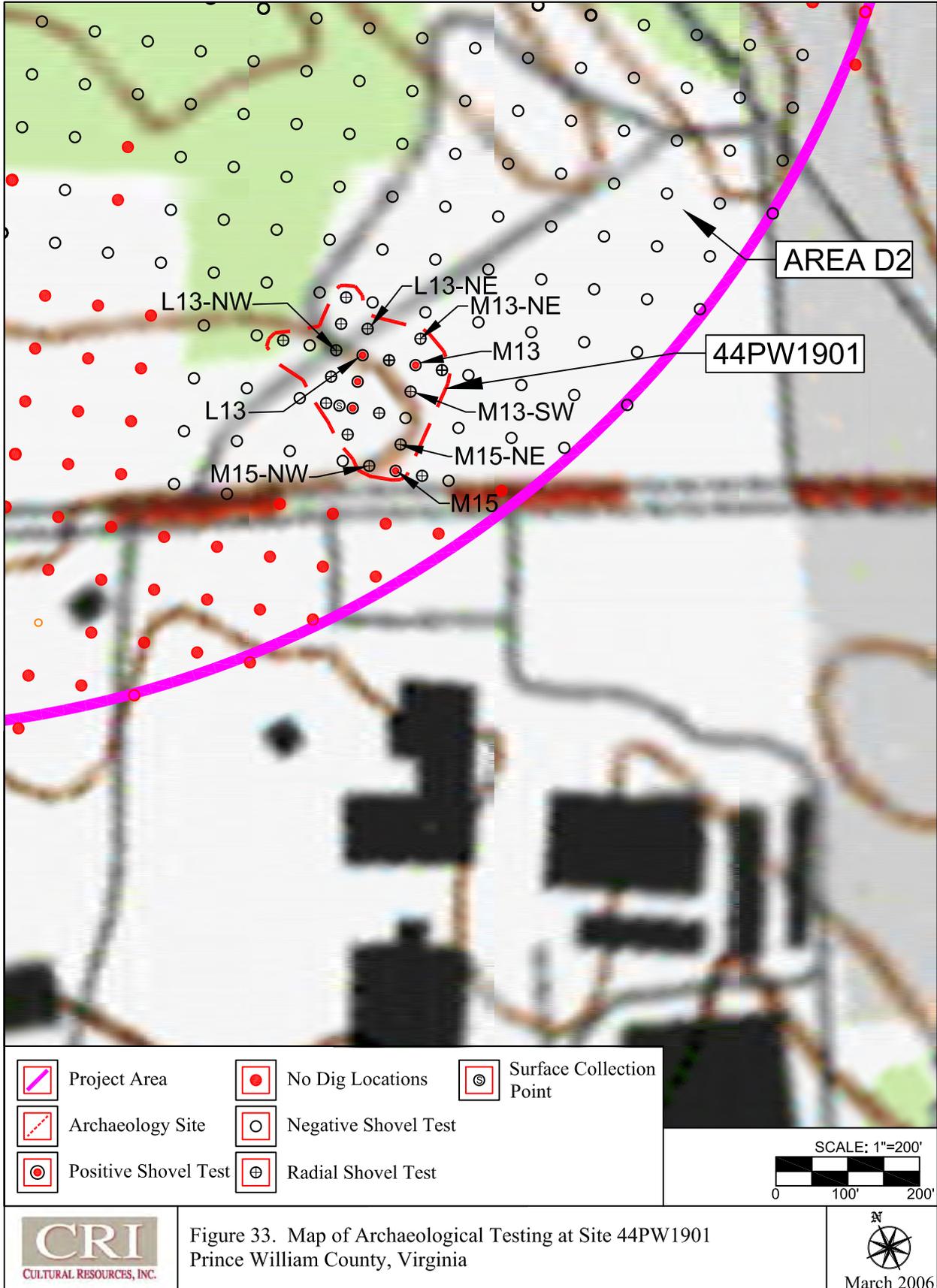




Figure 34. View of Site 44PW1901, Facing Northwest.



Figure 35. View of Collapsed Structure Associated with Site 44PW1901.

Site: 44PW1901
Representative Shovel Test L14

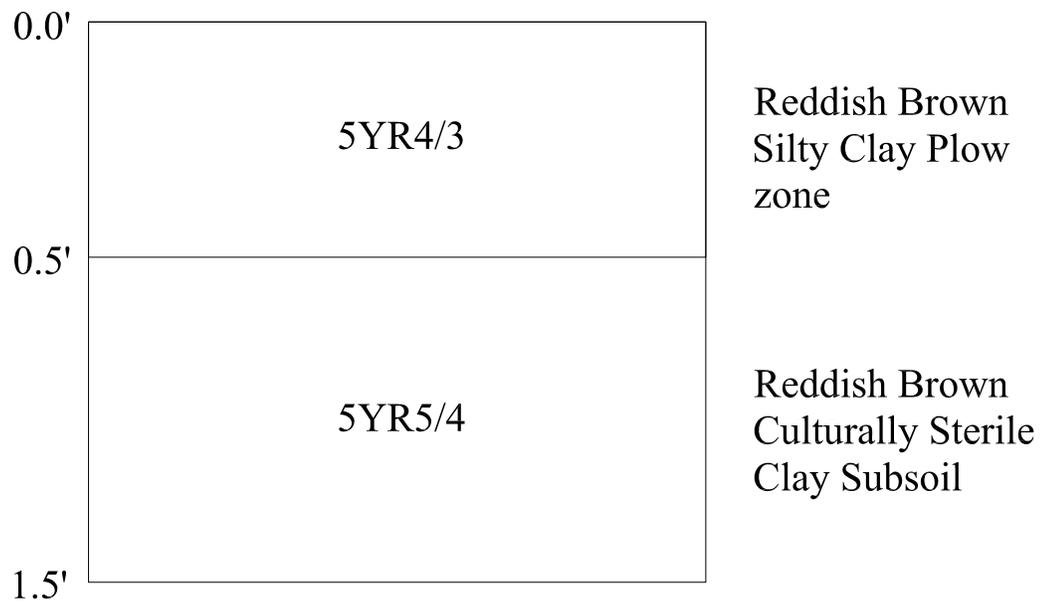


Figure 36. Representative Shovel Test Profile for Site 44PW1901
Prince William County, Virginia

Table 6. Artifacts Recovered from Site 44PW1901.							
ArtGroup	Object	Type 1	Type 2	Type 3	STP/SC	Stratum	Total
Domestic	Bottle	glass	automatic machineamber	bottle, beer	STP M 15	I	2
	Ceramic	refined earthenware	press molded/ Whiteware		STP L13	I	1
					STP M13	I	1
				flow printed	Surface	Surface	1
				transferprinted	STP L13sw	I	1
				unidentified decoration	STP L14	I	1
Domestic Total							7
Unknown	Wire	iron	wire		STP M15	I	1
Unknown Total							1
Grand Total							8

Recommendations: Site 44PW1901 is a 19th to 20th century domestic site. The site is located on the south side of I-66, on the east side of Route 15 and just north of Route 55. A total of eight artifacts were recovered from 44PW1901, and represents a 19th to 20th century domestic site. Artifacts recovered included primarily domestic material (n=7) that consisted of four whiteware sherds (TPQ 1820), a single whiteware rim sherd with flow blue printing (TPQ 1840) and two automatic machine lightweight beverage bottle (TPQ 1939) fragments. A single piece of iron wire was also recovered from the site. Artifacts were recovered from surface collection and Stratum I, the disturbed plow zone. A collapsed wooden structure is located within the site boundary, however only a small amount of primarily whiteware was recovered from the site. Given the low artifact density and low research potential associated with a 19th to 20th century domestic site and a lack of intact cultural deposits, *CRI recommends that Site 44PW1901 is not eligible for listing on the NRHP and no further work is recommended.*

VI. ARCHITECTURAL SURVEY RESULTS

On June 29 and 30, 2011 CRI conducted an architectural survey for the proposed I-66/Route 15 Interchange Reconstruction and the I-66 widening between Route 29 and Route 15 in Prince William County, Virginia on behalf of the Virginia Department of Transportation (VDOT) (VDOT Project No. 0066-076-074, C501, P101, R201; PPMS/UPC/CSC: 100566 and No. 0066-076-003, P101; PPMS/UPC/CSC: 93577). The project begins at the intersection of Route 15 and I-66 and terminates at the intersection of Route 29 and I-66 with a total project length of 2.50 miles with a proposed right-of-way width of 300 feet. The historic architectural resources surveyed were limited to those built in or prior to 1965 and within view of the proposed project improvement area.

Description of Project Area

The project area consists of relatively level landscape. Though appearing rural at one time, large areas to the northeast and southwest of I-66 have been heavily developed with modern residential neighborhoods. Several sections of the project area; however, remain wooded or are open fields.

Survey Results

A total of 32 properties were surveyed within the project area and vary in type, function and style of building (Figure 37; Tables 7-8). Of the 32, six have been previously recorded (see Table 8). A majority of the resources were residential in nature; however, a church, with associated cemetery, and school were also documented during the current survey effort. Several of the resources are currently shielded or partially screened from the project area by trees; however, the trees are in full foliage presently. It is possible during the winter that these resources may have the potential to view the proposed project area and were therefore included in the present survey.

A majority of the newly recorded dwellings surveyed date to the mid-twentieth century; however, within the viewshed of the project area, several previously recorded resources date to the turn-of-the-twentieth or early twentieth century including dwellings located at 14997 Walter Robinson Lane (VDHR #076-5033), 14372 John Marshall Highway (VDHR #076-5143), and 7150 Catharpin Road (VDHR #076-0333; see Table 9). Two dwellings, one previously and one newly recorded, appear to be vacant and include the house located at 14997 Walter Robinson Lane (VDHR #076-5033) and the house at 6519 Old Carolina Road (VDHR #076-5365).

The most numerous house types appear to be mid-twentieth century Ranch-style dwellings (VDHR #076-5358, #076-5370, and #233-5007; Figures 38-40) with several earlier Craftsman bungalows (VDHR #076-5003; Figure 41 and 43) and Cape Cod-style residences (VDHR #076-5361 and #076-5366; Figures 42 and 43). A majority of the dwellings, particularly those that date to the mid-century are one- or one-and-a-half-story buildings (Figure 45). The older dwellings, in contrast, were constructed as one-and-a-half- and two-story structures.

Table 7. Newly Identified Architectural Resources within the I-66 Corridor Study Area.

VDHR #	Resource Name	Description	NRHP Recommendation
076-5357	House, 14975 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5358	House, 14985 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5359	House, 14984 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5360	House, 6520 Old Carolina Road	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5361	House, 6514 Old Carolina Road	1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5362	House, 6504 Old Carolina Road	1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5363	House, 6505 Old Carolina Road	1946 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5364	House, 6513 Old Carolina Road	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5365	House, 6519 Old Carolina Road	1923 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5366	House, 6431 James Madison Highway	1952 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5006	House, 6434 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5007	House, 6432 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5367	House, 6430 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5368	House, 14750 Jordan Lane	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5369	House, 13716 Daves Store Lane	c. 1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5370	House, 6905 Catharpin Road	1958 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5371	House, 6907 Catharpin Road	1965 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5372	House, 6911 Catharpin Road	1957 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5374	House, 14504 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5375	House, 14508 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5376	House, 14514 John Marshall Highway	1945 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5377	House, 14522 John Marshall Highway	1934 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5378	House, 14530 John Marshall Highway	1945 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5379	House, 14534 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.

Table 7. Newly Identified Architectural Resources within the I-66 Corridor Study Area.			
VDHR #	Resource Name	Description	NRHP Recommendation
076-5380	House, 14810 Jordan Lane	1927 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5008	House, 6590 Jefferson Street	1889 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5009	House, 6660 Fayette Street	1930 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5010	House, 6640 Fayette Street	1955 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5011	House, 6700 Bleight Drive	1959 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5012	House, 6710 Bleight Drive	1959 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5381	PACE West School, 14550 John Marshall Highway	1935 School	Recommended Potentially Eligible for Listing on the NRHP under Criterion C for Architecture. Intensive Level Survey is Recommended to Determine Eligibility.
076-5383	House, 6522 Old Carolina Road	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.

Table 8. Previously Identified Architectural Resources within the I-66 Corridor Study Area.			
VDHR #	Resource Name	Description	NRHP Recommendation
076-0201	Gainesville United Methodist Church	c. 1880 Church	Recommended Not Eligible for Listing on the NRHP.
076-0333	House, 7150 Catharpin Road	c. 1890 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5033	House, 14997 Walter Robinson Lane	c. 1910 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5143	House, 14372 John Marshall Highway	c. 1920 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-0021	House, 6670 Fayette Street	c. 1920 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5003	House, 14710 Washington Avenue	c. 1924 Dwelling	Recommended Not Eligible for Listing on the NRHP.



Figure 38. Example of Ranch-Style Dwelling (VDHR #076-5358), 14985 Walter Robinson Lane, View Looking Northwest.



Figure 39. Example of Ranch-Style Dwelling (VDHR #076-5371), 6907 Catharpin Road, View Looking Southeast.



Figure 40. Example of Concrete Block Dwelling with Brick Veneer (VDHR #233-5007), 6432 James Madison Highway, View Looking South.



Figure 41. Example of Craftsman-Style Dwelling (VDHR #076-5003), 14710 Washington Street, View Looking West.



Figure 42. Example of Cape Cod-Style Dwelling (VDHR #076-5361), 6514 Old Carolina Road, View Looking North.



Figure 43. Example of Cape Cod-Style Dwelling (VDHR #076-5366), 6431 James Madison Highway, View Looking Northwest.

Frame construction predominated within the survey area with vinyl and asbestos siding the most common. Brick and stone veneers were also popular exterior finishes and were typical of their time period of construction (Figure 43). Several Ranch-style dwellings (VDHR #076-5367, #233-5006, and #233-5007; Figure 40) were constructed with concrete block with a stone or brick veneer on the front façade. Several dwellings appear to be brick construction, not brick veneer, and include the house located at 6907 Catharpin Road (VDHR #076-5371; Figure 39). Stone construction is minimal; however, one example, the Craftsman bungalow located at 14522 John Marshall Highway (VDHR #076-5377; Figure 44), was located within the project area. Exterior finishes of earlier dwellings tended to be asbestos siding or stucco (Figures 46-48).

Other architectural characteristics common among the building stock surveyed include concrete block foundation, although several examples of poured concrete, brick or brick veneer and stone foundations were also present, asphalt shingle roofs, though the older dwellings tended to have seamed-metal, and interior brick flues. A majority of the dwellings appear to retain their original six-over-six and later two-over-two horizontally divided wood double-hung sash windows. The architectural resources that have replacement windows tended to be one-over-one, and in some cases six-over-six, vinyl double-hung sash windows.

Few secondary resources were located within the project area. Those that were present included one-story garages, both frame and masonry structures (Figure 49), sheds (Figure 50) and small agriculturally related outbuildings (Figures 51 and 52).

Non-domestic architectural resources included the Gainesville United Methodist Church, the Gainesville District School and several bridge overpasses. The Gainesville United Methodist Church (c. 1886; VDHR #076-0201; Figure 53) appears to be the oldest architectural resources extant within the project area. A cemetery, which ranges in date from c. 1856 to c. 1988 (Figures 54 and 55), is associated with the church and is the only cemetery visible in the survey area. The earlier stones tended to be inscribed marble while granite was utilized for the later markers.

The Gainesville District School, now the PACE West School (Figure 56), was also surveyed during the current project. The school sits perpendicular to I-66 with its main entrance facing east. Constructed in 1935, the building is a one-story brick structure which retains its original Art Deco entrance surround with inscribed name of the school and the date.

Four overpasses were located within or in view of the project area. The larger bridges, which span I-66 at Route 15 and Route 29, as well as the smaller overpass bridges at Catharpin Road and Old Carolina Road were constructed during 1979 and 1980 (VDOT files) and were not surveyed as part of the current project.



Figure 44. Stone Bungalow (VDHR #076-5377), 14522 John Marshall Highway, View Looking North.



Figure 45. Example of One-and-a-Half-Story Dwelling (VDHR #076-5365), 6519 Old Carolina Road, View Looking Southeast.



Figure 46. Example of Two-Story Dwelling (VDHR #076-5033), 14997 Walter Robinson Lane, View Looking East.



Figure 47. Example of Two-Story Dwelling (VDHR #076-5143), 14372 John Marshall Highway, View Looking Northeast.



Figure 48. Example of Two-Story Dwelling (VDHR #076-5378), 14530 John Marshall Highway, View Looking North.



Figure 49. Garage Example (VDHR #076-5358), 14985 Walter Robinson Lane, View Looking Northeast.



Figure 50. Shed Example (VDHR #233-5006), 6434 James Madison Highway, View Looking South.



Figure 51. Example of Agriculturally-Related Outbuildings (VDHR #233-5008), 6590 Jefferson Street, View Looking West.

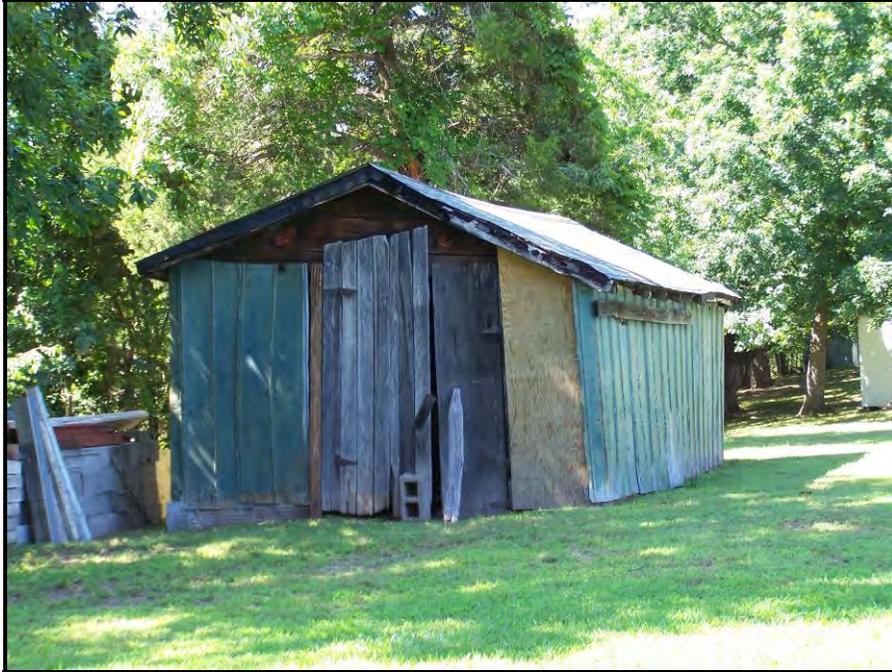


Figure 52. Example of Agriculturally-Related Outbuildings (VDHR #233-5008), 6590 Jefferson Street, View Looking West.



Figure 53. Gainesville United Methodist Church (VDHR #076-0201), 14200 John Marshall Highway, View Looking Northeast.



Figure 54. Cemetery Associated with the Gainesville United Methodist Church (VDHR #076-0201), 14200 John Marshall Highway, View Looking Northeast.

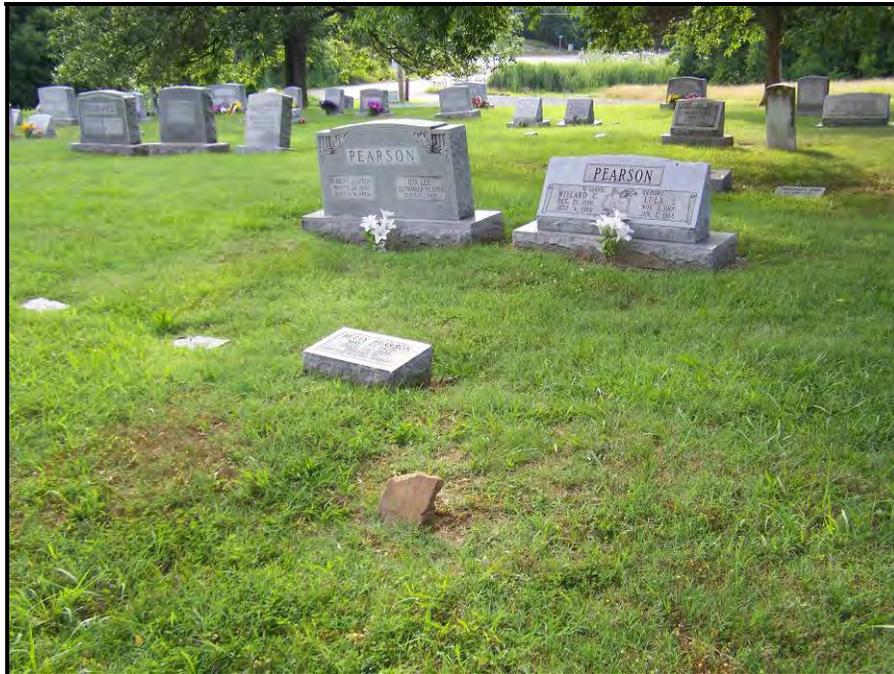


Figure 55. Overview of Cemetery Associated with the Gainesville United Methodist Church (VDHR #076-0201), 14200 John Marshall Highway.



Figure 56. Gainesville District School (VDHR #076-5381), 14550 John Marshall Highway, View Looking Northeast.

Recommendations

Recommendation statements have been made for each of the newly and previously recorded resources in the project area. None of the six previously recorded properties have been recommended eligible for listing on the NRHP under Criterion A, B, C or D. The resources are not outstanding examples of type, design, materials or workmanship and are common for their time period of construction. The architectural resources also do not have a known association with important people or events.

Of the 32 newly recorded, the Gainesville District School (076-5381), currently the PACE West School, is the only resource recommended potentially eligible for listing on the NRHP under Criterion C for Architecture. The school retains a high level of architectural integrity and is an excellent example of 1930s Art Deco school design. The original Art Deco door surround with inscription and date is also extant. In addition, the school continues to serve in its original capacity. ***CRI therefore recommends an intensive-level survey for the Gainesville District School to determine NRHP eligibility.***

The remaining 31 newly recorded properties have been recommended as not eligible for listing on the NRHP under Criterion A, B, C or D. The resources are not outstanding examples of type, design, materials or workmanship and are common for their time period of construction. The architectural resources also do not have a known association with important people or events.

VII. SUMMARY AND CONCLUSIONS

Between June 22 and July 8, 2011, Cultural Resources, Inc. (CRI) conducted a cultural resources survey of Virginia Department of Transportation (VDOT), Project No. 0066-076-003, P101 (UPC 93577), the widening of I-66 from Route 29 to Route 15 and VDOT Project No. 0066-076-074, C501, P101, R201 (UPC 100566), the proposed improvements to the I-66 and Route 15 Interchange in Prince William County, Virginia. This project entails two components as an addendum to work conducted by Coastal Carolina Research in 1999. The first component involves metal detector survey within the project area of potential effect (APE) between Route 15 and Route 29 along I-66 for a 2.0-mile segment and an updated architectural survey. The APE for metal detecting for this component was defined as 150-feet from the edge of pavement on both sides of existing I-66. The architectural survey included all resources 50 years or older within view of the project. The second component includes an expanded area of investigation for the Route 15 and I-66 interchange. The APE for the interchange survey included an area within a 1500 foot radius around the existing intersection of Route 15 and I-66 as well as a 1300-x-300 foot section to the west of the interchange area and a 900-x-100 foot segment on the west side of Route 15 south of the radius. These areas were subject to archaeological testing in the form of shovel testing, metal detecting and updated architectural survey. The archaeological survey was limited to the above defined APE. The historic architectural resources surveyed were limited to those built in or prior to 1965 and within view of the proposed project improvement area. All resources were photographed, a site plan was drawn and the survey information was entered into the VDHR's Data Sharing Software (DSS) system. All newly recorded resources were located on a USGS quadrangle map. A hard copy of the form was generated and if newly recorded, a copy of the USGS map was included with the DSS packet. Recommendations on the eligibility of the surveyed resources for the National Register of Historic Places (NRHP) were made for each resource surveyed.

CRI designed the survey methods to provide VDOT with definitive information on the presence and type of archaeological resources located within the project APE and to assess the potential for further investigation of any identified sites. All property owners were contacted and informed of the cultural resources survey and none of the property owners denied access.

Civil War Battlefield Resources

The project area as a whole, including the linear corridor study for the widening of I-66 as well as the improvements to the interchange at Route 15 in Haymarket, is located adjacent to the Second Battle of Manassas (076-5190) and the Manassas Station Operations Battlefield (076-5036). A small piece of the project area at the intersection of I-66 and Route 29 falls within the Second Battle of Manassas (076-5190) as mapped within the VDHR DSS system. Additionally, the section of the project area in the vicinity of the Route 15/I-66 Interchange is located within the POTNR as defined by the ABPP for the Buckland Mills Battlefield (030-5152). No archaeological evidence of Civil War military occupation or engagement were identified during the current Phase I

investigation. In the absence of material cultural or landscape features associated with the battles no further work for these resources is recommended within the APE for this project.

Results of the Archaeological Survey

I-66 Widening

The I-66 widening project consisted of a metal detector survey within the APE defined as 150 feet from the edge of the pavement on either side of I-66. This area was previously surveyed by CCR in 1999 (Brady et al. 1999) and the metal detector survey was conducted as an addendum to the 1999 work to be in compliance with the current VDHR survey standards. One previously recorded site 44PW0985 is located within the project area and was recorded by CCR in 1999 (Brady et al. 1999). The site was recorded as a possible mining/quarry site with a possible structure that was identified by two large brick scatters and two large holes or mines. The site was recommended not eligible for listing on the NRHP by CCR. The site area is now heavily overgrown and there is evidence for modern trash dumping in the vicinity. Large scale modern development and construction has occurred to the north of the site. No additional artifacts were recovered from the metal detector survey of this site. ***CRI recommends no further work for site 44PW0985.***

Metal detecting was conducted in 3 parallel transects at 25, 75 and 125 feet from the edge of pavement on both sides of I-66 from the I-66 and Route 15 intersection to the Route 29 and I-66 intersection (Appendix B). The transect located at 25 feet from the edge of pavement was typically disturbed and characterized by modern road side debris. Modern metal artifacts such as modern aluminum cans were discarded in the field and not recorded. No metal detector hits were recorded during this portion of the survey. ***CRI recommends no further work for the two-mile corridor associated with the I-66 widening project.***

Table 9. Summary of Archaeological Sites Identified with Recommendations			
Site #	Site Date	Site Type	Recommendation
44PW0985	Historic	Quarry/Mining	Not Eligible, No Further Work

I-66 and Route 15 Interchange

The APE for the I-66 and Route 15 interchange is the area within a 1500-foot radius from the center of the interchange, a 1300 foot by 300 foot area centered on I-66 to the west of the I-66 and Route 15 interchange, and a small 900 foot by 100 foot area on the west side of Route 15 south of the I-66 and Route 15 interchange. A portion of this project area was surveyed by CCR in 1999 but was limited to a 150-foot wide APE on either side of I-66. This portion of the project area consisted of open grassy areas, parking lots for businesses and the hospital, and wooded parcels along Route 15 and I-66.

CRI field archaeologists excavated shovel tests at 75-foot intervals within the APE for the I-66 and Route 15 interchange portion of the project area in addition to a metal detector survey of the interchange area. Shovel tests were not excavated in areas with more than 15% slope or with standing water. The project area was divided into 12 areas for purposes of the shovel testing (Table 4). A total of 472 shovel tests were excavated within the APE (Appendix C).

Metal detecting was conducted along 75 foot interval transects for the majority of the project area except for areas that were heavily disturbed. Additional transects at 37.5-foot intervals were followed over the previously recorded site 44PW0986.

Isolated Finds

One isolated find was identified during the survey of the I-66 and Route 15 Interchange project area (Table 10). Isolated finds are areas marked by surface indications and little else, and/or finds attributed to simple loss, casual or single-episode discard which have low potential of possessing interpretable archaeological resources. Isolated finds, by definition, are typically considered not eligible for listing on the National Register of Historic Places.

Table 10. Summary of Isolated Finds Identified During Archaeological Survey.			
IF #	Location	Temporal Affiliation	Artifacts
1597A-IF1	Area E2 STP J13	19 th Century	Ironstone/White Granite base sherd

Archaeological Sites

Two previously recorded sites 44PW0680 and 44PW0986 are located within the project area. . Both sites are recommended not eligible for listing on the NRHP and no further work is recommended. One new archaeological site was identified during the current survey (Table 11).

Table 11. Summary of Archaeological Sites Identified with Recommendations			
Site #	Site Date	Site Type	Recommendation
44PW0680	Prehistoric	Lithic Scatter	Determined Not Eligible by VDHR in 1994; No evidence for site, No further work
44PW0986	19 th Century	Dwelling	Potential, Further work
44PW1901	19 th to 20 th Century	Domestic	Not Eligible, No Further Work

44PW0680

Site 44PW0680 is a prehistoric lithic scatter identified by Thunderbird in 1993. The site was determined not eligible for listing on the NRHP in 1994 by VDHR. The site is located in Area F2, northeast of the hospital in an area that has been completely bulldozed. Due to the disturbed nature of the project area in this location no shovel tests were dug in this area. It is not likely that the site remains given the level of disturbance in this area. Given that the site is located within an area that has been completely disturbed and that VDHR called the site not eligible in 1994. ***CRI recommends no further work for Site 44PW0680.***

44PW0986

Site 44PW0986 is a 19th to 20th Century Dwelling and is located on the south side of I-66. A Phase II evaluation for this site was completed in 2000 by CCR and identified the site as the homestead of German vintner Franz Peters. According to the Phase II report, the large majority of the property associated with the Peters homestead and Site 44PW0986 was taken up by the construction of I-66. The house was likely constructed shortly after the land was acquired in 1870 and destroyed by fire after being sold out of the Peters family in 1964. According to the Phase II evaluation report, little remains archaeologically and it is likely that the majority of material goods were removed from the property when it was sold in 1964. CCR recommended that the site was not eligible for listing on the NRHP (Brady et al. 2000).

The house foundation, stone piers, several depressions, and a stone walkway are still visible at the site today. Only six artifacts were recovered from shovel testing, metal detecting and surface collection during the current survey all from an A horizon context. Artifacts recovered from 44PW0986 during the current survey include two coins, a 1916 wheat penny and a 1952 quarter, an unidentified lead carved object, four unidentified iron cast machinery part fragments, one improved tolled finished bottle glass fragment, one Ironstone/White Granite rim sherd, and one Yellow Ware body sherd. ***Additional significant information was not identified and CRI concurs with the recommendation of not eligible for listing on the NRHP. No further work is recommended.***

44PW1901

Site 44PW1901 is a 19th to 20th century domestic site. The site is located on the south side of I-66, on the east side of Route 15 and just north of Route 55. A total of eight artifacts were recovered from 44PW1901, and represents a 19th to 20th century domestic site. Artifacts recovered included primarily domestic material (n=7) that consisted of four whiteware sherds (TPQ 1820), a single whiteware rim sherd with flow blue printing (TPQ 1840) and two automatic machine lightweight beverage bottle (TPQ 1939) fragments. A single piece of iron wire was also recovered from the site. Artifacts were recovered from surface collection and Stratum I. A collapsed wooden structure is located within the site boundary, however only a small amount of primarily whiteware was recovered from the site. Given the low artifact density and low research potential associated with a 19th to 20th century domestic site and a lack of intact cultural deposits, ***CRI recommends that Site 44PW1901 is not eligible for listing on the NRHP and no further work is recommended.***

Architectural Resources

The project area consists of relatively level landscape. Though appearing rural at one time, large areas to the northeast and southwest of I-66 have been heavily developed with modern residential neighborhoods. Several sections of the project area; however, remain wooded or are open fields. A total of 32 properties were surveyed within the project area and vary in type, function and style of building. Of the 32, six have been previously recorded. A majority of the resources were residential in nature; however, a church, with associated cemetery, and school were also documented during the current survey effort. Several of the resources are currently shielded or partially screened from the project area by trees; however, the trees are in full foliage presently. It is possible during the winter that these resources may have the potential to view the proposed project area and were therefore included in the present survey.

Recommendation statements have been made for each of the newly and previously recorded resources in the project area. None of the six previously recorded properties have been recommended eligible for listing on the NRHP under Criterion A, B, C or D. The resources are not outstanding examples of type, design, materials or workmanship and are common for their time period of construction. The architectural resources also do not have a known association with important people or events. Of the 32 newly recorded, the Gainesville District School, currently the PACE West School, is the only resource recommended potentially eligible for listing on the NRHP under Criterion C for Architecture. The school retains a high level of architectural integrity and is an excellent example of 1930s Art Deco school design. The original Art Deco door surround with inscription and date is also extant. In addition, the school continues to serve in its original capacity. ***CRI therefore recommends an intensive-level survey for the Gainesville District School to determine NRHP eligibility.***

The remaining 31 newly recorded properties have been recommended as not eligible for listing on the NRHP under Criterion A, B, C or D. The resources are not outstanding examples of type, design, materials or workmanship and are common for their time period of construction. The architectural resources also do not have a known association with important people or events.

Table 12. Newly Identified Architectural Resources within the I-66 Corridor Study Area.			
VDHR #	Resource Name	Description	NRHP Recommendation
076-5357	House, 14975 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5358	House, 14985 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5359	House, 14984 Walter Robinson Lane	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5360	House, 6520 Old Carolina Road	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5361	House, 6514 Old Carolina Road	1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.

Table 12. Newly Identified Architectural Resources within the I-66 Corridor Study Area.

VDHR #	Resource Name	Description	NRHP Recommendation
076-5362	House, 6504 Old Carolina Road	1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5363	House, 6505 Old Carolina Road	1946 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5364	House, 6513 Old Carolina Road	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5365	House, 6519 Old Carolina Road	1923 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5366	House, 6431 James Madison Highway	1952 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5006	House, 6434 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5007	House, 6432 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5367	House, 6430 James Madison Highway	1954 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5368	House, 14750 Jordan Lane	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5369	House, 13716 Daves Store Lane	c. 1940 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5370	House, 6905 Catharpin Road	1958 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5371	House, 6907 Catharpin Road	1965 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5372	House, 6911 Catharpin Road	1957 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5374	House, 14504 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5375	House, 14508 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5376	House, 14514 John Marshall Highway	1945 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5377	House, 14522 John Marshall Highway	1934 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5378	House, 14530 John Marshall Highway	1945 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5379	House, 14534 John Marshall Highway	1950 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5380	House, 14810 Jordan Lane	1927 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5008	House, 6590 Jefferson Street	1889 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5009	House, 6660 Fayette Street	1930 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5010	House, 6640 Fayette Street	1955 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5011	House, 6700 Bleight Drive	1959 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5012	House, 6710 Bleight Drive	1959 Dwelling	Recommended Not Eligible for Listing on the NRHP.

Table 12. Newly Identified Architectural Resources within the I-66 Corridor Study Area.

VDHR #	Resource Name	Description	NRHP Recommendation
076-5381	PACE West School, 14550 John Marshall Highway	1935 School	Recommended Potentially Eligible for Listing on the NRHP under Criterion C for Architecture. Intensive Level Survey is Recommended to Determine Eligibility.
076-5383	House, 6522 Old Carolina Road	1960 Dwelling	Recommended Not Eligible for Listing on the NRHP.

Table 13. Previously Identified Architectural Resources within the I-66 Corridor Study Area.

VDHR #	Resource Name	Description	NRHP Recommendation
076-0201	Gainesville United Methodist Church	c. 1880 Church	Recommended Not Eligible for Listing on the NRHP.
076-0333	House, 7150 Catharpin Road	c. 1890 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5033	House, 14997 Walter Robinson Lane	c. 1910 Dwelling	Recommended Not Eligible for Listing on the NRHP.
076-5143	House, 14372 John Marshall Highway	c. 1920 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-0021	House, 6670 Fayette Street	c. 1920 Dwelling	Recommended Not Eligible for Listing on the NRHP.
233-5003	House, 14710 Washington Avenue	c. 1924 Dwelling	Recommended Not Eligible for Listing on the NRHP.

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