



Tri-County Parkway Location Study

**VDOT PROJECT R000-96A-102, PE-101, PPMS No. 52405
VDHR FILE NO. 2003-0042**

ARCHAEOLOGICAL SURVEY

**PREPARED FOR:
PARSONS, BRINCKERHOFF, QUADE, & DOUGLAS
SPRING PARK TECHNOLOGY CENTER
465 SPRING PARK PLACE
HERNDON, VA 20170**

**PREPARED BY:
Heidi Luchsinger
Loretta Lautzenheiser, RPA
Principal Investigator
and
Bill Hall**

**COASTAL CAROLINA RESEARCH, INC.
P.O. BOX 1198
TARBORO, NORTH CAROLINA 27886**

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ABSTRACT

Coastal Carolina Research, Inc. (CCR) conducted an archaeological survey of the proposed Tri-County Parkway. The study was conducted for Parsons, Brinckerhoff, Quade, and Douglas, Inc. (PB), the firm retained by the Virginia Department of Transportation (VDOT) to prepare the transportation study for this project. VDOT has commissioned a detailed study of the proposed Tri-County Parkway in northern Virginia. The purpose of the study is to evaluate a new north/south transportation link connecting the City of Manassas with I-66 and the Dulles technology corridor. The survey was conducted in compliance with Section 106 of the National Historic Preservation Act of 1966; the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800; and Section 4(f) of the National Transportation Act. The scope of the investigation was consistent with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation", and the report was prepared in accordance with the "Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act, Environmental Impact Reports of State Agencies, Virginia Appropriation Act, 1992 Session Amendments" issued June 1992 by the Virginia Department of Historic Resources (VDHR) as amended.

The corridor is approximately 10 miles long and 500 feet wide, crossing portions of Loudoun and Prince William Counties. Significant portions of the APE in Loudoun County have been previously surveyed. There are five previously recorded archaeological sites in Loudoun County (44LD0853, 44LD0854, 44LD1027, 44LD1186, and 44LD1187) and three previously recorded sites in Prince William County (44PW0579, 44PW0580, and 44PW0623). A Phase III data recovery has been conducted on site 44LD0853. Site 44LD1187 is considered potentially eligible for the NRHP, and sites 44LD0854, 44LD1027, and 44LD1186 are considered not eligible for the NRHP. The three sites in Prince William County (44PW0579, 44PW0580, and 44PW0623) are considered eligible for the NRHP. One new archaeological site (44LD1363) was recorded in the APE during this recent archaeological survey. Site 44LD1363 is recommended as not eligible for the NRHP.

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1.0 INTRODUCTION

Coastal Carolina Research, Inc. (CCR), conducted a survey of the selected alternative of the proposed Tri-County Parkway. The study was completed for Parsons, Brinckerhoff, Quade, and Douglas, Inc., the firm retained by VDOT to prepare the transportation study for the Tri-County Parkway project. This survey is one component of the cultural resources study and Section 106 and Section 4(f) compliance. Additional investigations have included a survey of the architectural resources within studied corridor options and an evaluation of the architectural resources that appear eligible for the National Register of Historic Places (NRHP). All investigations have been undertaken in compliance with the provisions of Section 106 of the National Historic Preservation Act, 1966, as amended; 36CFR 800, the regulations governing the Section 106 process; the Archaeological Resources Protection Act (ARPA), 1979; and Section 4(f) of the National Transportation Act. The investigation was conducted according to the Secretary of the Interior's "Standards and Guidelines for Historic Preservation Projects" (Federal Register, Vol. 48, No. 190, September 1983, P. 44716-44742, et seq.). The reports were prepared according to "Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act, Environmental Impact Reports of State Agencies, Virginia Appropriation Act, 1992 Session Amendments" issued June 1992 by the Virginia Department of Historic Resources (VDHR), as amended.

The purpose of this archaeological survey is to evaluate a new north/south transportation link connecting the City of Manassas with I-66 and the Dulles technology corridor (Figure 1). The study area runs through portions of Prince William, Loudoun, and Fairfax Counties. However, the selected alternative traverses only Loudoun and Prince William Counties. The proposed Tri-County Parkway would extend from the City of Manassas to US I-66 in Loudoun County. The Area of Potential Effects (APE) for archaeology covered a 500-foot-wide corridor. Figures 2, 2a, and 2b show the boundary of the survey corridor. The purpose of the survey was to identify and record the archaeological resources, assess the potential for NRHP eligibility for each recorded resource, and make recommendations of eligibility and the need for evaluation of potentially eligible resources.

Loretta Lautzenheiser, RPA, was the principal investigator and project manager. Heidi Luchsinger was the project archaeologist. Bill Hall conducted background historical research, and Neil Mayberry created the graphics. Nathan Scholl served as crew chief, and field technicians included Andrew Kuder, Scott Johnson, and Shane Gilligan.

Research was conducted at the following locations:

- Virginia Department of Historic Resources (VDHR) in Richmond
- Loudoun County Circuit Court Archives, Leesburg
- Loudoun County Clerk of Circuit Court Office, Leesburg
- Loudoun County Department of Planning, Leesburg
- Thomas Balch Library, Leesburg
- Prince William County Clerk of Circuit Court Office, Manassas
- Bull Run Regional Library, Manassas
- Virginia Department of Historic Resources, Richmond
- Library of Coastal Carolina Research, Inc., Tarboro, NC

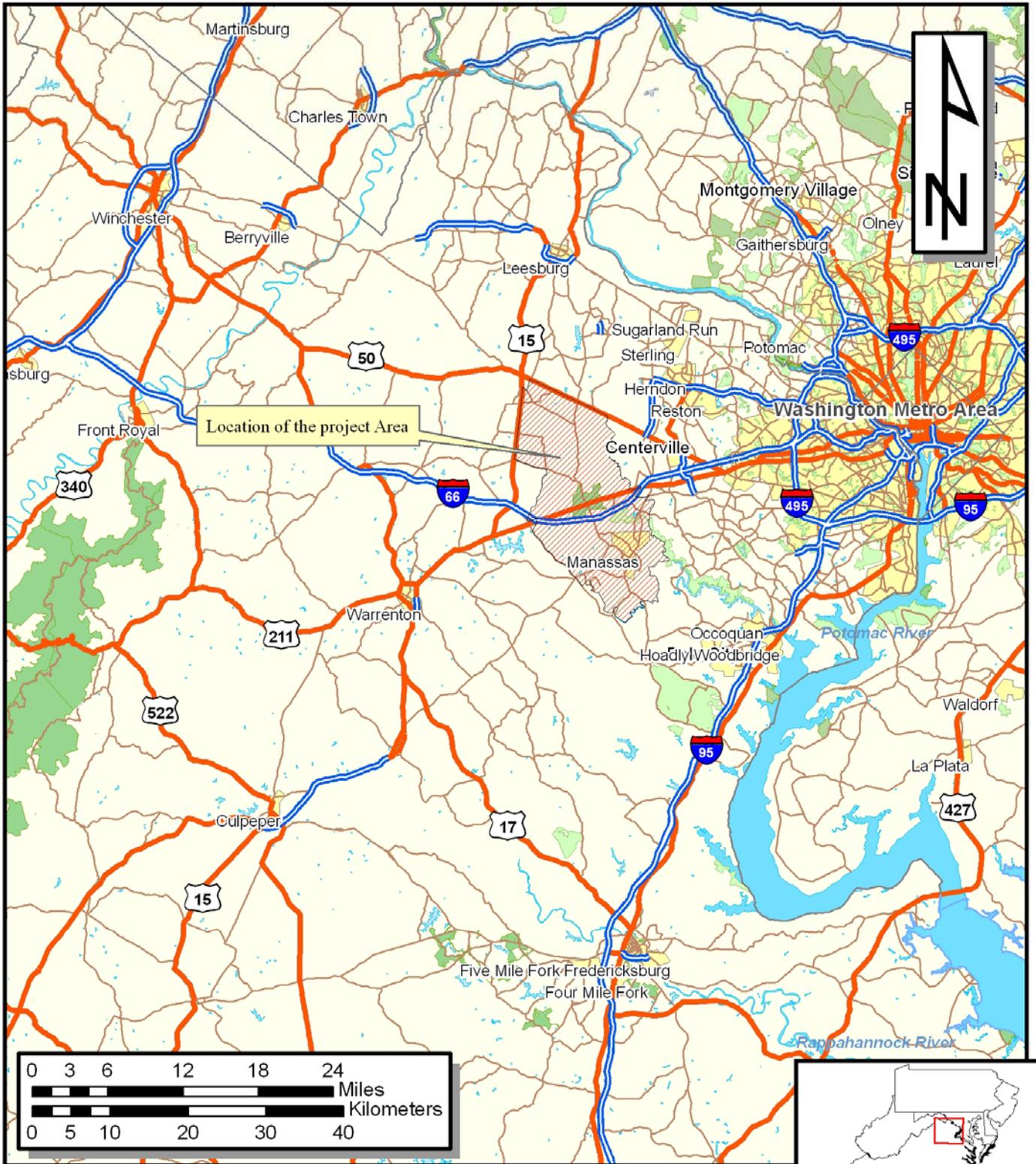


Figure 1: Location of the Project Area.

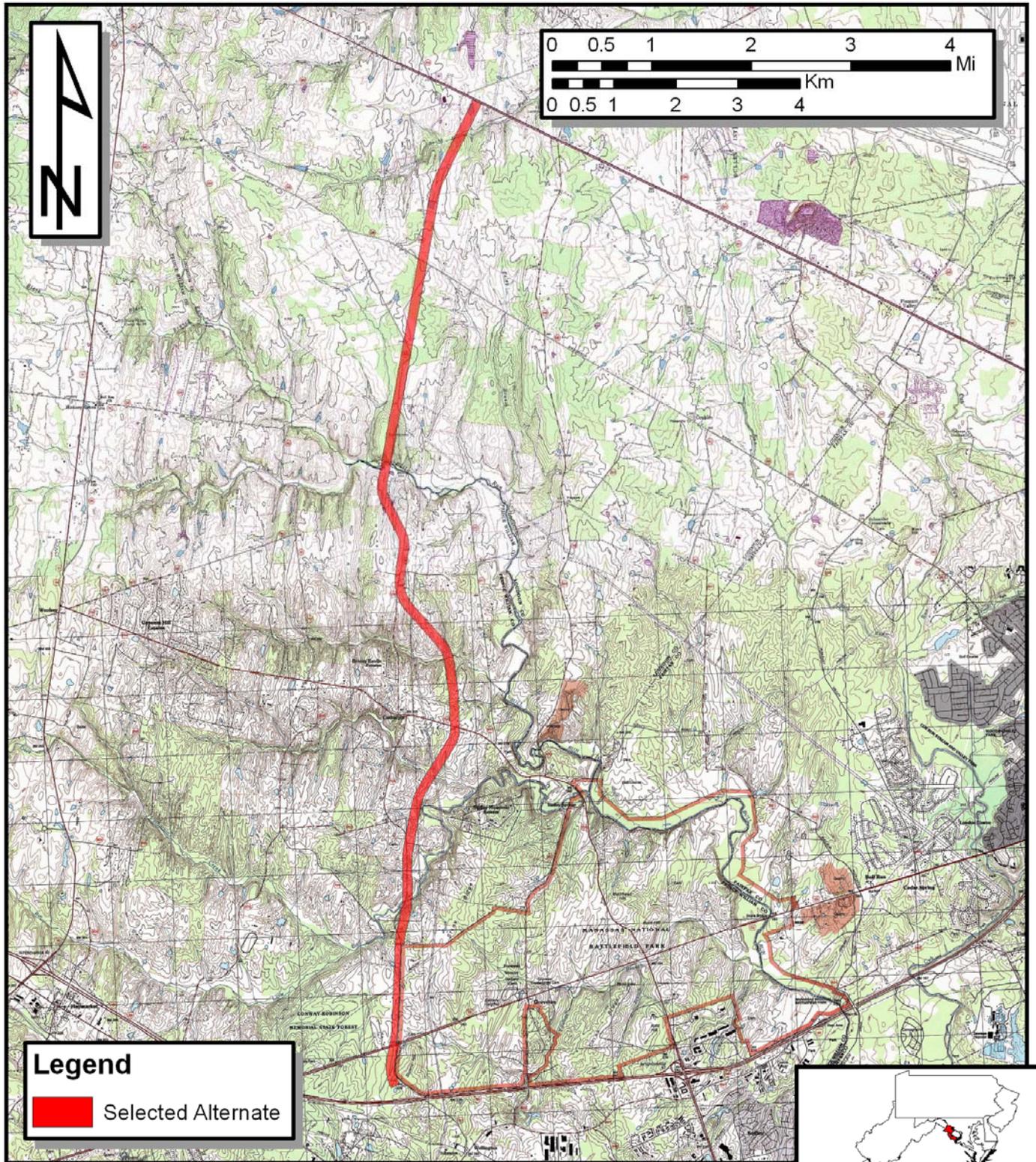


Figure 2: Location of the Selected Alternate in Loudoun County and Prince William County, Virginia.

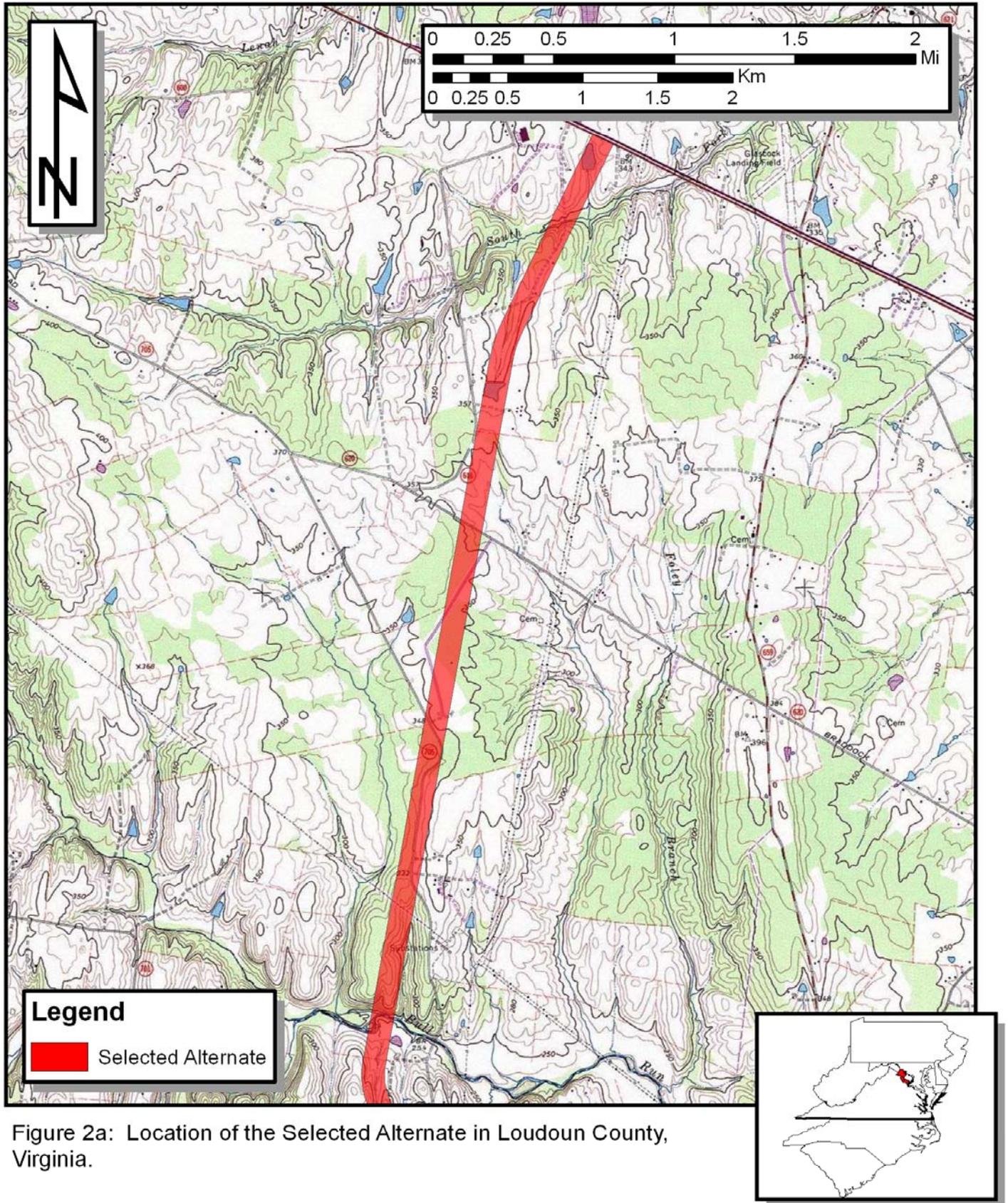


Figure 2a: Location of the Selected Alternate in Loudoun County, Virginia.

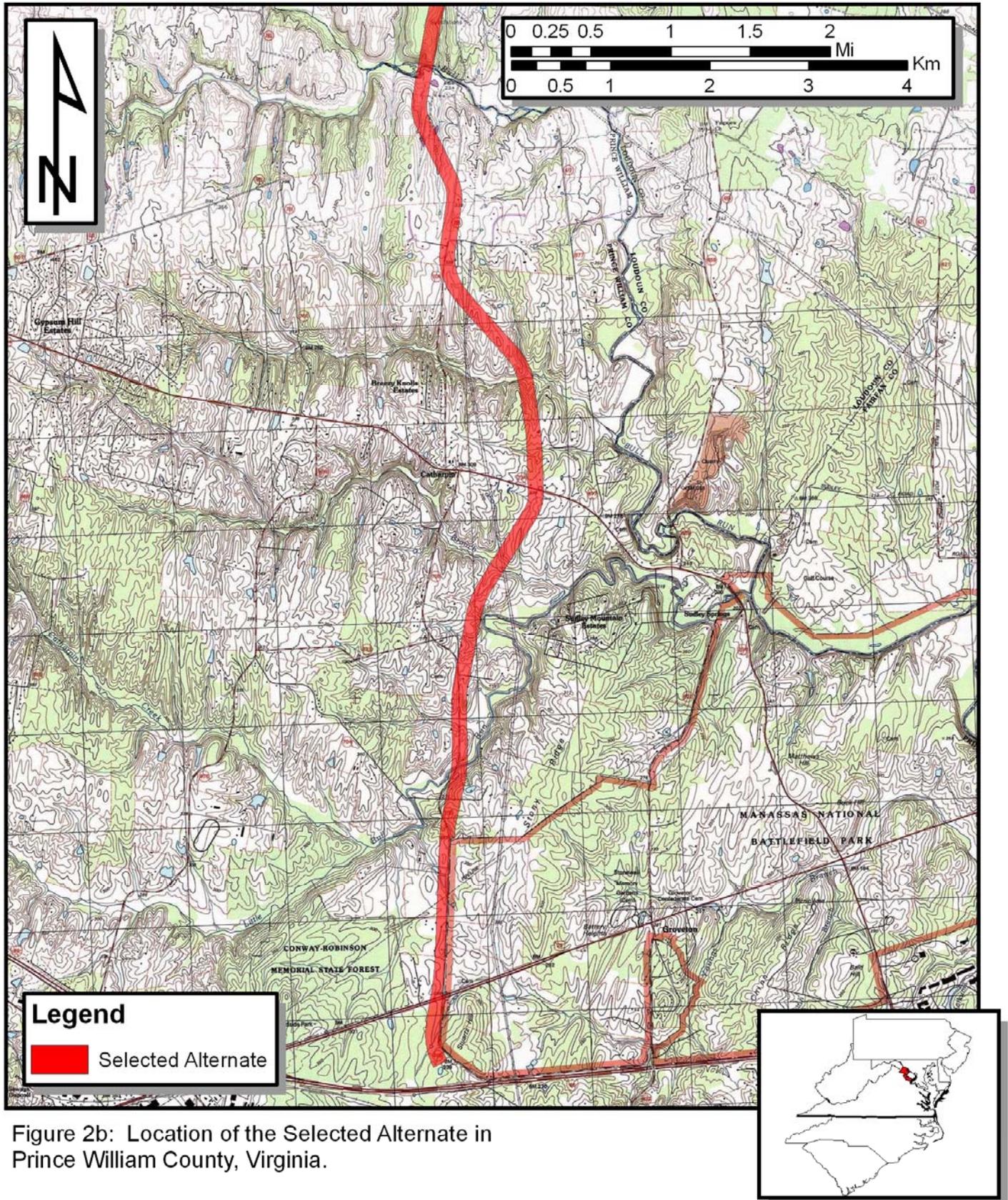


Figure 2b: Location of the Selected Alternate in Prince William County, Virginia.



Many people provided helpful information during the survey. Residents of the project area who provided access to property and information about a number of resources include Barbara Brower, Alan Abdullah, Beverly Becker, Gay Fuerst, Lisa Bennet, Raymond Byrnes, Sr., and Raymond Byrnes, Jr. Their assistance is greatly appreciated. CCR would also like to thank John Cooke (Archaeologist, VDOT), Christine A. Jirikowic, Ph.D. (Archaeologist, Thunderbird Archaeological Associates, Inc.), Kim Snyder, Ph.D. (Archaeologist, Thunderbird Archeological Associates, Inc.), Justin Patton (Prince William County Archaeologist), Heidi Siebentritt (Loudoun County Archaeologist), Jim Burgess (National Park Service), Beverly Conner (Van Metre Companies), and Mike Clem (Cultural Resources, Inc.) for all their help.

2.0 NATURAL SETTING

2.1 PHYSIOGRAPHY

The current project area lies near the eastern border of the Piedmont physiographic region of Virginia. Today, Interstate 95 roughly follows the Fall Line dividing the Piedmont and the Coastal Plain. As the rivers and streams pass over the crystalline rocks in the transition zone, they are marked by falls and rapids. The Fall Line formed an obstruction to river travel between the Piedmont and the Coastal Plain both prehistorically and historically. The transition zone between the two regions was an important area for trade and other forms of cultural interaction.

The Piedmont is the nonmountainous portion of the older Appalachians, and generally slopes from the Mountains to the Coastal Plain (Fenneman 1938). Structural control of drainage is usually absent, and the rivers cross belts of gneiss, schist, and slate without change of pattern. This region consists primarily of rolling hills with a few monadnocks of erosion-resistant rock. It is apparent that the Piedmont has been exposed to chemical weathering for a long period of time because much of the region is covered by a deep layer of saprolitic soil (Fenneman 1938; Thornbury 1965). According to Fisher (1983), the agricultural practices of early settlers in the Virginia Piedmont resulted in severe erosion, soil exhaustion, and siltation of stream valleys, and tobacco cultivation has made these conditions worse. The fact that the Piedmont of Virginia has the smallest number of recorded archaeological sites per acre of the three physiographic regions (Coastal Plain, Piedmont, and Mountain) may be explained by the presence of these destructive forces (Fisher 1983).

2.2 GEOLOGY

The project corridor is underlain by sedimentary and intrusive igneous rocks of a Mesozoic Basin (Rader and Evans 1993). The sedimentary rocks are members of the Upper Triassic Newark Supergroup, which includes conglomerate, conglomerate with carbonate or greenstone clasts, breccia, sandstone, siltstone, and shale. The intrusive igneous material consists of diabase from the Lower Jurassic period. The western edge of the project area is adjacent to sedimentary and extrusive igneous rocks of the Lower Jurassic Newark Supergroup. These include conglomerate, sandstone, siltstone, shale, and basalt.

Archaeologists are just now beginning to recognize that Triassic period deposits can contain isolated areas of high-quality lithic materials that were used by pre-contact peoples. Within the Durham Basin in North Carolina, a vein of chert was identified that had been mined to exhaustion in the pre-contact period. While no temporally diagnostic artifacts of the chert were recovered, Middle and Late Archaic materials were associated with chert debitage (Lautzenheiser and Eastman 1993). The material from this small deposit was so similar to chert recovered from the Ridge and Valley region that its discovery has implications for interpretation of trade networks.

Within northern Virginia, but southwest of the current project corridor, a jasper quarry found in Triassic deposits dates to the Paleoindian period (Voigt 2001). Artifacts from this site date to ca. 11,500 B.P. and expand our knowledge of the earliest human occupations of North America. The project area has the potential to contain additional discrete deposits of high-quality lithic material from Triassic contexts.

2.3 MINERAL RESOURCES

The first gold reported in Virginia was discovered in western Spotsylvania County at the Whitehall Mine in 1806 (Sweet and Rowe 1984). More than 200 gold mines and prospects were eventually established along a gold-pyrite belt that extends from Fairfax County, through Prince William, Fauquier, Stafford, and Spotsylvania Counties, and eventually to Buckingham County. In this belt, gold occurs in veins and in “massive sulfide zones in highly deformed and metamorphosed igneous and sedimentary rocks” (Sweet 1980:1). Commercial gold production spanned the nineteenth and early twentieth centuries, but ceased in 1947 (Sweet and Rowe 1984).

In Loudoun County, the only recorded mine or prospect (Sweet 1980), the Harpers Ferry mine, lies outside the current project area. Three abandoned gold mines, all of which lie southeast of the current project area, are recorded in Prince William County (Sweet 1980). In addition to gold, other mineral resources including silver, copper, iron, pyrite, and barite have been mined commercially in the counties represented in the project area (Sweet and Rowe 1984; Sweet et al. 1989).

2.4 SOILS

In Prince William County, soils within the project area were formed from sedimentary sandstones and siltstones, as well as igneous rocks such as diabase and basalt (Elder 1989). These soils are loams and silt loams with loamy or clayey subsoils. Depth and drainage varies, and clay content and wetness can limit uses to forest, pasture, and hay production. Large areas, however, are well suited to a variety of crops, as well as homesites. Shallow bedrock is the main limitation in these areas.

In Loudoun County, soils within the project area are derived from Triassic sandstones and shales of the Piedmont (Porter 1960). These soils are described as loam, silt loam, stony silt loam, shaly silt loam, gravelly silt loam, or rocky land. Subsoils range from silt loam to plastic clay. Some of the soils are deep, undulating, and well drained. These are suited to a variety of crops and pasture. Other soils tend to be shallow and/or stony. These are generally suited to forest, pasture, or limited crops such as hay.

2.5 HYDROLOGY

The project area is drained by tributaries to the Occoquan River. Among these is Bull Run, a major southeast-trending stream that forms the boundary between Prince William and Loudoun Counties. Smaller tributaries to Bull Run include Little Bull Run, Lick Run, Elklick Run, Cub Run, Youngs Branch, and Flat Branch. These streams dominate the upper portion of the project area, north of Manassas and US I-66. The southern portion of the project area is crossed by Broad Run, which joins the Occoquan below Bull Run. Tributaries to Broad Run include Dawkins Branch, Cannon Branch, and Cabin Run. The Occoquan River eventually flows east toward Occoquan Bay and the Potomac River.

2.6 VEGETATION AND CLIMATE

The Oak-Pine Forest has been defined as the dominant forest type of the Piedmont physiographic region (Braun 1964; Watts 1983). Except on the poorer soils and in drier spots, the pines are usually temporary and are ultimately replaced by deciduous species.

Modern temperatures were reached in Virginia by about 11,000 B.P. (Delcourt and Delcourt 1985). During the mid-Holocene (or Hypsithermal Interval), from 8500 to 4000 B.P., the climate shifted from cool temperate to warm temperate, creating warmer and drier conditions. During the late Holocene, 4000 B.P. to the present, cooler and moister conditions returned. The modern Oak-Pine Forest was established in the project area by 3500 B.P. (Delcourt and Delcourt 1985).

3.0 HISTORIC CONTEXT

3.1 PREHISTORIC NATIVE AMERICAN SETTLEMENT

3.1.1 Paleoindian Period (10,000-8000 B.C.).

Native American occupation of eastern North America dates to at least the Paleoindian period, which is thought to have begun by about 10,000 B.C. The evidence for Paleoindian occupations at this time includes fluted projectile points (i.e., Clovis and Cumberland points) (Griffin 1967; Justice 1987). These points are generally scarce and often occur as isolated finds in disturbed surface contexts. As of 1998, 956 fluted projectile points had been recovered from Virginia (Anderson and Faught 1998). Other Paleoindian projectile point types are Mid-Paleo, Hardaway-Dalton, and Hardaway Side-Notched (Barber and Barfield 1989). The majority of these points were manufactured from cryptocrystalline lithic material. Base camp settlements were often located at quarry sites.

In Virginia, stratified sites containing Paleoindian occupations include the Flint Run Complex in the Shenandoah Valley, as well as the recently excavated Slade North, Fannin, and Cactus Hill sites (Barber and Barfield 1989; Gardner 1974; Carr 1975; McAvoy 1992; Johnson 1996). Work at the Cactus Hill site (44SX0202) has produced the earliest evidence of human occupation in Virginia, dating between 11,500 and 15,000 B.P. (McAvoy and McAvoy 1997).

During the Paleoindian period, the population density was very low, and people lived in small highly mobile bands. The Paleoindians were hunter-gatherers who collected wild foods and hunted the animals living in the cool, moist environment of the early postglacial period. Large herd animals such as caribou, in addition to elk, deer, moose, and a variety of smaller animals, may have been hunted (Turner 1989; Boyd 1989).

Concentrations of fluted points have been recovered from the southern Piedmont and Coastal Plain of Virginia, and have been attributed, in part, to local outcrops of chert, jasper, and chalcedony. In addition, the northern and western boundaries of this concentration coincide with the boundary between the oak-hickory forest and the northern boreal and northern hardwood forests. Thus, the highest concentration of Paleoindian points recovered from southwestern Virginia is located around Smyth County, where saltlicks would have attracted the animals exploited by Paleoindian groups (Turner 1989).

The paucity of Paleoindian sites is often attributed to the low Paleoindian population density and to the fact that the great age of these sites makes them less likely to be preserved. During the Paleoindian period, the “key factor” in the settlement pattern is “the distribution of high quality cryptocrystalline lithic material for tool production” (Carr and Gardner 1979:26). Camps also would have been situated in areas that were near habitat attractive to game animals. Turner (1996) advises that survey strategies structured to identify the greatest number of Paleoindian sites should concentrate on the location of resources considered valuable at that time, particularly outcrops of the high-quality cryptocrystalline lithic material favored for projectile point manufacture and locations favorable to the exploitation of fauna and flora.

3.1.2 Archaic Period (8000-1200 B.C.).

The Archaic period is divided into three phases: Early (8000-6800 B.C.), Middle (6800-3500 B.C.), and Late (3500-1200 B.C.). The onset of the period occurred during a cycle of climatic change including a shift from boreal forests to northern hardwoods and eventually to modern forest communities. The tool kits from the Early Archaic are similar to those from the preceding Late Paleoindian tradition, as are the settlement and subsistence patterns. Existing data indicate that there was no distinct division between the two periods (Cable 1996; Anderson et al. 1996). Instead, the Early Archaic is marked by an expansion in the size of sites and an increase in both the number of artifacts and the number of sites (Egloff and McAvoy 1990). The Early Archaic period is typified by small corner-notched projectile points such as Palmer Corner-Notched and Kirk Corner-Notched (Coe 1964; Custer 1990). St. Albans Side-Notched, LeCroy Bifurcated Stem, and Kanawha Stemmed projectile points are found along with an increase in the use of hafted end scrapers (Coe 1964). Ground stone tools, such as adzes, celts, axes, and grinding stones, first appear during this period. Near the end of this period, there is a shift to an increased reliance on a wider variety of lithic resources than had been utilized previously.

Middle Archaic period settlement and subsistence patterns are characterized by continuity and change. The basic pattern of hunting and gathering continued, with some reduction in mobility. In the Piedmont and Mountain regions in Virginia, it appears that Middle Archaic sites were occupied for longer periods of time than their earlier counterparts. Sites are more frequently located on floodplains along larger streams and rivers, and procurement sites in upland settings become more visible in the archaeological record. An increase in the number of sites dating to this time period suggests a growth in population. Coastal Plain inhabitants may have expanded their territories to make use of new environmental settings created by change in climatic conditions (Custer 1990). Projectile point types characteristic of this period include Stanly Stemmed, Morrow Mountain Stemmed, Guilford Lanceolate, and Halifax Side-Notched.

The adaptations of the Late Archaic period differ little from those of the Middle Archaic period. According to Mouer (1991:10), the primary attributes of Late Archaic culture are “small-group band organization, impermanent settlement systems, infrequent aggregation phases, and low levels of regional or areal integration and interaction.” Projectile points characteristic of this period include Halifax Side-Notched, Lamoka, Merom, Lackawaxen, and Brewerton (Mouer 1991).

The time from ca. 2500 B.C. until 1200 B.C. is sometimes referred to as the Transitional period (Mouer 1991). By 2500 B.C., the rise in sea level had dramatically altered the Atlantic coast, creating large estuaries and tidal wetlands that, in turn, vastly increased coastal resources such as fish and shellfish. Sites of this period are located in river valleys, at the lower reaches of the Inner Coastal Plain tributaries of major rivers, and near swamps. It is assumed that fish began to play a significantly larger role in the subsistence system. Sites of this period tend to be larger than those of the previous periods, reflecting an increase in population, but there is no evidence for year-round sedentism (Mouer 1991). The Savannah River point, often associated with steatite or soapstone vessels, is characteristic of this period.

Custer (1990:27-28) notes that “Early and Middle Archaic components are especially poorly known in the Fall Line Transition Zone” and argues “that these low frequencies are the result of poor survey coverage, not necessarily differential population densities.”

3.1.3 Woodland Period (1200 B.C.-A.D. 1600).

The Woodland period is marked by the emergence of more sedentary lifeways along with the introduction of ceramics (Klein and Klatka 1991; Mouer 1991). The population growth that began in the Middle Archaic period appears to have continued. Early Woodland (1200-300 B.C.) settlements in the Virginia Piedmont appear to be more evenly divided between sites associated with major rivers and those in more interior areas (Klein and Klatka 1991). However, in the Coastal Plain, Early Woodland sites seem to represent “very sporadic, transient, small foray occupations of Piedmont-dwelling folks in a variety of Inner Coastal Plain habitats” (Mouer 1991:49). Although faunal and floral remains are not commonly found in Early Woodland sites, there is evidence that subsistence adaptations became less diffuse during this time, and it has been suggested that intentional clearing of riverine habitats may have increased the availability of edible weedy plants such as goosefoot, knotweed, and sunflower (Stevens 1991). Large, broad points are replaced by smaller notched, stemmed, and lanceolate points, and steatite-tempered ceramics were introduced ca. 1200 B.C. (McLearn 1991). Marcey Creek is thought to be the earliest ware in Virginia’s Piedmont and Coastal Plain north of the James River. Steatite-tempered Selden Island and Elk Island pottery soon followed.

The record for Middle Woodland (330 B.C.-A.D. 900) sites in Virginia is fairly sparse in all except the Coastal Plain region. Throughout Virginia, the Middle Woodland (300 B.C.-A.D. 900) is marked by a series of unifying characteristics, such as “interregional interaction spheres, including the spread of religious and ritual behaviors which appear in locally transformed ways; localized stylistic developments that sprung up independently alongside interregional styles; increased sedentism; and evidence of ranked societies or incipient ranked societies” (McLearn 1992:55). The Middle Woodland period is also marked by the introduction of triangular projectile points throughout Virginia and the possible practice of some horticulture. The settlement systems of the Piedmont, and also of the Coastal Plain, show a dichotomous use of both longer term base camps and short-term procurement camps. In spite of these common traits, it is during the Middle Woodland that clear regional trends in ceramics first become distinct. Coastal Plain and Piedmont ceramic styles can be distinguished, as well as north-south differences that correspond to river drainages emptying into either the Chesapeake Bay or the Albemarle Sound (Hantman and Klein 1992). In the Potomac and James River valleys, the Middle Woodland is marked by a predominance of quartz- and sand-tempered net-impressed ceramics (Hantman and Klein 1992). After A.D. 500, the diversity of surface treatments increases, and “stylistic analyses of ceramics within the region suggest that the Potomac, the Rappahannock, and the Upper Dan were three slightly different subareas within the physiographic province of the Piedmont” (Hantman and Klein 1992:151).

During the Late Woodland (A.D. 900-1500), diversification in surface treatment of ceramics continues. Cord-marked and fabric-impressed ceramics occur throughout Virginia, and “linear and geometric designs characterize both the incised and corded decorative motifs of the Late Woodland . . . [implying] pan-regional interaction” (Hantman and Klein 1992:147). However, fabric-impressed and simple-stamped ceramics occur less often in the northern Piedmont than in the James River region, and the application of collars and linear and geometric designs is more common in the Potomac region than it is to the south (Hantman and Klein 1992).

Although numerous Late Woodland sites have been located in the Virginia Piedmont, there is little known of features and posthole patterns because of destruction due to erosion (Hantman and Klein 1992). What is known, however, is that during the Late Woodland period, the Piedmont experienced a dramatic growth in population. The settlement pattern became more sedentary,

and villages were increasingly associated with major rivers. Horticultural activities increased during this time, although hunting and gathering were still important elements of the subsistence system. There also appears to have been a decrease in long-distance exchange during this time. There is no consensus regarding the level of Piedmont sociopolitical organization during the Late Woodland, with various researchers interpreting the data as evidence of everything ranging from egalitarian to hierarchical societies.

3.2 SETTLEMENT TO SOCIETY (1607-1750)

At the time of European contact, the area encompassing the northern portion of Virginia was occupied by Algonquian-speaking tribes in the Tidewater and Siouan-speaking tribes west of the Fall Line (Walker 1981; Bushnell 1935, 1937). Groups living on the southern and western sides of the Potomac River included the Doegs and the Potomacs (Moore 1993). Although the territory controlled by the powerful Powhatan appears not to have extended as far north as the current project area, the activities of this chiefdom exerted a powerful influence on groups in the region (Potter 1993).

The mid-seventeenth century was a time of exploration into the interior of Virginia. This period saw the development of land- and-stock companies for trading and colonizing and a tremendous business expansion. The impetus for the explorations during this time was the desire for quick profits and more land (Alvord and Bidgood 1912). The first official exploration to the interior took place after 1648, when the governor had heard accounts of lands beyond the mountains. At that time, the frontier was at the falls of the various rivers. Native American uprisings limited settlement in much of the region until the eighteenth century (Ratcliffe 1978).

During the mid-seventeenth century, land between the Potomac and Rappahannock rivers (the Northern Neck of Virginia) was held as a proprietary by a group of wealthy Englishmen. Control of the territory was eventually left largely in the hands of the Fairfax family (Sweig 1992). Robert Carter, an agent for Lady Catherine Fairfax, was one of the largest landholders in the Northern Neck. Lands patented by Carter covered approximately 90,000 acres in the area of today's Prince William, Fauquier, and Fairfax Counties. Lands in Prince William County patented in the name of Carter or one of the members of his family covered nearly 70,000 acres along Kettle Run, Broad Run, and Bull Run (Ratcliffe 1978).

Early settlers of the region were primarily English, but they were eventually joined by settlers of German, Dutch, Swiss, and French ancestry (Steadman 1964). By the late seventeenth century, frontier forts of the Virginia interior fell into disuse, and armed patrols were subsequently used to watch for possible Native American attacks or uprisings. This strategy was successful for a time, but an increase in attacks in the 1690s eventually led to the need for further exploration of the interior (Williams 1938).

Due to the increased number of Native American uprisings, the colonial governor sent two representatives, Giles Vandercastel and Burr Harrison, to make contact with the Conoy Piscataways. After various displacements of their settlement due to infringing groups, the Piscataways were living on Conoy Island in the Potomac River. As the representatives traveled to Conoy Island, through what is today Loudoun County, they made a detailed record of the route and the environs. This record "is considered to be of primary importance in Loudoun's history" (Williams 1938:21). An excerpt from one of Vandercastel and Harrison's letters, written in 1699, describes the Piscataway and part of their return journey:

They live on an island in the middle of the Potomack River about a mile long or something Better, and about a quarter of a mile wide in the Broadis place. The forte stands att ye upper End of the Island butt nott quite ffinished, & theire the Island is nott above two hundred and ffifty yards over; the bankes are about 12 foot high and are very heard to asend. Just at ye lower end of the Island is a Lower Land, and Little or noe Bank; against the upper end of the Island two small Island, the one on Marriland side, the other on this side, which is of about fore acres of Land, & within two hundred yards of the fforte, the other smaller and sumthing nearer, both ffirme land, & from the maine to the fforte is aboute foure hundred yards att Leaste—not ffordable Excepte in a very dry time; the fforte is about ffifty or sixty yards square and theire is Eighteene Cabbins in the fforte and nine Cabbins without the forte that we Could see. As for the Provisions they have Corne . . . The 16th of this Instance April, we sett out from the Inhabitance and ffound a good Track ffor five miles, all the rest of the days's Jorney very Grubby and hilly, Except sum small patches, but very well for horses, tho nott good for cartes, an but one Runn of any danger is a ffrish, and then very bad; that night lay at the sugar land, which Judge to be forty miles [Letter by Giles Vandercastel and Burr Harrison, in Williams 1938:22].

Both the “sugar land” and Sugarland Run (named for “sugar land”) are frequently referred to in the early records. It is thought that the name derives from sugar maple groves in the area. In 1798, the mouth of Sugarland Run was used as a landmark in determining the southern part of the boundary between Fairfax and Loudoun Counties (Williams 1938:23).

Huguenot refugees were eventually placed along what was then Virginia’s frontier, in part to provide protection from Native Americans traveling up and down the Carolina Road (Evans 1989). This road, whose path is roughly traced by US 15 today, was originally a path taken by groups of Native Americans traveling between the Potomac River area, through Virginia, to the Carolinas. It later became one of the major roads taken by early settlers as the frontier was pushed further inland (Ratcliffe 1978). Many of the plantations established on Carter’s Bull Run tracts, such as Burnside, Waverly, Mill Park, Mt. Atlas, Evergreen, and Snow Hill, were served by the Carolina Road (Prince William County Historical Commission 1996). In 1722, the Five Nations of the Iroquois signed an agreement that “none of their Indians shall, at any time hereafter, cross Potowmack river, nor pass eastward of the great ridge,” effectively ending the threat of attack by Native Americans in the Piedmont frontier (Scheel 1982:8). With this threat removed, the settlement of the region accelerated.

Early settlement in what became Loudoun County occurred around present-day Lovettsville. Some of this area was occupied by German squatters. Originally from Pennsylvania, they crossed the Potomac in 1726 into what became Shepherdstown (West Virginia), later crossing the Blue Ridge and Short Hill into Loudoun County around 1726 or 1727 (Scheel 1978).

In 1732, the area that now comprises Fairfax and Loudoun Counties was configured as the Truro Parish of the Church of England. A new parish, called Cameron, was divided off in the area coinciding with present-day Loudoun County in 1748. The total number of taxable individuals in the two parishes in 1749 was 2,035. The parishes were reconfigured in the 1760s, and the lower part of present-day Loudoun remained part of Cameron Parish (Kincaid 1998).

Bull Run, the waterway that marks Loudoun County's southern boundary with Prince William County, probably received its name during the first half of the eighteenth century. The Bull family resided on the stream as early as 1740 when William Bull was born on the family farm there. The Truro Parish, formed in 1732, mentions Bull Run as a branch of the Occoquan River. William Bull served during the Revolutionary War as a Continental, and following the war received a land grant in Ohio, where he and his family then settled (Ratcliffe 1978).

Prince William County was formed in 1730 and included the area from Aquia Creek to the Potomac River (Clark and Arrington 1933). Around this time, the area from the Potomac River south to Wheatland (in present-day Loudoun County) was settled largely by people of German ancestry moving down from Pennsylvania and New York (Head 1998 [1908]). The rest of the county was occupied primarily by English settlers (Ratcliffe 1978).

Although Quaker and German settlers in the upper portions of present-day Loudoun County cultivated grain crops such as wheat (Marsh 1998), tobacco served as the agricultural staple and mainstay of the economy in the more heavily populated areas to the south and east. Because the many rivers made it possible for ships to reach plantations, there was little need to develop towns as trading centers during the early years of settlement (Clark and Arrington 1933). After 1730, however, tobacco shipments were required to be officially inspected, and were not accepted without inspection certificates, issued at tobacco warehouses (Evans 1989). Dumfries was possibly the earliest town established in Prince William County. This town was formally established in 1749 and served as the county seat for many years (Clark and Arrington 1933; Hagemann 1988).

3.3 COLONY TO NATION (1750-1789)

The lack of adequate roads was a hindrance to settlement during the colony-to-nation period. For example, as late as 1751, records indicate that a road had yet to be cleared from the Little River in Alexandria to Ashby's Gap less than 20 miles to the west (Scheel 1987). This road (now U.S. 50) had been constructed by the time Loudoun County was formed, but by 1758 the population of the southern portion of Loudoun County is estimated to have reached only approximately six people per square mile and only one town (Leesburg) had been established in the county (Scheel 1987; Osbourn 1998).

Many of the roads constructed during this period were designed to link one water-powered mill with another (Marsh 1998). The construction of mills and the roads to them was of primary importance since farmers growing corn and wheat required access to gristmills (Scheel 1987).

Before the Revolutionary War, the state annually exported over 55,000 hogsheads of tobacco, valued at almost three times that of the next most valuable commodity. Tobacco remained a leading economic product during the latter half of the eighteenth century, but production was down from 1758, when over 70,000 hogsheads were exported (Jefferson 1861). After tobacco, wheat was the next most important export of the period, followed by Indian corn and lumber and naval stores. Pelts of deer, beavers, otters, muskrats, raccoons, and foxes were prepared, but only about 180 hogsheads were exported. Minor exports were pork, flaxseed and hemp, pit coal, pig iron, peas, beef, sturgeon, white shad, herring, and brandy and whiskey (Jefferson 1861).

The counties of Loudoun and Prince William were not the scene of any major fighting during the Revolutionary War. Both counties, however, provided significant numbers of men to the war effort (Brown 1994; Head 1998 [1908]). Prince William provided the Continental Army with one of its most celebrated officers, Henry “Light Horse Harry” Lee, who was the father of another notable soldier, Robert Edward Lee. The roads of Prince William County, particularly the eastern part of the county, were traveled by the armies, including those of General Washington and Comte de Rochambeau in 1781 as they journeyed to Yorktown (Brown 1994). Loudoun County was “one of the most densely populated counties in the State” at the onset of the Revolution (Head 1998 [1908]:131). The county militia rolls reflect this statistic. Loudoun County’s militia, according to the records of 1780 and 1781, consisted of 1,746 men, more than any other Virginia county reported for the same period (Head 1998 [1908]).

In Loudoun County after the Revolutionary War, grains surpassed tobacco in economic importance, and “as the Napoleonic Wars ravaged Europe the eastern Piedmont became that continent’s breadbasket” (Scheel 1987:26). During this period, water-powered mills were located every few miles along many of the watercourses of the two counties as population in the region grew (Scheel 1987; Head 1998 [1908]).

Writing after the Revolutionary War in *Notes on the State of Virginia*, Thomas Jefferson described the crops produced on the farms of the region. Wheat, rye, barley, oats, buckwheat, broom corn, and Indian corn were commonly grown, and rice was grown where the land permitted. Tobacco, hemp, flax, and cotton were staple commodities, and indigo yielded two cuttings. Potatoes were also cultivated, as were turnips, carrots, parsnips, pumpkins, and ground nuts. The gardens yielded muck-melons, watermelons, tomatoes, okra, pomegranates, and figs. In the orchards, apples, pears, cherries, quinces, peaches, nectarines, apricots, almonds, and plums were grown (Jefferson 1861).

Jefferson also noted that the houses in the state were built on two or three plans. The poorest houses were huts built of logs, “laid horizontally in pens, stopping the interstices with mud. These are warmer in the winter, and cooler in the summer, than the more expensive construction of scantling and plank.” He explained that the wealthy grew vegetables, but the “poorer people” lived “principally on a milk and animal diet” (Jefferson 1861:145).

As overland transportation in the region improved during this time period, the eastern portion of Loudoun County began experiencing a real increase in population (Clark and Arrington 1933; Hagemann 1988).

3.4 EARLY NATIONAL PERIOD (1789-1830)

During the beginning of this period, the Upper Piedmont of Virginia was becoming less exclusively rural and agricultural. Towns and villages grew and as a result, public buildings associated with governmental, religious, and educational activities became more common. For example, by 1790, the population of Prince William County was approximately 11,000 people, and many of the county’s rural crossroads communities were developing into small towns (Evans 1989). William Skinner (or Skinker) laid out the town of Haymarket in the area adjacent to the Red House Tavern to the west of the project corridor at the intersection of the Carolina Road and a branch of the Dumfries Road (Hagemann 1988; Ratcliffe 1978).

John Wood's 1820 map of Prince William County reveals that the project area vicinity was becoming increasingly settled by this time (Figure 3). Several mills are shown in the area of the project corridor. The town of Haymarket is shown on the map, as are a number of roads.

Overland transportation in the more heavily populated parts of Loudoun and Prince William Counties improved dramatically during the late eighteenth and early nineteenth centuries. The earliest private turnpike charter was granted in 1796 to the "President, Manager, and Company of the Fairfax and Loudoun Turnpike Road" (Sweig 1992:148). This road was not actually built until after the turn of the century. Roads in more sparsely populated regions were still a major concern around the turn of the century. For example, residents of Loudoun County stated that during the winter of 1792/1793, roads through their areas to Alexandria and Dumfries were in such bad condition that they were frequently impassable (Scheel 1987).

The Little River Turnpike, one of the oldest roads in the United States, was completed in 1806. Since it was paved with cut stones, it was superior to existing unpaved roads that turned muddy and impassable in wet weather (Douglass 1974). The road extended west from Washington through the lower portion of Loudoun County, passing the northern boundary of the current project area where US 50 is located today (Virginia Historic Landmarks Commission Staff 1970). In 1817, the General Assembly passed an act authorizing the incorporation of turnpike companies and regulating the construction of roads (Pawlett 1977).

Although diminished agricultural production in Loudoun County during the late eighteenth century had led to depopulation and southward migration, early nineteenth-century adoption of the "Loudoun System" of agriculture insured greater production and higher land prices. This system of grain production, which was similar to Quaker practices, was based on crop rotation using grass, clover, and supplemental lime (Janney 1998).

3.5 ANTEBELLUM PERIOD (1830-1861)

During this period, improvements to transportation brought about by the railroad were heavily influencing the growth of the region. Gainesville, in Prince William County near the current project area, was originally established as a railroad depot when the Orange and Alexandria Railroad built its line through land owned by Thomas Gaines (Hagemann 1988) in 1850, the rail line reached Tudor Hall, later known as Manassas, in 1852 (Evans 1989). The junction of the Manassas Gap and Orange and Alexandria railroads at this location spurred the growth of the hamlet (Salmon 1994; Evans 1989). Although an inn and a tavern were built at the junction during the 1850s, it was not until after the Civil War that the town saw further significant growth. With the railroad facilitating the distribution of products, dairy farming began to grow in importance in Prince William County during the 1850s. Milk trains picked up milk at both the regular passenger stops and at special milk stops (Ratcliffe 1978). The Southern Railway now follows the old roadbed of the Orange and Alexandria Railroad (Ratcliffe 1978).

During this period large numbers of people throughout Virginia, including Loudoun and Prince William Counties, left the area to seek land out west. Decades of tobacco farming had exhausted the soil, precipitating the westward migration. The Panic of 1837 only made matters worse. In order to attract new farmers to the state, the state of Virginia placed advertisements in northern newspapers. A significant number of northern farmers answered the advertisements and moved to parts of Virginia, including Prince William County, where some of the families became very productive citizens (Brown 1994).

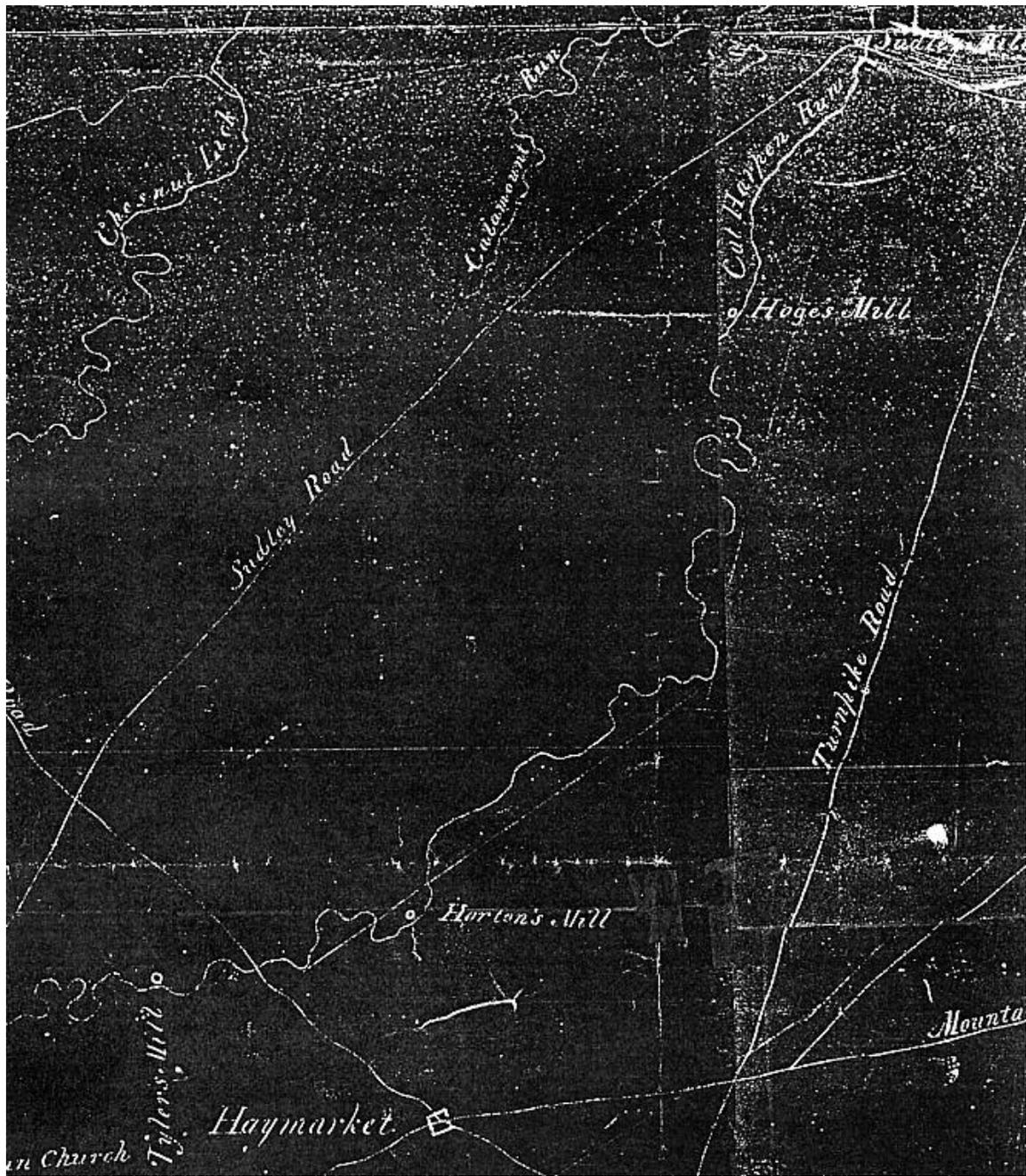


Figure 3: The Southern Project Corridor Vicinity as It Appeared in 1820 (Wood 1820).

3.6 CIVIL WAR (1861-1865)

3.6.1 First Manassas

When the Civil War began in April 1861, most Americans did not expect it to last long. The Confederate capital was established at Richmond, just 100 miles from the Federal capital at Washington, D.C. The proximity of the two capitals ensured that there would be a conflict before the end of the summer. The Federal troops immediately crossed the Potomac River, and began the construction of fortifications in the Arlington and Alexandria areas to protect the capital (Robertson 1990). Brigadier General Irvin McDowell was placed in charge of the growing fortifications. General Robert Patterson was eventually placed in charge of a smaller force upstream at Harper's Ferry.

South of the Federal fortifications and Washington, D.C., the Confederate forces rallied at the line of Bull Run, where they secured the railroad center of Manassas Junction in Prince William County. Brigadier General P. G. T. Beauregard took command of the forces at Bull Run in June 1861, while a smaller force was assembled upstream at Harper's Ferry under Brigadier General Joseph E. Johnston (Robertson 1990). By the end of June, the Confederate forces had established massive fortifications at Manassas defended by six brigades of troops.

By July 1861, the Federal government, led by President Abraham Lincoln, was advocating a forward movement of McDowell's 35,000 troops. Despite McDowell's reservations concerning the preparedness of his troops, the Federal army moved out on July 16. McDowell's main body occupied Centerville on July 18, and for the next few days, the Confederate forces occupied the west bank of Bull Run Creek as they increased their numbers with reinforcements (Figure 4) (Wilshin 1953). The Union troops advanced southwest from Centerville, and tried to cross Blackburn's Ford, but were unable to drive off the Confederate defenders (Figure 4). This Federal action was a reconnaissance-in-force preceding the Battle of Manassas. A consequence of McDowell's failure to cross at Blackburn's Ford was his decision to attempt to turn the Confederate's flank at Manassas (Civil War Sites Advisory Commission 1999a). This plan of attack also included General Patterson and his forces at Harper's Ferry trying to prevent Johnston's unit from joining forces with Beauregard at Manassas. By early July, Patterson had seized Harper's Ferry and pushed Johnston's forces back to Winchester (Robertson 1990). McDowell's delay at Centerville allowed Beauregard to gather the scattered Confederate troops, and on July 18, the Confederate government ordered Johnston to abandon Winchester and join Beauregard at Manassas Junction (Robertson 1990). Johnston left a cavalry screen to deceive Patterson and marched his troops to the town of Piedmont, where trains of the Manassas Gap Railroad were waiting to transport the troops. The first brigade, led by Brigadier General Thomas Jackson, arrived in Manassas Junction on July 19 (Robertson 1990).

McDowell and the Federal army launched their attack on the Confederate line on July 21, unaware that Patterson had not detained Johnston's force and that the Confederate forces at Bull Run had grown in number. McDowell planned for one division to make a feint at the Stone Bridge on the Warrenton Turnpike, while the main force consisting of two divisions crossed at Sudley's Ford and slammed into the Confederate left flank (see Figure 4). The Federal plan was a good one, but Colonel Nathan Evans, the Confederate officer charged with the defense of the Stone Bridge was not fooled by the poorly executed Federal feint. Evans left a small holding force at the Stone Bridge and met the leading elements of the Union flanking force near Matthews Hill, one mile south of Sudley Ford. Evans held the line alone until Beauregard sent reinforcements to the battle. Two brigades under the direction of Generals Bee and Bartow joined Evans at

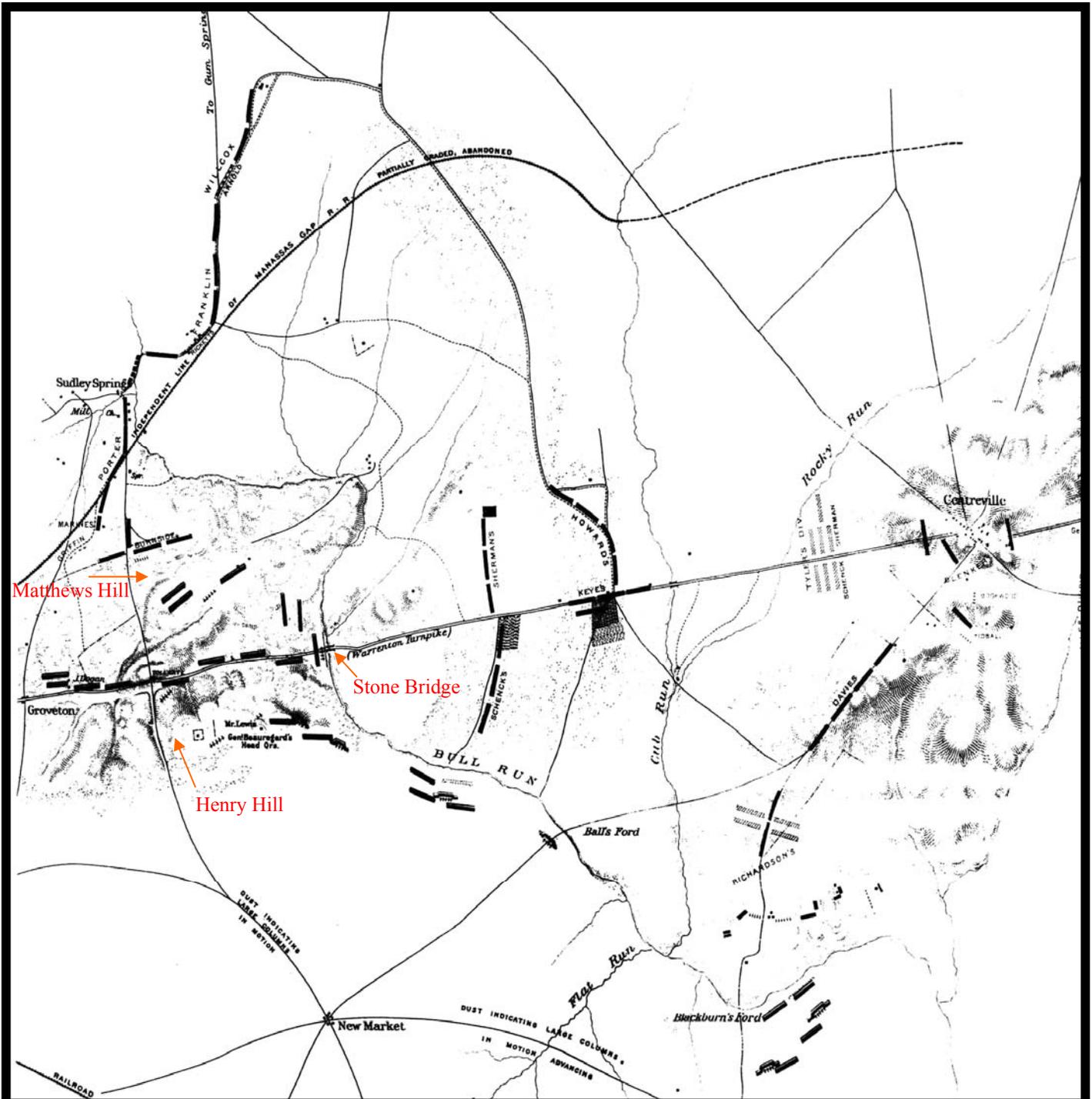


Figure 4: Captain A. W. Whipple's 1861 Map of the Battlefield of First Manassas. The Project Corridor Is Located to the West of the Battlefield.

Matthews Hill (Robertson 1990). The difference in numbers eventually pushed the Confederate army from Matthews Hill and into full retreat. The Confederate force was driven back to Henry Hill, south of the Warrenton Turnpike, where General Jackson waited (Robertson 1990). The remnants of the retreating brigades rallied on Jackson's line, and by early afternoon a force of nearly 7,000 men was assembled on Henry Hill. It was here that General Jackson earned the name "Stonewall." General Bee remarked, "There is Jackson standing like a stone wall," as his brigade retreated to Henry Hill (Robertson 1990).

The intensity of the fighting increased around Henry Hill, where the Confederate forces concentrated. The arrival of fresh troops on the Confederate left resulted in the breakdown of the Federal right. The Federal troops were unable to continue their advance any further and, in the afternoon, were forced to retreat from the field at Henry Hill to the Stone Bridge (Robertson 1990). The Confederate forces were in no condition to pursue the fleeing Federal forces, and no attempt to pursue them was made (Davis 1977).

3.6.2 Battle of Second Manassas

On August 28, 1862, an important confrontation took place west of the corridor in Prince William County at Thoroughfare Gap. Major General James Longstreet's Corps of the Army of Northern Virginia was on the way to join the corps of Major General Thomas "Stonewall" Jackson, which had been operating at and in the vicinity of Manassas Junction. Longstreet's corps planned to march to their rendezvous with Jackson via Thoroughfare Gap, a passage through the Bull Run Mountains (Figure 5). However, Thoroughfare Gap was now occupied by Federal troops (Scheel 1985). The previous June, *Frank Leslie's Illustrated Weekly* referred to the gap as the "Virginia Thermopylae" because a small body of men could hold the position against a much larger force (Scheel 1985:38). In order to deal with the Federals holding Thoroughfare Gap, the Confederates sent some troops north to Hopewell Gap, while others advanced along a trail running through Broad Run Station; meanwhile, a third force would attack Thoroughfare. During the night of August 28, the Federals spotted the troops advancing from the Broad Run Station trail. The strong position was outflanked, and the Federals prudently retreated. The significance of the Confederate triumph at Thoroughfare Gap was immense, for Longstreet's corps was able to continue their march and unite with Jackson's hard-pressed corps already fighting the Battle of Second Manassas (Scheel 1985).

A few days before the Federals occupied Thoroughfare Gap, Jackson's corps had passed through and had begun disrupting the supplies of Pope's Army of Virginia. This was part of a plan devised by General Robert E. Lee after he defeated Major General George B. McClellan's Army of the Potomac during the Seven Days campaign near Richmond (Hennessy 1990). McClellan's force of 120,000 men was now en route to join General John Pope's new Army of Virginia, which numbered 63,000 men. General Lee's plan was to defeat Pope with the combined forces of Major General Thomas "Stonewall" Jackson (24,000) and Major General James Longstreet (31,000) before the Federal armies combined (Hennessy 1990). Pope's intention was to defeat the Confederate force under Jackson, but Jackson maneuvered quickly behind Pope via the Thoroughfare Gap to Manassas Junction and sacked the Federal military supplies stored there (Hennessy 1990). Pope was compelled to abandon his defensive line along the Rappahannock River and move to meet the threat in his rear (Civil War Sites Advisory Commission 1999b). Jackson then returned to an area west of the Manassas battlefield and secreted his entire army in the woods behind an unfinished railroad spur of the Manassas

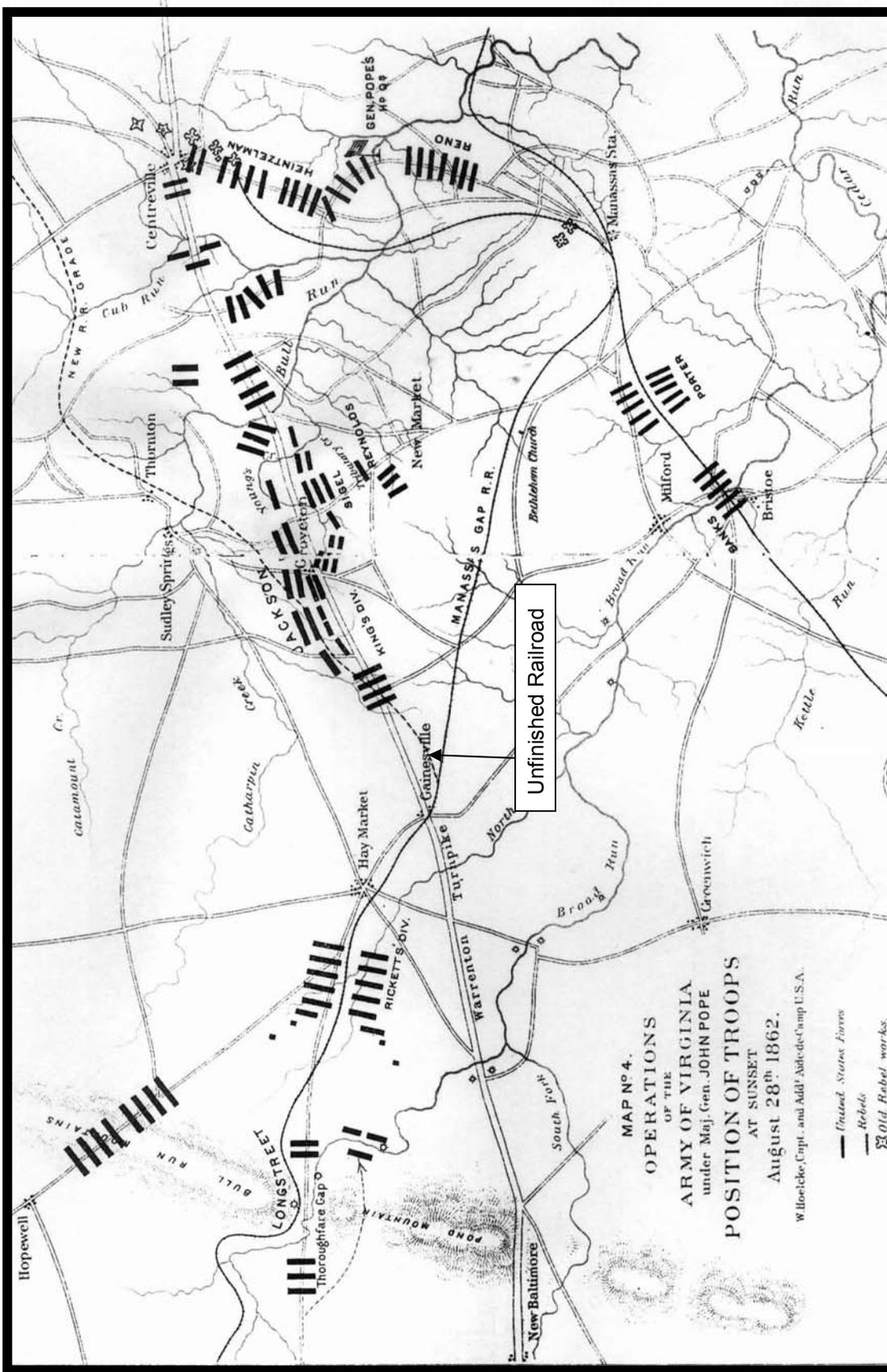


Figure 5: Captain W. Hoelcke's Map Showing Thoroughfare Gap and Troop Positions on the Second Manassas Battlefield at the Close of August 28, 1862.



Railroad. He waited there for General Lee and the rest of the Confederate army and also for General Pope (Hennessy 1990).

The route taken by Jackson to the rear of Pope's army was deceptive. He arrived in Salem, west of the Bull Run Mountains, on August 25. He then led his troops southeast through Gainesville following the Manassas Gap Railroad, which runs parallel to I- 66. Jackson's Corps proceeded to lightly guarded Bristoe Station, and by August 27, was in the process of sacking Manassas Junction. General Pope was unable to contain the Confederate forces. Jackson's force had "covered fifty-four miles in only thirty-six hours of marching. They had ruptured the Union supply line, captured a sumptuous depot, feasted beyond imagination, and fended off Yankee advances from both the east and west" (Hennessy 1993:137).

Jackson's strategically secure position in the woods near the unfinished railroad bed was also near a major route of Federal advance, the Warrenton Turnpike (now U.S. 29). His position and his understanding of Lee and Longstreet's position and arrival date gave him a tactical advantage over a superior force. In addition, the likelihood of Longstreet's progress being impeded was reduced when Pope ordered McDowell to assemble his forces in Centerville. Longstreet was taking the same route to the Manassas battlefield as Jackson, with no alteration of his timetable.

On August 28, Brigadier General Rufus King led his First Division Brigade up the Warrenton Turnpike past the mile-long front of anxiously waiting, but concealed, Confederate forces. Jackson saw his opportunity, and ordered his troops to attack and open the battle. The savage fight continued until dusk. On the 29th, Jackson was in position along the unfinished railroad grade (Figure 5). Pope hurled his men against this position, but although there were momentary breaches, the Federal forces were repulsed. During the afternoon, Longstreet arrived on the battlefield and was deployed south of the Warrenton Turnpike on Jackson's right flank (see Figure 5). Longstreet demurred to Lee's urging an attack and awaited a decisive opportunity. The next morning was quiet, and Pope assumed that Jackson had withdrawn. He ordered more troops forward, and the Confederates held firm, leaving the Union lines in disarray. The battle continued until around four in the afternoon when Longstreet ordered the consolidated attack. The impact of the artillery and fresh Confederate troops broke the Federal line, and they retreated back toward Centerville (Hennessy 1993).

Lee decided to follow up his victory of Second Manassas with an advance into Maryland in hopes that the state would join the Confederacy. As Lee's forces began their march toward Maryland, Stuart received information that a partisan cavalry force was molesting civilians in the Leesburg area. Stuart responded to this intelligence by dispatching the Second Virginia Cavalry under Colonel Munford to Leesburg on September 2, 1862. Though outnumbered, Munford's force chased the partisans, commanded by Captain Means, from Leesburg to Waterford, seven miles away (Head 1998 [1908]).

Beginning in January 1863, a band of Confederate partisan fighters operated in northern Virginia, primarily in the counties of Loudoun and Fauquier under the command of Colonel John S. Mosby. Mosby's Rangers, as they were called, were never very numerous, but they had an impact on the course of the war in Virginia, and they have become an enduring part of Southern myth. The partisans were for the most part residents of northern Virginia and could melt into the countryside when not engaged in disrupting the Federal occupation of the area. Despite Federal efforts to capture Mosby, his unit managed to operate until the close of the war (Head 1998 [1908]).

Although troops were in the vicinity of the Loudoun County section of the project area throughout the war, the nearest engagement took place at Mount Zion Church in July of 1864. On the morning of July 6, 1864, approximately 150 Federal cavalry troopers under the command of Major William H. Forbes left Leesburg and began traveling south on the Old Carolina Road (US 15). By late afternoon, the Union troopers reached the Little River Turnpike (US 50) where they turned east and moved past the Mount Zion Church before stopping at the farm of Samuel Skinner (Figure 6). Major Forbes stopped at the farm to allow his men an hour break, posting security along the Turnpike to the east and west of the farm. Meanwhile, Mosby's force, consisting of roughly the same number of troopers, had stealthily followed Forbes all day. Mosby managed to get around Forbes at the Skinner farm via some secondary roads and posted his troopers at Arcola. The Federal troopers Forbes had placed east of the Skinner farm fired a warning shot and fled when they saw Mosby's troopers forming on the turnpike. The Federals were overwhelmed by the rapid assault of Mosby's men, and though the gallant Forbes tried to rally his troopers behind the Mount Zion Church, little could be done to stop the partisans. When Forbes fell wounded, a rout ensued, and the Federals fled along the Old Carolina Road chased by the Confederates. Union losses amounted to 12 killed, 37 wounded, and 45 captures, while the Confederates reported six wounded and one mortally wounded (Wert 1990).

3.7 RECONSTRUCTION AND GROWTH (1865-1917)

More Civil War battles were fought in Virginia than in any other state. The commonwealth suffered a heavy loss of manpower, a shattered economy, and devastated land. Soldiers returning from battle found their farms destroyed, in many cases needlessly. The state's economy was in ruins, and it was mired in debt from canal, railroad, and turnpike construction during the antebellum era. One positive development of the period was legislation for a statewide system of public schools including African-American children (Peirce 1975).

Prince William County, like most of Virginia, was devastated by the Civil War, and reconstruction required considerable effort. Local governments had to be reestablished; schools, churches, homes, barns, and outbuildings had to be rebuilt; and food remained scarce. Many of the returning soldiers were disabled and could not help with the effort. Discouraged by the very depressed economy, and many residents abandoned the effort to regain their old lives, moving west in order to start over completely. Much of the reconstruction of the county was done by newcomers who moved to the area shortly after the war.

Located at the junction of two important railroads, Manassas was able to prosper and grow rapidly at a time when other towns in Virginia were still struggling with the aftereffects of war (Evans 1989). Manassas was granted its town charter in 1873 (Evans 1989). Because of this growth and the town's convenient location, citizens of Prince William County began to petition to move the county seat from Brentsville to Manassas Junction shortly after the Civil War. However, citizens of Brentsville delayed the move until 1892 (Hagemann 1988).

Prior to the Civil War, the Alexandria, Loudoun, and Hampshire Railroad was constructed through part of Loudoun County. Although the purpose of the line was to connect Alexandria with the coalfields in Hampshire County, West Virginia, this dream never materialized. However, Loudoun County benefited from several stops along the railroad. During the early months of the war, the track and bridges in Loudoun County were destroyed, not to be repaired until the war's end. When it finally was repaired, the line was extended as far as Bluemont. Loudoun County's

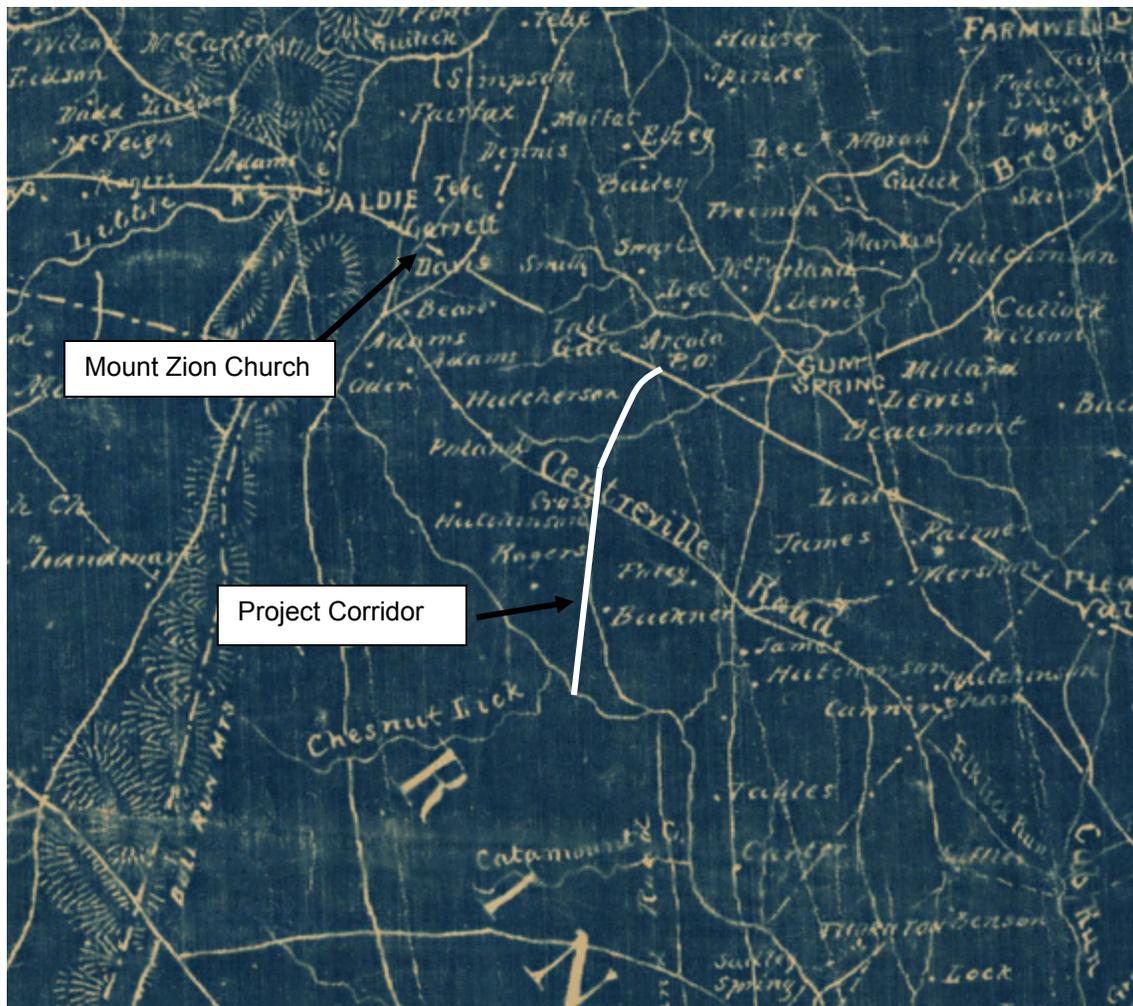


Figure 6: Civil War Map Showing the Approximate Location of the Project Corridor and Mount Zion Church in Loudoun County. The Project Corridor's Northern Terminus Is the Little River Turnpike (Anonymous 1863).

farmers were able to take advantage of the line as a means of getting their produce to market (Head 1998 [1908]).

Loudoun County was known for the prosperity of its farms well before the Civil War. The war took a toll on these farms, however, with property destruction, the loss of young men as casualties of the war, and the abolition of slavery. The county's farms did recover during the postwar period, and by 1900, Loudoun County was surpassed only by Augusta and Rockingham Counties in the monetary value of the county's farms. For that same year, Loudoun County was ranked first in the state in the number of dairy cows (Head 1998 [1908]).

In Loudoun County, in the years immediately after the Civil War, the Freedmen's Bureau ensured that rights of the African American population were upheld. However, when the bureau closed, and Jim Crow laws came into effect, the community reverted to repressive policies. In 1883, an organized protest, the Colored Mass Meeting, authorized a petition to the judge of the county court to allow African Americans their right to serve on juries and as judges of elections. It was not until 1935, however, that African Americans were added to the jury rolls (Black History Committee 2001).

In 1900, the population of Prince William County was approximately 11,000 people, no larger than it had been in 1790 (Evans 1989). Dairy farming continued to be a source of income at the turn of the century, and deposits of iron ore that had been rejected in earlier years were mined for their pyrite (Evans 1989; Ratcliffe 1978). A 1904 map of parts of Prince William County shows the area in which the southern segment of the project area is located. The map shows areas that at the time were under cultivation, identifying what crop was grown, as well as a forested areas and property owners (Figure 7).

The Warrenton Turnpike, described as the worst road in Prince William County, intersects the current project corridor. It followed the route of present US 29, which bisects the Manassas National Battlefield Park. Formerly one of the finer roads, after the war and the coming of the railroads it had been neglected. It was "pounded and rutted and worn and gullied by the army trains--artillery, quartermaster and commissary--for four years" (Stuntz and Stuntz 1998:266).

3.8 WORLD WAR I TO WORLD WAR II (1917-1945)

During the Depression, agricultural prices dropped, forcing many residents of Prince William County to find work to supplement their farm incomes. Some residents were employed digging ditches and building roads such as Route 55 through Haymarket. After the effects of the Depression had subsided, many residents of the area found work in the city of Washington, and the region became home to a large population of commuters (Bowers 1990).

Activism that began at the turn of the century led to the establishment of African American schools in Loudoun County. As late as 1938, it was community-based groups, rather than the county, that provided such schools. The Frederick Douglass High School, which opened in Leesburg in 1941, was the first African American high school to be built by the county (Black History Committee 2001).

During this period the Conway Robinson Memorial State Forest was established. In 1938, Agnes Conway Robinson donated the 400 acres to the state as a memorial to her father, Conway Robinson, a nineteenth-century “eminent jurist and author” (Works Progress Administration [WPA] 1988 [1941]: 167). The conveyance of the property included a fifty-acre field established as a Wildflower Sanctuary (WPA 1988 [1941]).

The Secretary of the Interior made the establishment of the Manassas National Battlefield Park official on May 10, 1940. The original 1,604-acre tract included land on which the battles of both First and Second Manassas were fought. The Henry Farm, arguably the most important tract within the park, was donated by the Sons of Confederate Veterans. The description of the newly designated park was written the year after it was established and included the plans for the park. The plan called for the restoration or reconstruction of historic resources and for the placement of interpretative signs (WPA 1988 [1941]).

3.9 THE NEW DOMINION (1945-PRESENT)

By 1950, the population of Prince William County had grown to approximately 21,000 people. This represented a growth of nearly 100 percent over the population at the turn of the century. The proximity of the county to Washington, D.C., was largely responsible for this growth, as more and more people were employed by the federal government and other businesses in the city. The growth of suburbs in the county was facilitated by the construction of U.S. I-95 in the 1950s (Evans 1989). Even in the 1950s, the expansion of Washington’s suburbs was sufficient to prompt Prince William County to participate in the Northern Virginia Regional Planning Commission, an organization established to help solve problems arising from the rapid development (Gottmann 1969). This growth and its attendant complications continue.

In the 1950s Loudoun County contained areas of “outer suburbia” with relatively expensive land, as well as significant areas with rural settlement. The county experienced population growth of 40 percent in the 1960s, however, with parts of the county experiencing more intensive suburban growth related to the Washington, D.C., metropolitan area. Though the growth rate has been comparably less than that of Prince William County, suburban sprawl and the addition of major zones of development associated with the Dulles International Airport have contributed to losses in the rural character of some parts of the county (Gottmann 1969).

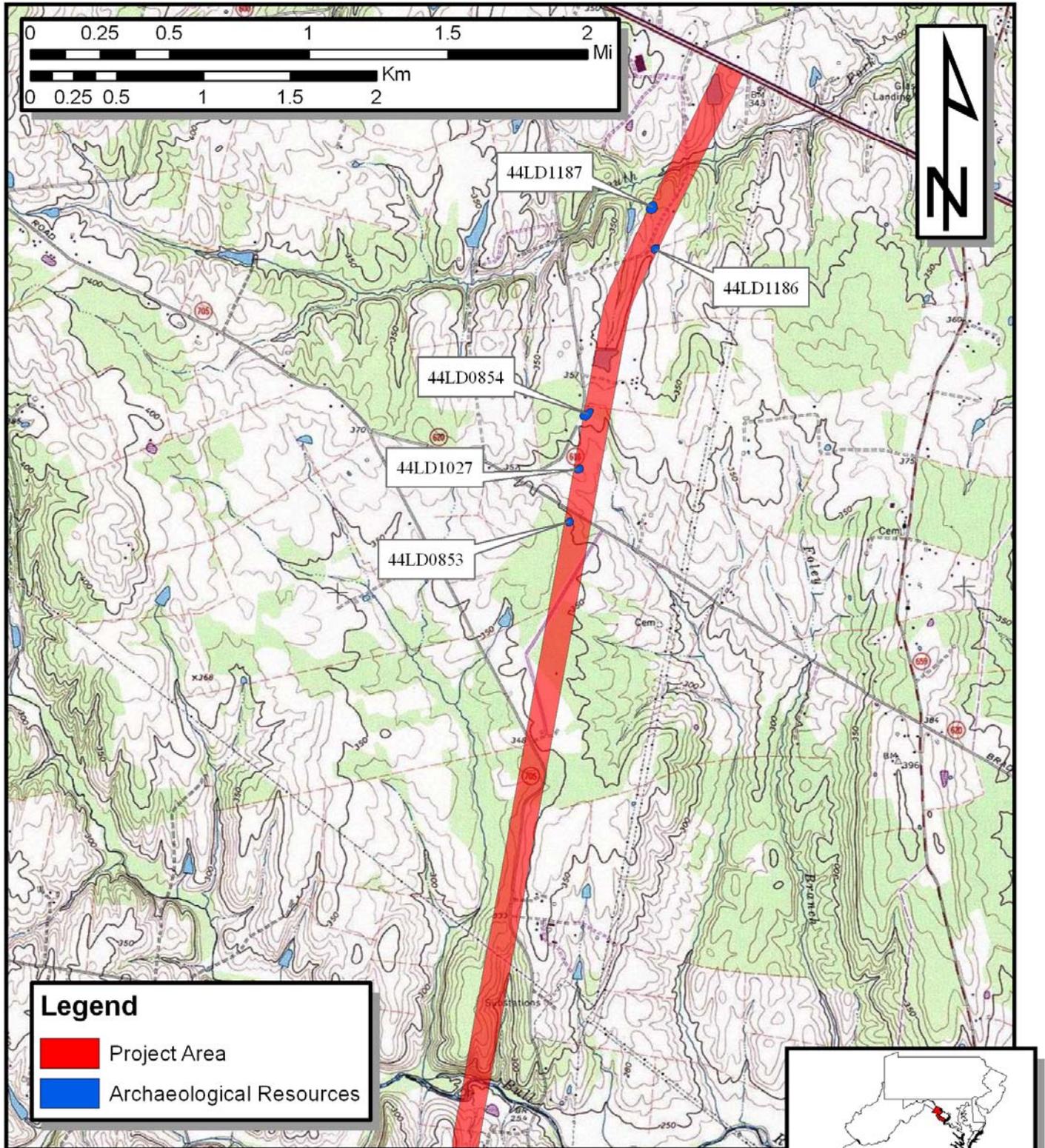
4.0 Previous Research

4.1 INTRODUCTION

The earliest archaeological fieldwork in this project area consisted of surveys conducted for the Smithsonian Institution in the late nineteenth century (Hodges 1993). Since that time, most archaeological sites identified have been the result of avocational archaeologists or researchers involved in cultural research management. Table 1, Figure 8, and Figure 9 document those sites which were previously recorded in the APE.

**TABLE 1:
ARCHAEOLOGICAL SITES PREVIOUSLY RECORDED IN THE APE.**

Site Number	County	Quad	Site Description (NA=Native American; H=Historic period)	Previous Recommendations
44LD0853	Loudon	Arcola	H – Late eighteenth-century impoverished tenant or African American slave site with possible structural remains.	Phase II and III were conducted.
44LD0854	Loudon	Arcola	H – Early nineteenth-century to 1864 domicile.	Phase II was conducted. No further work was recommended.
44LD1027	Loudon	Arcola	H –Nineteenth- through twentieth-century field scatter and NA – field scatter from an unknown period.	Considered not eligible for the NRHP.
44LD1186	Loudon	Arcola	H – Fourth quarter of the nineteenth century through the first half of the twentieth century domestic farmstead.	No further work was recommended.
44LD1187	Loudon	Arcola	H – Fourth quarter of the eighteenth century and the first half of the nineteenth century multiple dwelling both Euro-American and African American.	Phase II was conducted. Phase III archaeological mitigation or avoidance is recommended.
44PW0579	Prince William	Gainesville	NA - Field scatter from an unknown period and H – Civil War cemetery from the third quarter of the nineteenth century (1861-1865).	Eligible for the NRHP under Criterion A, contributing to the Manassas Battlefield Historic District.
44PW0580	Prince William	Gainesville	H – Unfinished railroad tram.	Eligible for the NRHP under Criterion A and D, contributing to the Manassas Battlefield Historic District.
44PW0623	Prince William	Gainesville	H – Cemetery.	Eligible for the NRHP under Criterion A and D, contributing to the Manassas Battlefield Historic District.



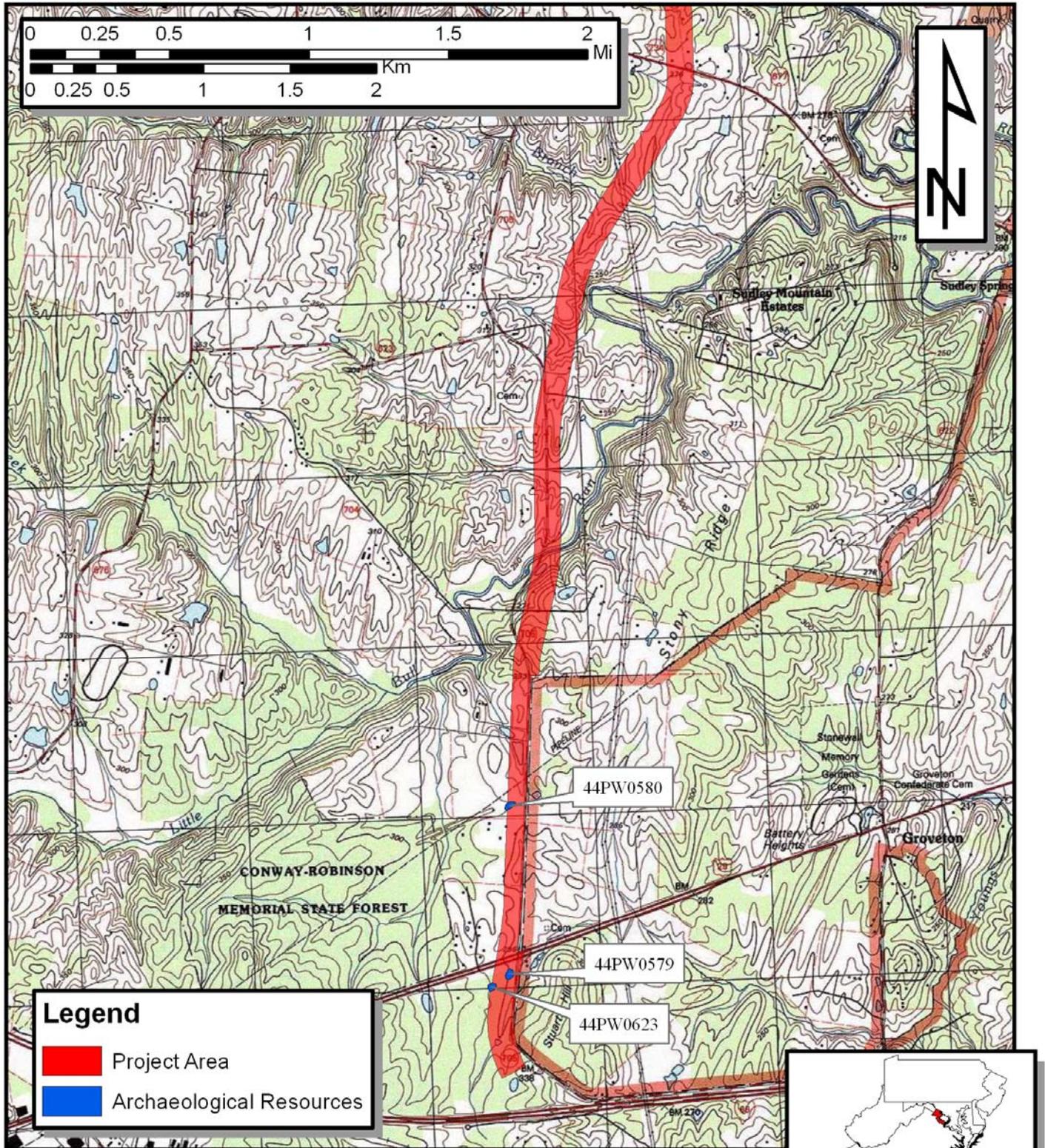


Figure 9: Previously Recorded Archaeological Sites in the APE (Prince William County, Virginia).

4.2 Previously Surveyed Areas in Loudoun County

A considerable amount of archaeological survey has already been conducted in Loudoun County, and a majority of the APE located in Loudoun County has been previously surveyed (Figure 10). The previous surveys were conducted to conform to county regulations and appear to conform to the guidelines set forth by VDHR for a Phase I reconnaissance level survey as outlined in their 2001 “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,” and the “Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation” (Dickenson 1983). The reports were reviewed by archaeologist Heidi Seibentritt of the Department of Planning for Loudoun County. The methods and research of each previous survey have been reviewed by CCR, and it appears these surveys meet VDHR standards. The results of the relevant surveys are summarized below in the following sections.

4.2.1 Moonglade/Mattare Parcels

A Phase I archaeological survey was conducted on a parcel of land to be developed by the Stone Ridge Community Development (Clem 2004a) (Figure 10). No archaeological sites were recorded in the Tri-County Parkway APE.

4.2.2 Dean/Burton Property (Stone Ridge Development)

A Phase I archaeological survey was conducted on the Dean/Burton parcel (Clem 2004b) (see Figure 10) , and two archaeological sites were recorded within the APE. Shovel tests were conducted in well-drained soils with less than 15% slope and at 15-m (50-ft) intervals. This testing interval decreased to 7.62 m (25 ft) around standing historic structures and for radial shovel tests excavated around positive shovel tests. Soil was screened through ¼-inch mesh hardware cloth. A systematic survey was conducted by metal detector in zones containing a significant density of historic artifacts. Random positive strikes were excavated. Surface survey was also conducted in areas of good visibility. Two archaeological sites within the APE were recorded during this survey.

Site 44LD1186 is located within the vicinity of an abandoned farmstead on a flat ridge (0-2% slope) near the South Fork of Broad Run (see Figure 8). This is an open-air Euro-American domestic farmstead site dating between the fourth quarter of the nineteenth century through the first half of the twentieth century. This site contains a foundation and three frame sheds. The small farmstead is in serious disrepair, and the farmhouse burned sometime during the 1950s or 1960s. This site was defined by eight positive shovel tests and measures 53.34 x 53.34 m (175 x 175 ft). Of the total site area, 25-49% of the site has been destroyed. Artifacts included manganese bottle glass (1880-1915), duraglass (1940-present), wire nails (ca 1890-present), machine-headed cut nails (post 1830), lime soda windowpane (1864-present), stoneware sherds, wire fence staples, nails (1 brass fragment), window glass, aqua container glass, stoneware, clear bottle glass, clear manganese glass, a spike, a fence staple, a wire roofing nail, an iron bolt, and container glass (base, Duraglass). No further work was recommended (Clem 2004b).

Site 44LD1187 is located on a small bluff overlooking the South Branch of Broad Run (see Figure 8). This multiple dwelling was used for subsistence or agriculture and possibly as a slave dwelling or domicile for tenant farmers. A portion of this site is African American and dates to the fourth quarter of the eighteenth century and the first half of the nineteenth century. The Euro-America portion of the site dates to the fourth quarter of the eighteenth century and the first half of

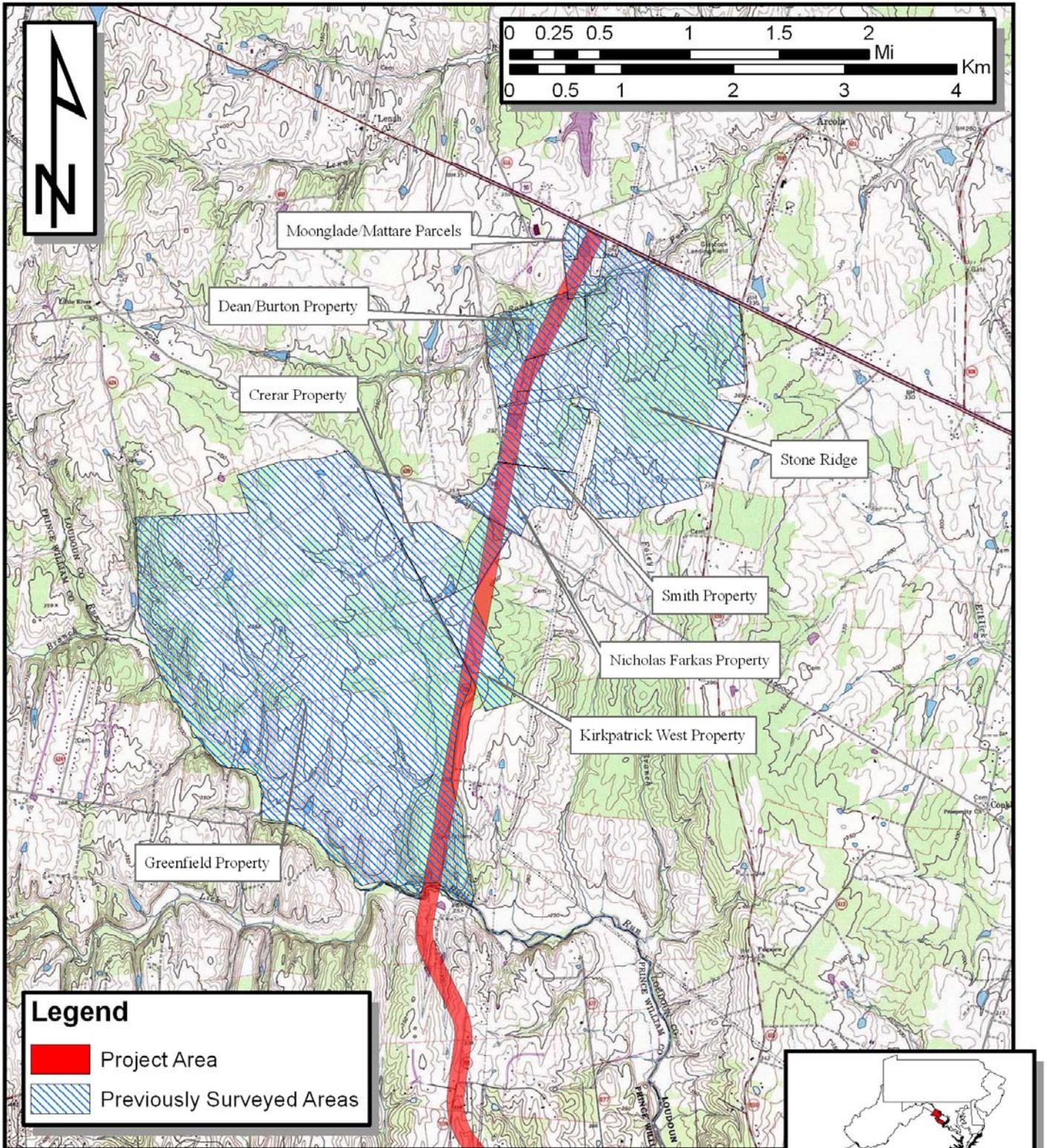


Figure 10: Previously Surveyed Areas in Loudoun County, Virginia, Which Cross Over Into the APE.

the nineteenth century. This domestic site contains several possible structures, which were likely log or frame structures built over a short time period. No chimney or foundation ruins were observed. From surface collection, survey by metal detector, and 12 positive shovel tests, the following artifacts were recorded: creamware (1762-1820), hand-painted and blue shell-edged pearlware (1780-1830), whiteware (1820-1900+), refined white earthenware with blue decoration, redware (including glazed), salt-glazed stoneware, whiteware, bone, a potash windowpane fragment, bottle glass, cut nails with an unidentified head (post-1790), cut nails (L-headed), wrought nails, cast iron vessel fragments, unidentified fragments of ferrous metal, window glass, green bottle glass, dark amber bottle glass, dark green bottle glass, green container glass, paneled embossed aqua bottle glass, green/black glass, cast iron, a ferrous metal ring, C-shaped ferrous metal, a thin brass ring, and a clinched cut nail. Evidence indicates that this site may either be a small tenant farm or slave quarters, both of which are not well represented in this region. This site was recommended as potentially eligible for the NRHP, and Phase II evaluation was recommended (Clem 2004b).

In October of 2004, a Phase II archaeological investigation of 44LD1187 was conducted (Clem 2005). The Phase II testing resulted in the identification of features including a stone foundation and rubble fill that may have been a cellar. Small farmsteads similar to site 44LD1187 are not well represented in this area, and data recording or avoidance was recommended.

4.2.3 Stone Ridge

A Phase I archaeological survey was conducted on a parcel of land to be developed into Stone Ridge (Gardner and Hurst 2000) (Figure 10). No archaeological sites were recorded in the Tri-County Parkway APE.

4.2.4 Smith Property

A Phase I archaeological survey was conducted on the Smith Property (Gardner et al. 2002) (see Figure 10). Survey was conducted by surface reconnaissance, shovel testing, and use of a metal detector (see Figure 8). During the survey, cut banks, tree falls, machinery cuts, and soils exposed by erosion were examined. Shovel testing was conducted on high-probability areas at 15-m (50-ft) intervals. High probability areas for finding archaeological sites were defined as areas with well-drained soils with low relief. Low to moderate probability areas were shovel tested at 22.9-m (75-ft) intervals. Radial shovel tests were excavated around positive shovel tests in order to define site boundaries and artifact concentrations. Low-probability areas consisted of sloping, poorly drained, or disturbed areas. All soils were screened through ¼-inch mesh hardware cloth screens. One site was recorded within the Tri-County Parkway APE.

Site 44LD0854 is located east of Goshen Road on an upland flat with stream cuts to the southwest and east (see Figure 8). This site contains the remains of a domicile initially occupied in the early nineteenth century until after 1864. There are no structures shown in this vicinity on nineteenth-century maps, and this site was possibly occupied by a tenant. There were nine positive shovel tests excavated from the plow zone. Artifacts included whiteware (1820-1900+), pearlware (1780-1830), yellow ware (1830-1940), earthenware, redware, stoneware, a contact mold bottle fragment (1810-1880), bottle fragments, pre-1864 windowpane fragments, lime soda windowpane fragments (1864-present), glass fragments, wrought nails, post-1790 cut nails, post-1830 cut nails, unidentified metal fragments, and a tooth fragment. There were 18 strikes by metal detector, and artifacts recorded include the following: pearlware, whiteware, redware, refined white earthenware spall, stoneware, a horseshoe, a ferrous metal rod fragment with an eye on one end, ferrous metal fragments, a ferrous metal disc or lid fragment, a plowshare fragment, possible cast iron pot fragments, strap iron fragments, a spike fragment, a post-1790 cut nail, an unidentified nail, ferrous metal hook and brick fragments, a ferrous metal padlock with

embossed brass keyhole, and a keyhole cover. This early nineteenth-century domicile site, which may have been occupied by a tenant, could potentially make significant contributions to our understanding of the regional culture during the nineteenth century. This site was recommended as potentially eligible for the NRHP. Phase II or avoidance was recommended.

In October of 2005, a Phase II investigation was carried out at 44LD0854 (Taleff and Flahive 2005). Shovel tests at 3.81 m (12.5 ft) and 7.5 m (25 ft) intervals were excavated, as were four 0.91-x-0.91 m (3-x-3 ft) test units. Results indicated that an artifact concentration (2,098 artifacts) was found in the site center, although no features were detected. This site was interpreted as a single dwelling where occupation ended around the late nineteenth or early twentieth century. This portion of land has been extensively plowed and grazed over the past century, which appears to have destroyed any architectural features. Because there were no intact cultural features, no further work was recommended.

4.2.5 Nicholas Farkas Property

At the Nicholas Farkas property, a Phase I archaeological survey was conducted (Walker et al., 2003) (see Figure 10). Survey was conducted by surface reconnaissance and shovel testing. The entire APE was surveyed by surface inspection. Exposed areas were explored for artifacts and for areas with probability for archaeological sites. Moderate to high probability areas were defined as areas that were well drained and with low relief. These areas were shovel tested at 15-m (50-ft) intervals. All soils were screened through a ¼-in mesh hardware cloth screen. Low-probability areas were examined through surface reconnaissance, and floodplains were not tested. One site was recorded within the Tri-County Parkway APE.

Site 44LD1027 (see Figure 8) was defined by 18 positive shovel tests and measures 30.5 x 61 m (100 x 200 ft). Artifacts were found in shovel tests and on the surface. Push piles were located near the site. Surface collection included whiteware (1820-1900+), ironstone ware (1840-1900+), redware, agateware, porcelain, stoneware, and two bone fragments. Shovel testing in the plow zone yielded sewer or drainpipe sherds, whiteware (1820-1900+), ironstone (1840-1900+), refined white earthenware, redware, an unidentified bottle fragment, unidentified ferrous metal fragments, and quartz flakes. This was defined as a multi-component site with prehistoric and historic artifacts. The historic field scatter dates to the nineteenth to twentieth century, and the prehistoric component was interpreted a short-term occupation of an unknown period. The context for this site is completely disturbed, and it was considered not eligible for the NRHP. No additional work was recommended.

4.2.6 Kirkpatrick West Property

A Phase I archaeological investigation was conducted at the Kirkpatrick West property (Gardner et al., 2002) (see Figure 10). Surface reconnaissance, shovel testing, and metal detection were conducted as part of this investigation. Reconnaissance consisted of surface survey, and exposed areas were examined for artifacts (e.g., cut banks, tree falls, machinery cuts, and exposed soils). During the survey, specific areas were designated as areas of high probability for archaeological material. High-probability areas were shovel tested (e.g., areas that were well drained with low relief, and areas where historic structures were identified during reconnaissance or archival research of historic maps). These areas were tested at 15-m (50-ft) intervals. Radials were excavated at 7.6-m (25-ft) intervals around positive shovel tests in order to define site boundaries and artifact concentrations. Low-probability areas were regions that were sloping, poorly drained, or disturbed. Soil was screened through ¼-in mesh hardware cloth screens. One site was recorded within the Tri-County Parkway APE.

Site 44LD0853 is located around 30.5 m (100 ft) south of Braddock Road (see Figure 8). The site measures 22.9 x 33.5 m (75 x 110 ft). The site contains a stone mound with cut stones that measures 5.5 x 5.5 m (18 x 18 ft). Artifacts were collected from the surface and shovel tests. Redware and a brass button were collected from the surface. Shovel tests yielded creamware (1762-1820), pearlware (1780-1830), tin-glazed earthenware (1700-1800), redware, a wrought nail, and brick fragments. A metal detector sweep yielded possible cast iron pot fragments, wrought nails, and unidentified nails. This site was a late eighteenth-century site that was possibly inhabited by an impoverished tenant or African American slave who practiced tobacco horticulture. The site was likely abandoned by the mid-nineteenth century. No structures were found except the stone pile, which could be the remains of a structure; therefore, intact features could be present. Because this site could make significant contributions to our understanding of early life in Loudoun County, this site was recommended as potentially eligible for the NRHP. Phase II survey or site avoidance was recommended.

In May of 2005, Phase II archaeological investigation was conducted on Site 44LD853 (Jirikowic 2005). Portions of an intact dwelling foundation were revealed, as well as horizontal and vertical site integrity. Artifacts indicated that this dwelling may have been occupied as a temporally limited occupation and was a household of limited means. It is not yet clear whether this dwelling was occupied by a tenant or landowner relative. Because this site could potentially make significant contributions to our understanding of small homestead sites along Braddock Road during the early nineteenth century, archaeological data recovery or avoidance was recommended. This work was conducted in early 2006, but the report has not been completed (Christine Jirikowic, personal communication).

4.2.7 Crerar Property

A Phase I archaeological investigation was conducted at the Crerar Property (Taleff 2005) (see Figure 10). Surface reconnaissance and shovel testing were used in this investigation. Surface reconnaissance included walkover of the area and examination of exposed areas (e.g. cut banks, tree falls, machinery cuts, and exposed soil) to determine the degree of probability in certain areas for finding archaeological material. Shovel testing was used in high-probability areas (e.g., well-drained areas of low relief) or those areas that included historic structures found during reconnaissance or on historic maps. High-probability areas were tested at 15-m (50-ft) intervals, and radial shovel tests were excavated around positive shovel tests at 7.6-m (25-ft) intervals to define site boundaries and artifact concentrations. Low-probability areas were regions that were sloping, poorly drained, and/or disturbed. Soil was screened through ¼-in mesh hardware cloth screens. No archaeological sites were recorded, and no further work was recommended.

4.2.8 Greenfield Property

A Phase I archaeological survey was conducted on the Greenvest L.C. Dulles South property assemblages at Greenfield, Lenah, Arcola, and Broad Run (Cuddy 2004) (see Figure 10). Testing consisted of surface reconnaissance, and shovel testing was based on use of topographic maps and predictive models based on landform types, slope, distance to water, and degree of ground disturbance/development for both prehistoric and historic sites (Furgerson et al., 2002; Linebaugh and Blanton 1996). Shovel tests were excavated at 20-m (65.6-ft) intervals in areas of moderate and high potential for archaeological material in order to define artifact concentrations and sites. Shovel tests were conducted at 10-m (32.8-ft) intervals when artifacts were found, and soil

was screened through ¼-inch hardware cloth. No sites were identified, and no further work was recommended.

4.3 Previously Surveyed Areas in Prince William County

This previous work conformed to the guidelines set forth by the Virginia Department of Historic Resources (VDHR) for a Phase I reconnaissance level survey as outlined in their 2001 “Guidelines for Conducting Cultural Resource Survey in Virginia,” and “Additional Guidance for the Implementation of the Federal Standards Entitled Archaeology and Historic Preservation: Secretary of the Interior’s Standards and Guidelines,” as well as to the “Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation” (Dickenson 1983). The results are summarized in the following sections, and locations are found on Figure 11.

4.3.1 Site 44PW0579

In 1993, a Phase I archaeological investigation was conducted by excavating shovel tests at 15.24-m (50-ft) intervals and site 44PW0579 was recorded (Bushey et al. 1993) (see Figure 11). Radial shovel tests were excavated at 7.62-m (25-ft) intervals. Sterile soils were also excavated to a shallow depth in order to determine whether any artifacts may have become embedded into these horizons by root or rodent activity. Soils from the shovel tests were not screened, and no artifacts were recovered.

Site 44PW0579 is a historic cemetery (1861-1865) associated with the Fourth Texas Regiment, and the Second Battle of Manassas, which occurred in August 1862 (Bushey et al. 1993) (see Figure 9). This site is located off a tributary of Bull Run. The cemetery contains a cairn of squared red sandstone blocks with a slate pedestal base that is known as the Dunklin Monument, a marble capstone, two low mounds of soil from bulldozer spoils, and possible grave markers. A Phase II archaeological investigation was recommended but was not conducted (Federal Highway Administration and Virginia Department of Transportation 1994). This site is not eligible under Criterion D, but it is eligible under Criterion A as a contributing element to the Manassas Battlefield, under Criterion A.

4.3.2 Site 44PW0580

Phase III data collection was conducted at site 44PW0580 (Boyd 1994) (see Figures 9 and 11). This site is a 500-ft section of the unfinished “Independent Line” of the Manassas Gap Railroad located near the western boundary of the Manassas National Battlefield Park. Chartered in 1853 and built sometime between 1853 and 1857, this railroad was intended to relieve the dependence of Manassas Gap on the Orange and Alexandria Railroad. The mound was built with soil and bedrock gravel from its surrounding locality. The portion of the railroad tram within the APE has been leveled and graded by agriculture, although a small mound is still visible in the field today. This site is eligible for the NRHP under Criteria A and D. It is viewed as a contributing element to Manassas Battlefield (treated as historic district) under Criterion A and as a well-preserved though rare transportation feature under Criterion D.

4.3.3 Site 44PW0623

In 1993, during a Phase I archaeological investigation conducted by excavating shovel tests at 15.2-m (50-ft) intervals, site 44PW0623 was recorded (Bushey et al. 1993) (see Figures 9 and 11). Radial shovel tests were excavated at 7.6-m (25-ft) intervals. Sterile soils were excavated to a shallow depth in order to determine whether any artifacts may have become embedded in these

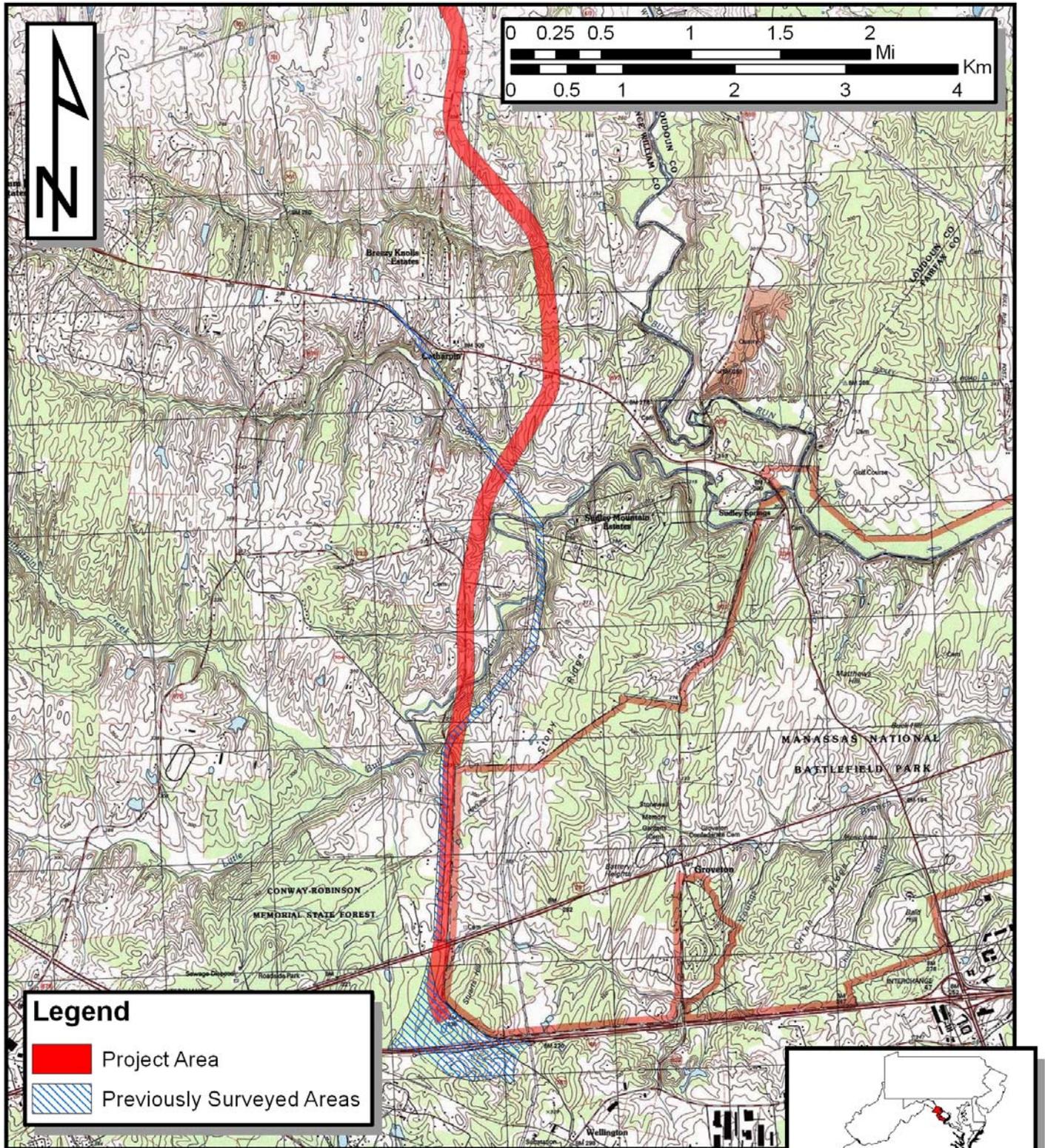


Figure 11: Previously Surveyed Area in Prince William County, Virginia, Which Cross Over Into the APE.

horizons by root or rodent activity. Soils from the shovel tests were not screened, and no artifacts were recovered.

Site 44PW0623 is a cemetery whose age and cultural affiliation are unknown. It is located near a tributary of Bull Run, and is approximately 60.96 m (200 ft) to the west of the cemetery at 44PW0579. The site was identified by a patch of periwinkle covering a number of depressions and six unmodified fieldstones, which were partially buried. The stones were not of local origin and appear to have been grave markers. One pair of stones may be the remains of a headstone and footstone. This cemetery is probably associated with the Second Battle of Manassas and served as a burial ground during and after the battle. It was recommended potentially eligible for the NRHP under Criterion A and possibly under Criterion D because the graves may contain information about the regiments of buried soldiers. Phase II archaeological investigation was recommended.

5.0 METHODS

5.1 Introduction

The purpose of the archaeological identification survey was to determine if archaeological resources that are on, or potentially eligible for, the NRHP are located within the proposed corridor. Resources were assessed against the criteria for the NRHP to determine their potential for eligibility. These criteria require that the quality of significance in American history, architecture, culture, and archaeology should be present in buildings, structures, objects, sites, or districts that possess integrity of location, design, setting, materials, workmanship, feeling and association, and that the buildings, structures, objects, sites, or districts:

- A) are associated with events that have made a significant contribution to the broad patterns of our history; or
- B) are associated with the lives of persons significant in our past; or
- C) embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent significant and distinguishable entity whose components may lack individual distinction; or
- D) have yielded, or may be likely to yield, information important in prehistory or history (Federal Register 1981).

5.2 Background Research

Research for this and previous reports was conducted at the following locations:

- Virginia Department of Historic Resources (VDHR) in Richmond
- Loudoun County Circuit Court Archives, Leesburg
- Loudoun County Clerk of Circuit Court Office, Leesburg
- Loudoun County Department of Planning, Leesburg
- Thomas Balch Library, Leesburg
- Prince William County Clerk of Circuit Court Office, Manassas
- Bull Run Regional Library, Manassas
- Virginia Department of Historic Resources, Richmond
- Library of Coastal Carolina Research, Inc., Tarboro, NC

Prior to fieldwork, project maps were consulted to determine the location of previously recorded archaeological sites within or adjacent to the current project area. Extensive site research was also conducted to locate the information on the previous surveys.

5.3 Archaeological Survey Methods

The entire area within the 152.4-m(500-ft)-wide corridor were considered during the archaeological survey. Areas with obvious recent disturbance were not surveyed. Undisturbed areas that were low and wet or extremely sloped were briefly examined but not surveyed. Some areas in Loudoun and Prince William Counties were previously surveyed, and these areas were not re-surveyed. However, CCR reviewed the methods employed in these surveys and noted that in some cases the slopes were not inspected since they were not going to be disturbed during the development. In these instances, CCR inspected the slopes but did not shovel test them. One archaeological site, a mill race, was located on such a boundary within the APE.

While normally steeply sloped areas would be inspected but not shovel tested, sloped areas in the southern portion of the APE were subjected to shovel testing. Because these areas were in the Manassas Battlefield Historic District, the potential existed for isolated skirmishes to have occurred on the slopes. Three small segments of the corridor were not surveyed because access was denied to the survey crew by landowners (Figure 12).

Surface and subsurface methods were employed during the archaeological survey. Surface survey was used to examine sloping terrain for the presence of sites such as historic cabins and historic mines. Surface examination was also conducted in areas with ground-surface visibility greater than 50 percent. This was generally possible only in the few agricultural fields from which crops had been harvested prior to the time of the survey. In the few cases where surface methods could be employed, the surface examination was conducted by pedestrian traverses at 5-m (16.4-ft) intervals.

Subsurface testing was conducted as needed over most of the survey area. Shovel test pits were excavated at intervals of 75 ft in areas of reduced visibility. Disturbed areas, wetlands, and areas of steep slope were not shovel tested. Shovel test pits were generally 35 cm (13.78 in) in diameter and were excavated into subsoil or sterile soil. All soil from the shovel tests was screened through ¼-in hardware cloth. Shovel test records, including information on soil zone textures and Munsell colors, were maintained on field forms. All shovel tests were assigned numbers, regardless of whether they were positive or negative for cultural materials. Sample shovel test profiles can be found in Appendix A. Photographs (black-and-white) were used to document the general conditions of the project area and the sites that were encountered.

An archaeological site was defined by the recovery of three or more artifacts in reasonable association. If a site was identified during surface survey, additional pedestrian transects were used to identify the site boundaries and obtain full survey coverage of the site area. When a site was identified during the shovel testing, additional shovel tests were used to define the horizontal size, vertical extent, and internal configuration. To the extent possible, a site was defined by the limits of artifact distribution or relevant topographical features. However, areas outside the project area were not surveyed. All sites were plotted on the project field maps and the Arcola or Gainesville USGS 7.5-minute quadrangle.

6.0 RESULTS OF THE ARCHAEOLOGICAL SURVEY

6.1 Introduction

Eight previously recorded archaeological sites are located within the current APE (Table 2). There are five previously recorded archaeological sites in Loudoun County (44LD0853, 44LD0854, 44LD1027, 44LD1186, and 44LD1187) (Figure 13a) and three previously recorded sites in Prince William County (44PW0579, 44PW0580, and 44PW0623) (Figure 13b). Phase III investigations have been conducted at site 44LD0853. Site 44LD1187 was recommended as potentially eligible for the NRHP, and sites 44LD0854, 44LD1027, and 44LD1186 were recommended not eligible for the NRHP. The three sites in Prince William County (44PW0579, 44PW0580, and 44PW0623) are considered eligible for the NRHP. One archaeological site was recorded in the APE during the survey. It is defined in the following section.

6.2 Newly Recorded Archaeological Site

SITE NUMBER: 44LD1363

SOIL TYPE: Mill Race

ARTIFACT(S): None

COMMENTS: Site 44LD1363 is a mill race associated with the Patton Mill (Figure 14). The mill is on the north side of Bull Run on land that was originally part of the Deseret farm. Thomas Benton Putman purchased the land in 1872 and was allegedly the man who constructed the house that is referred to as Deseret, or the Putman-Patton House (Loudoun County Courthouse, Leesburg, Virginia [LCC] 1872: Deed Book [DB] 6I:296; VDHR # 076-0179). The house, constructed on the south side of Bull Run, has been determined eligible for the NRHP under Criterion C for its architectural significance. The boundary is the approximately four-acre tract on the south side of Bull Run that contains the house and some outbuildings (Stewart and Lautzenheiser 2005). Thomas Putman bequeathed the property to his relatives, John T. and Lola B. Patton, in 1909 (LCC 1909: Will Book [WB] 3S:394). John Patton, an inventor, ran a sawmill on the property and was the first in the area to install running water in his house.

The mill was constructed prior to Thomas Putman's purchase of the property. The earliest deed record found for the property is dated 1868. According to the deed, George W. Callahan, the owner of the property, had died and the property containing the mill devolved to his heirs, Georgianna Boon, Juliet Dulin, and Samuel H. Meginney, all of whom resided in Talbot County, Maryland. The deed stated that the property consisted of 375 acres in Loudoun and Prince William Counties. At the time of the deed's recordation, B. F. Saffer tenanted the property. The heirs were granting power of attorney over the land to Georgianna's husband, Owen A. Boon. Meginney had sold his interest in the land to Edgar Matthew (Loudoun County Courthouse, Leesburg, Virginia [LCC] 1868: Deed Book [DB] 5Y:246), but within a week of obtaining power of attorney over the Callahan estate, Owen Boon purchased Matthew's interest in the property (LCC 1868: DB 5Y:250). The conveyance from Matthews to Boon mentions the mill race, revealing that the mill dates at least to the ownership of George W. Callahan (LCC 1868: DB 5Y:250).

The race (Figure 15) extends from Cedar Creek, a tributary of Bull Run that flows from the north, and along Bull Run where it ends just west of the existing bridge over Sanders Road (see Figure 14). The dam over Cedar Creek survives only as rubble (Figure 16). While Bull Run is a larger stream with a greater flow, the Patton Mill operated off the smaller Cedar Creek. The location of a mill was decided by several factors. The primary consideration is the availability of a mill seat. If there is insufficient fall of water to power a mill, other physical and locational factors are immaterial. A mill seat is the point of marked descent in the bed of a stream where the concentration of fall simplified the harnessing of the flow (Lautzenheiser 1986). Where

**TABLE 2:
ARCHAEOLOGICAL SITES PREVIOUSLY RECORDED IN THE APE AND CCR
RECOMMENDATIONS.**

Site Number	Site Description (NA=Native American; H=Historic period)	Previous Recommendations	VDHR Review and Concurrence	CCR Recommendations
44LD0853	H – Late eighteenth-century impoverished tenant or an African American slave site with possible structural remains.	Potentially eligible for the NRHP and Phase II and III were recommended.	No.	Phase III data recovery completed.
44LD0854	H – Early nineteenth-century (until 1864) domicile.	Potentially eligible for the NRHP and Phase II was conducted. No further work was recommended.	No.	Not eligible.
44LD1027	H –Nineteenth through twentieth century field scatter; NA – Field scatter from an unknown period.	Considered not eligible for the NRHP.	No.	Not eligible.
44LD1186	H – Fourth quarter of the nineteenth century through the first half of the twentieth century domestic farmstead.	No further work was recommended.	No.	Not eligible.
44LD1187	H – Fourth quarter of the eighteenth century and the first half of the nineteenth century multiple dwelling with both Euro-American and African American components.	Potentially eligible for the NRHP.	No.	Potentially eligible.
44PW0579	NA - Field scatter from an unknown period; H – Civil War cemetery from the third quarter of the nineteenth century (1861-1865).	Potentially eligible for the NRHP and Phase II was recommended.	Yes. Not eligible under Criterion D. Eligible under Criterion A (but not as an archaeological site). Contributing element to the Manassas Battlefield (treated as a historic district) under Criterion A.	Eligible.
44PW0580	H – Unfinished railroad tram.	Potentially eligible for the NRHP and Phase III was conducted. No further work was recommended.	Yes. Eligible under Criteria A and D. Site viewed as a contributing element to Manassas Battlefield (treated as historic district) under Criterion A. Criterion D assessment based on site representing well-preserved though rare transportation feature.	Eligible.
44PW0623	H – Cemetery.	Potentially eligible for the NRHP and Phase II was recommended.	Yes. Survey: indeterminate.	Eligible.

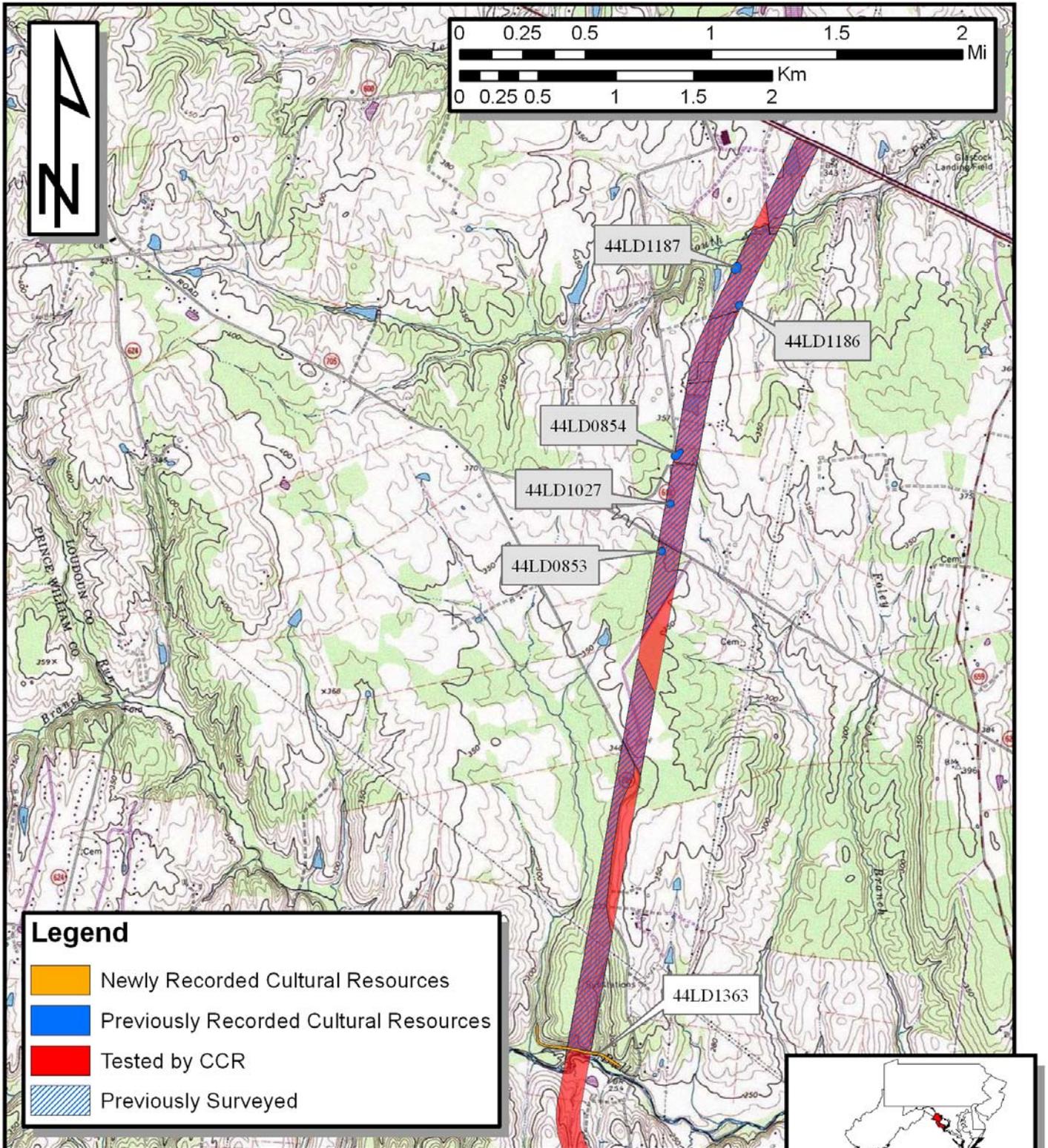


Figure 13a: Northern Portion of the APE: Synthesis of Investigation Including Previously Surveyed Areas, Areas Tested by this Investigation, Areas where Access was Denied, Locations that were Surface Surveyed, and Newly Recorded Archaeological Site (44LD1363).

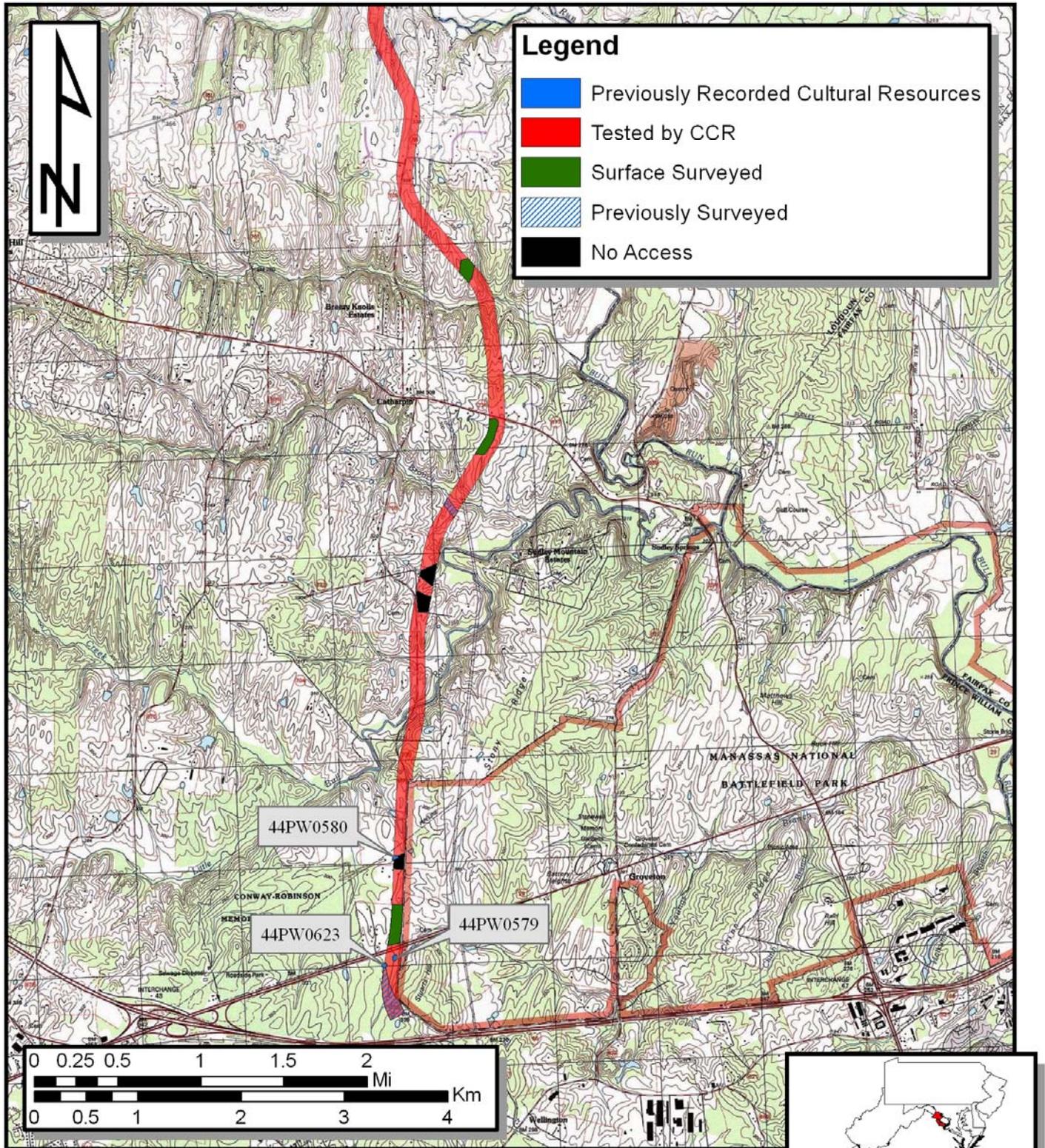


Figure 13b: Southern Portion of the APE: Synthesis of Investigation Including Previously Surveyed Areas, Areas Tested by this Investigation, Areas where Access was Denied, and Locations that were Surface Surveyed.

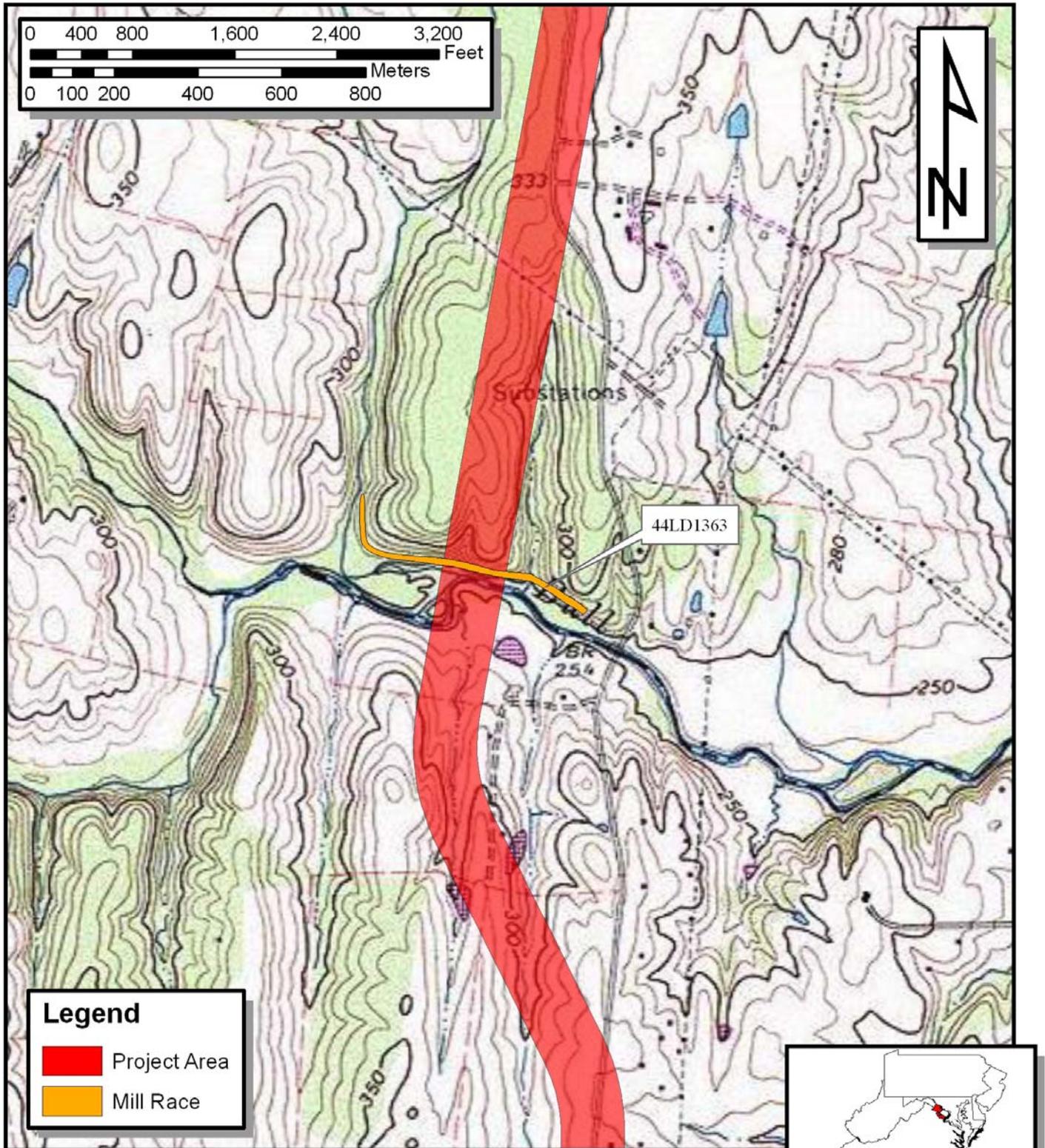


Figure 14: Mill Race (44LD1363) Associated with the Patton Mill.



Figure 15: Mill Race Associated with the Patton Mill.



Figure 16: Remnant of Dam Associated with the Patton Mill.

the fall was not so pronounced, a long race might be necessary to convey the water. Dams were located where there was a favorable foundation for the dam, a constriction in the banks of the waterway, and a suitable area for the pond. If the land behind the dam was level, the water would spread out and be useless for power development. This is the type of topography on the south side of Bull Run, explaining why the smaller Cedar Creek was dammed.

Mills consist of a number of components: the dam to store the water, a race or flume to transport the water, a penstock or sluice to control the flow of water, a wheel or turbine to generate power, and a tailrace or carry the discharged water away from the wheel to the stream. Frequently these elements will be dispersed (Lautzenheiser 1986).

RECOMMENDATIONS: The race at the Patton Mill is the only surviving element of the mill. The dam could be found only by tracing the race to the creek, where a small rubble pile survives on the bank. The east terminus of the race undoubtedly represents the place where the mill stood; however, no evidence of it remains. While the race is long and represents quite an expenditure of labor, it is not unusual. With only a single element of the mill surviving, it can provide only limited information on waterpower technology in the region and appears not eligible for the NRHP under Criterion D. Since the mill is dated to the mid-nineteenth century, it is late and not associated with waterpower expansion in the region. The mill is not associated with important persons, and the mill race is not significant for its craftsmanship. The race also appears to not be eligible for the NRHP under Criteria A, B, or C.

7.0 SUMMARY AND RECOMMENDATIONS

The archaeological survey for the Tri-County Location study consisted of systematic survey along a 10 mile-long and 500-ft-wide corridor of the selected alternative for the proposed Tri-County Parkway. The project area contains parts of Prince William and Loudoun Counties. Previously surveyed areas that fell within the APE were reviewed and evaluated, and previously recorded archaeological sites were summarized (Table 3). All previously recorded sites were mapped.

In Loudoun County, site 44LD1187 was recommended potentially eligible for the NRHP, and sites 44LD0854, 44LD1027, and 44LD1186 were recommended not eligible for the NRHP. The three sites in Prince William County (44PW0579, 44PW0580, and 44PW0623) are considered potentially eligible for the NRHP. One archaeological site (44LD1363), a mill race, was recorded in the APE during this recent archaeological survey and it is recommended as not eligible for the NRHP (Table 3).

**TABLE 3:
ARCHAEOLOGICAL SITES LOCATED IN THE APE AND RECOMMENDATIONS.**

Site Number	Site Description (NA=Native American; H=Historic period)	Recommendations
44LD0853	H – Late eighteenth-century impoverished tenant or an African American slave site with possible structural remains.	Phase III data recovery completed.
44LD0854	H – Early nineteenth-century (until 1864) domicile.	Not eligible.
44LD1027	H –Nineteenth through twentieth century field scatter; NA – Field scatter from an unknown period.	Not eligible.
44LD1186	H – Fourth quarter of the nineteenth century through the first half of the twentieth century domestic farmstead.	Not eligible.
44LD1187	H – Fourth quarter of the eighteenth century and the first half of the nineteenth century multiple dwelling with both Euro-American and African American components.	Potentially eligible.
44LD1363	H – Mid-nineteenth-century mill race associated with the Patton Mill.	Not eligible.
44PW0579	NA - Field scatter from an unknown period; H – Civil War cemetery from the third quarter of the nineteenth century (1861-1865).	Eligible.
44PW0580	H – Unfinished railroad tram.	Eligible.
44PW0623	H – Cemetery.	Eligible.

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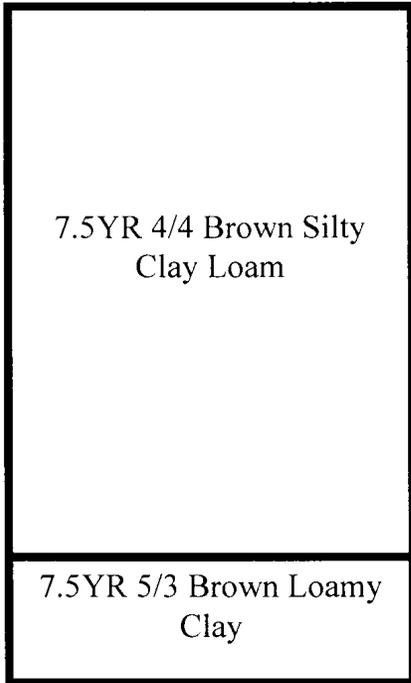
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Works Progress Administration

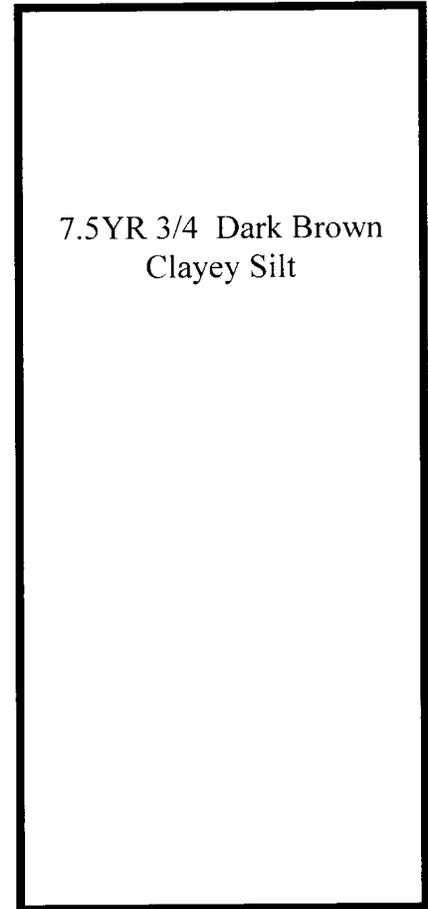
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APPENDIX A: SAMPLE SHOVEL TEST PROFILES

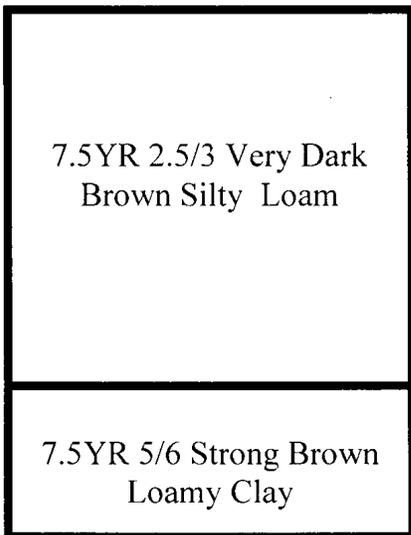
Line 48
Shovel Test 5



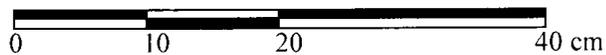
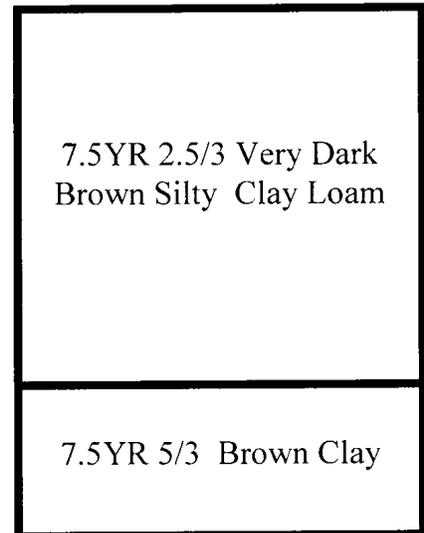
Line 73
Shovel Test 2



Line 62
Shovel Test 2



Line 66
Shovel Test 4

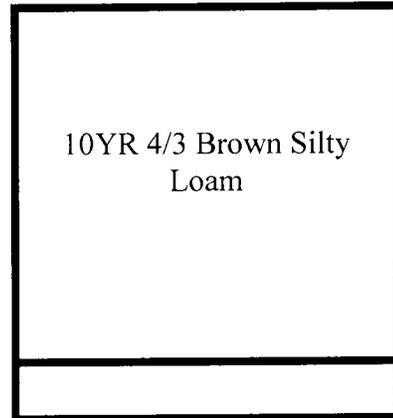




**Line 82
Shovel Test 3**



**Line 106
Shovel Test 4**



↑
10YR 5/6 Yellowish
Brown Silty Clay

**Line 97
Shovel Test 3**

